



JAGUAR TRACKS



News from the
SAN DIEGO JAGUAR CLUB
April 2021

Take a '67 E-Type, *with its fabulous XK Engine,*
for a drive through Orange County's Carbon Canyon and
you'll experience three of the many features highlighted in
this month's issue.





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Land Rover San Diego and Jaguar Land Rover North America, LLC have strengthened their partnership with the addition of the Jaguar franchise to Land Rover San Diego's facility in San Diego, California. Effective immediately, Land Rover San Diego is authorized to sell and service new and pre-owned Jaguar vehicles, continuing to provide an exceptional experience that is representative of the Jaguar and Land Rover brands.

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April 2021

While our lives and club events continue to be impacted by COVID-19, many activities are slowly returning to pre-pandemic conditions. This is mostly good news, but in one way somewhat not-so-good news. I work mostly from home at the moment, but on occasion need to go to the office. My commute has been about 30 minutes each way since last April when COVID began to unsettle our lives. I don't know to what extent working away from the office will continue for businesses in the future, but I will miss the 30-minute commutes if we return to pre-COVID levels of traffic. However, this is a small price to pay as we move past COVID and its impact on our lives.



I have recently filled some of my time around the house by again serving as my own mechanic. I have had a pesky check-engine light on Jorgene's '07 XK convertible that was driving me nuts. So, I dusted off my tools, bought a Blue Driver diagnostic trouble code (DTC) reader recommended by Chuck Leuthen, our Jaguar Tracks Editor, and set about sleuthing for the answer. I have been pretty much hands-off of the XK and our '11 XJ after ~35 years of doing most repairs on our seven prior Jaguars. Thus, it has been enjoyable to not only work on the XK, but to also solve the problem! But as satisfying as this is, it has been as enjoyable sharing my saga with Chuck and with Stick Holmes, former SDJC President and other positions for the club. I plan a tech article for the Tracks in the future once I have confirmed "Mission Accomplished" by passing an upcoming smog test.

Speaking of mission accomplished, Diah and Nedra have been doing just that for SDJC events. The club drives and picnics over the past year have enjoyed great turnout by members, including those from surrounding JCNA clubs. Jorgene and I missed the March "Vernal Equinox Orange Hills/Tour and Picnic" sponsored by JOCLA, but feedback from SDJC members is that it, too, was a great success. Chuck has provided a recap and photos on pages 8 and 9. Given continuing limitations on hosting events at restaurants and other venues, Nedra and Diah have planned another drive and picnic for April that will end at Kit Carson Park in Escondido. The details are provided on page 10.

My suggestions for the coming month are to (1) get your vaccinations as soon as they become available to you, if you haven't done so already, and (2) enjoy the still less-crowded roads in your Jaguars.

Dan



Newest of Jaguars: The classic Mark X luxury sedan

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On the Cover



The E-Type on canvas. A perfect fit.

Web art purloined by Chuck Leuthen

March New & Returning Members

Don Becker

1964 E-Type FHC – Cream
1962 Proteus C-Type Replica – BRG

Dane Silvestri

SDJC 2021 Calendar of Events

As of March 10th

February	Saturday, February 6, 2021 ✓	SDJC Miramar Drive and Picnic at Lake Miramar	Nedra Rummell	SDJC
March	Sunday, March 21, 2021 ✓	Vernal Equinox Orange Hills/Tour and Picnic at Craig Regional Park, Fullerton	JOCLA/SDJC	JOCLA/SDJC
April	Sunday, April 11, 2021	Drive and Picnic, Kit Carson Park, Escondido	Nedra Rummell/ Diah Avery	SDJC
May	Sunday, May 15, 2021 (Tentative)	Caravan to and tour of March AFB Museum and Picnic at Mission Inn, Riverside	JOCLA	JOCLA
	Sunday, May 2, 2021	SDBCCC Annual Rolling British Car Day, San Diego area	Dave Putnam	SDBCCC
June	Saturday, June 12, 2021	San Diego Botanic Gardens, Encinitas	Nedra Rummell/ Diah Avery	JOCLA
	Sunday, June 13, 2021	Bouquet Canyon Rally/Tour and Picnic near Simi Valley	JOCLA	JOCLA
July	Saturday, July 10, 2021	Drive and Lunch at Cordiano Winery, Escondido	Richard Lawler	SDJC
	Sunday, July 25, 2021	Glendora Canyon Rally/Tour Following Mount Baldy and Picnic at Crystal Lake	JOCLA	JOCLA
August	Saturday, August 14, 2021	Drive and Lunch at Stone Brewery, Escondido	Nedra Rummell/ Diah Avery	SDJC
	Saturday, August 21, 2021	2021 Virtual Concourse Judge Refresher Training	Charlie Hallums - JOCLA	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
October	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	58 th Annual Concours d 'Elegance at Classic Showcase, Oceanside	Mark Hodges/ Pete Reith	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
	TBD	San Diego British Car Day at Embarcadero Park, San Diego	Dave Putnam	SDBCCC

Don't miss the Flier in this month's Jaguar Tracks.

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.

Month	Date	Events	Sponsor	Clubs
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, San Diego	SDJC	SDJC
December	Saturday, December 4, 2021	SDJC Holiday Party at Silver Gate Yacht Club, San Diego	Jim Hallameyer	SDJC

Green – SDJC event - plans finalized

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Purple - Regional Event with other JCNA clubs

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■ 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@sdiagclub.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!



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

Vernal Equinox Orange Hills Tour, Rally and Picnic

Recapped by Jaxon
Pictures by Chuck & Nedra Rummell

Hi, this is Jaxon. Chuck and Kathy Leuthen are my humans. Once again Chuck tasked me with recapping yesterday's adventure. Like me, it will be short.

Our friends, and fellow SDJC members Will and Maritza Nighswonger met us at our home at 8:30 Sunday morning, March 21st, for the grueling 25-minute drive to Mimi's in Tustin. While I looked for my doggy friends Goldie and Willy, Chuck and Kathy said good morning to fellow SDJC club members Nedra Rummell, Diah & Martin Avery, Mike & Mary Carpenter, Chuck & Lynn Jackson, Eric & Renee McLeod, Josh Murray, Terry & Mary Pat Tilton and James & Elizabeth Waite. We also met up with our good friends from the Los Angeles Club.

The turnout was great with 46 cars. Mostly Jags but a number of Austin Healeys as well. I even "checked out the tires" on a great old Alvis and a brand new C8 Corvette!



After JOCLA President Mark Mayuga's Drivers Meeting we all hit the road. Some followed the Rally instructions to the letter and answered the Trivia Questions, while others, like my Chuck and Kathy, just went for the relaxing 50-mile drive. I'm happy about that because I didn't have to listen to the bickering that sometimes occurs between that particular driver and navigator.



The drive took us from Tustin through parts of Orange, Anaheim Hills, Yorba Linda, Carbon Canyon, Chino Hills, Diamond Bar, Brea and ended at Craig Regional Park in Fullerton. We saw a bit of both urban and rural Orange County. We even ventured into the western most part of San Bernardino County. The driving instructions were great, and both my humans and the road were quite agreeable.

Craig Regional park is a 124-acre oasis with biking, hiking, and picnicking among grass-covered hills, trees and lakes. Parking was excellent. In fact, we had almost the exclusive use of one lot. As soon as we got there, Goldie, Willie and I found some nice shade near a pathway by a creek. Our humans joined us, and we had a great picnic. The pathway was well traveled by quite a number of four-legged friends walking their two-legged companions, so we had quite a few conversations as they passed by.



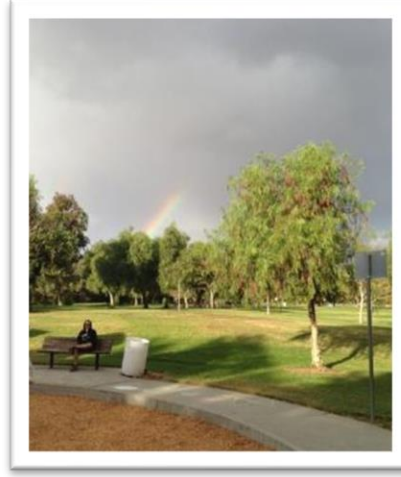
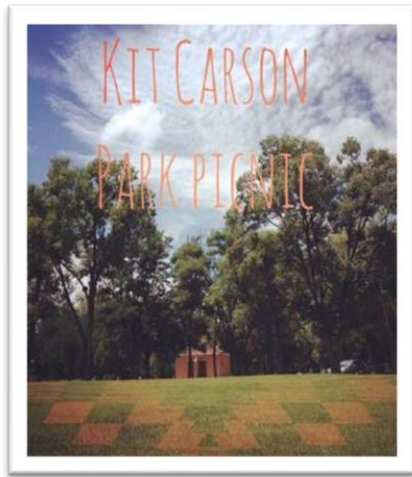
Well, that's about it for now. I told you it would be short. It was a great day, but I had to get home to see my cat. Goldie and Willie say "See you next time". Me too!

And a big thank you to JOCLA!

Cheers, Jaxon



***END OF WINTER CELEBRATION
DRIVE AND PICNIC
SUNDAY APRIL 11, 2021***



Now that the dark of Winter is behind us, let's welcome Spring with another SDJC Drive and Picnic.

Starting Location

The Old Spaghetti Factory

111 North Twin Oaks Road (off Highway 78) - San Marcos

Meeting Time: 9:45 AM

Drivers Meeting 10:30 AM

Picnic Destination

Kit Carson Park adjacent to Westfield North County Mall Escondido

What do you need to do?

- First, go to the Event page on the SDJC website and Register.
- Pack a fun lunch, maybe something British?
- Don't forget your chairs (just in case the tables are occupied), water, hat, sunscreen and most importantly your masks.
- Be kind to your kitty, give her a bath, fill her with fuel, and point her in the right direction.
- Enjoy the drive, lunch in a beautiful setting with your Jaguar friends, and perhaps an opportunity to participate in yards games for a little friendly competition.

Questions: Contact Nedra Rummell (760) 519 5400 nedrar1@roadrunner.com or
Diah Avery (619) 890 1613 diah@att.net



Rolling British Car Day

Sunday, May 2nd, 2021



We'll be hitting the road again, on a quest to enjoy the winding ways and superb scenery of San Diego. How better to view it than through the windshield of your British automobile (or motorcycle for that matter!)

The route will take us hither and yon, ending at Menghini Winery. Menghini was our final destination a few years ago, and everyone praised the routes and the lovely old apple orchard which was exclusively ours for the day. Menghini started out as an apple cider producer, and their old facility now houses their winery. They will be holding tasting sessions, in accordance with current requirements.

Since Menghini doesn't have food, you are encouraged to bring your own picnic and enjoy in the delightful orchard among your fellow British car enthusiasts. Alternately, you could brave the crowds in nearby Julian, though do be warned that the tourists take over Julian on these lovely days and wait times may be long.

We will continue to require masks unless you are sitting and eating. Bring your own chairs and have a day of it!

The starting point will be communicated when confirmed. Registration will open on April 2nd. That gives you a full month to register for the event. The cost is \$20 per car.

Stay informed using the link below:

<https://sandiegobritishcarday.com/events>



This month's "Cat Tales" presents the second installment of a series of several short stories featuring Al and Kathleen Steele's original owner 1967 XKE.

A Half Century of Adventure. The Blue XKE Story (Part 2)

As told by Al Steele

I suspect all of us have our remembrances as to when we first saw an XKE. The first one I saw was when I was in college and stayed up late to watch Johnny Carson and the "Tonight" show. Johnny had recently purchased one and of course he had to show it to the audience. I should have been studying, but I was mesmerized with the picture of the XKE.

Then two years later, fresh out of college, 26 and flat broke, I found that even with the prospects of a job with the U.S. Navy, the best I could do was a Sunbeam Tiger, which in itself was a fun car—but not in the same class as the XKE. The XKE would have to wait for another day.

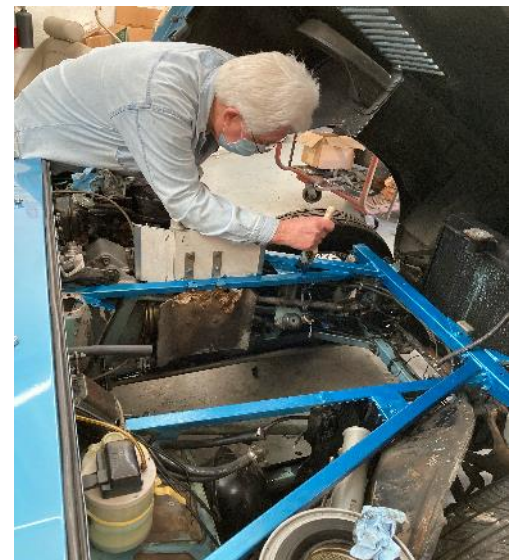
That day had come. After picking up the XKE in New York City, I headed across country. My first stop was the parents whereupon my father came out and in a booming voice declared loudly, "My god, what is that— a rocket ship?" (Definitely not a car guy). As I worked my way across country, every relative, friend, or even casual acquaintance got a visit from me. When I arrived back in San Diego, although very late at night, my roommate (no, not Kathleen) had to come out and see my new car. Kathleen would have to wait until the next day to see the color she had chosen.

I digress. Prior to leaving New York, I asked a salesman as to what the switch on the dash that said "spare" referred to and was sure he mentioned a spare gas tank. And sure enough, as I crossed the country, when I ran low on gas, I would reach over and push hard on the switch and note confidently that the gas needle in the gauge would deflect upward. Imagine my surprise when a couple of months later when I pulled down the fuse panel and saw that the switch was not attached to anything—and that it was in fact, just a "spare" switch.

The ongoing work at Coventry Cars of San Diego is proceeding apace. More than once over the years, I have said if I had known how long I was going to keep the car, I would have started a journal. I am at the point when I find something to fix on the XKE, I remember that I have done the job before, but don't remember how I did it. The "lifetime battery" that I purchased from Sears in 1978 is still looking like a good investment. I don't remember how many batteries Sears and Firestone have given me over years but I am thankful. My mantra over the years has been to keep the car as original as possible—which at times has been a real challenge. To this end, I decided since the engine was out, we would pull off the exhaust manifolds and have them re porcelainized. The original porcelain was gone years ago. Not knowing anyone who does this, I went to Tom Krefetz, knowing that if anyone would know where it could be done, Tom would. Sure enough, they recommended Caps Coatings in Fresno. It was an exciting moment when they arrived late at night!!



So shiny and pretty. Have wanted to do this for decades.



Repaired and refurbished the fan shroud and fan motor. Also replaced one grey market round motor with an original square type like you see here. (The round ones are about a third of the price of the square ones, and if you don't have a square casing—thankfully I did—you are charged \$400.) Kathleen always gripes that I keep every old part for 50 years and carry them around with us from house to house, state to state. For once I could say “Neener, Neener”!

Also took time to paint the frame. Got the car paint at Sherwin Williams Auto Paint in Linda Vista area.

Editor's Note: *Thankyou Al and Kathleen Steele! Looking forward to finding out what's next for the blue XKE. -Ed.*

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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The advertisement features a central logo with a leaping jaguar and the text 'servicing San Diego JAGUAR Since 1975'. Below the logo is the name 'Jags Unlimited' and the phone number '760-510-8419', followed by the address '388 Enterprise St. San Marcos Ca.'. The ad is framed by four images of Jaguar cars: a classic sedan in the top left, a sports car in the top right, a classic sedan in the bottom left, and a classic sedan in the bottom right. The text 'Brake Service' is on the left and 'Air Conditioning' is on the right. At the bottom, it lists services: 'Factory Scheduled Service-Transmission-Timing Chain-Factory Computerized Diag.'



COVENTRY FOUNDATION

Coventry Foundation Tutorial

Many of you are familiar with the Coventry Foundation, located in Columbia, South Carolina, but do you know there is a West Coast Coventry Foundation (WC CF) location in the San Diego region? SDJC members Tom and Debbie Krefetz, owners of Classic Showcase, have generously donated space at their facility to house tools for the Tool Loan Program, a library of literature, service manuals, Jaguar-related brochures and Jaguar Collectibles for Coventry West. Additionally, Tom is a Board Member for the Coventry Foundation.

What is the Coventry Foundation?

The Foundation was created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. The aim is to leave a legacy for our children's children so that they will be able to appreciate and continue with the work that we have started.

What is the Coventry Foundation goals?

- Primary goal is to preserve Jaguar history
- Be a resource for historical information related to the heritage of Jaguar Automobiles
- Provide a forum for the exchange of information and ideas for Jaguar enthusiasts
- A specialty Tool Loan program (available to all JCNA members)
- Promote the hobby and encourage people of all ages to become involved with Jaguar
- The foundation is anticipating opening museums where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public
- Provide annual scholarships to students interested in Jaguar Automotive Restoration
- Provide tools of the trade to participating students in Jaguar restoration programs

How and What to Donate?

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit. All Jaguar enthusiasts are encouraged to donate what they can to get the wonderful Coventry Foundation museums filled with vintage Jaguar items. The Coventry Foundation will accept donations such as Jaguar cars, Jaguar parts, Jaguar tools, Jaguar books, Jaguar memorabilia, as well as financial donations. Financial donations can be made online through the Foundation's website, or by check. Become a patron of the foundation for a \$50 or more donation per year. The JCNA affiliate club program donations starts at \$250.00 with a \$100.00 per year renewal.

If you are interested in donating, go to www.CoventryFoundation.org or contact:
Glenn Wior gwior@outlook.com [West Coast Library & Tool Loan Management](#)
Nedra Rummell nedra@rummell.com [SDJC Coventry Foundation Liaison](#)

The Coventry Foundation also has E-Bay stores where you can shop for items of interest to the Jaguar community. These items have been donated to help further the Foundation's work.



Steve and Cindi Kirby, members of JOC LA, generously donated their beautiful 1965 Mark X to the West Coast Coventry Foundation. It is displayed in the Classic Showcase showroom.



WC CF Literature Room



Allison Hock,
latest CF Scholarship Winner



WC CF Tool Loan Display



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Now, Who the Heck Is That?

Once again, you'll recall that last month I posted a couple of pictures from "days gone by" and asked if you could identify the members shown. Let's see if you got them this month.



"This is me in my 1969 Triumph TR-6 on the flight line at Saufley Field in Pensacola, Florida. It was taken shortly after I had finished Basic training and was headed to Advanced Training in Corpus Christi, Texas. I drove there in the Triumph with everything I owned in the trunk." Now, who might that be? How about **Stick Holmes?** Hi Stick!



The young man at the left is quite the big spender. That was in 1967. Fast forward a few years to 1985. That same young man looks like he was willing to spend a bit more. Here he is below with a pretty lady. **Dan & Jorgene Jensen!**



It's 1973 and the young guy below is having his car repaired after a weekend of skiing. Now who is that? And who took the picture? How about **Al's picture taken by Kathleen.**



This guy only had a picture of himself and his 12-year-old daughter Amy (circa 1981). A couple of years before he was living in Scotland and driving a Morris 100 Estate and a Daimler 250. **Your Editor, Chuck Leuthen.**



From a diverse selection of fine, classic Jaguar examples available from our showroom...



1971 XJ6 4.2 Sedan
VIN: 1L61619BW



1948 Jaguar Mark IV
VIN: 517063



1965 E-Type Series I OTS
VIN: 1E10758



1963 Jaguar Mark II Sedan
VIN: P220371

To providing unparalleled dedication, service & experiences for collectors for over 30 years,

CLASSIC SHOWCASE IS THE SOURCE FOR ALL THINGS JAGUAR

• VEHICLE ACQUISITIONS

When you sell your car to Classic Showcase, it will be marketed to Jaguar collectors who appreciate the history and provenance of these cars. After acquiring your car, Classic Showcase will bring it to the next level to enhance all of its beauty and performance. We care about the marque, and want to help preserve these Jaguars for generations to come.

• CLASSIC JAGUAR SERVICING

Because your classic isn't an everyday car, it will need preventative services and freshening up. Finding a Jaguar Specialist can be a time consuming and stressful endeavor that can lead owners to the point of doing nothing with their cars. We'd like the opportunity to help reduce that frustration and let you get back to the full enjoyment of the car. Let our specialists service your classic and provide you with a no-hassle experience!

• RESTORATION SERVICES

Our services are for the Jaguar enthusiast who wants the restoration done their way. Here, you set the standards, specifications, and any other options or features you desire. Once set, the team at Classic Showcase will put our staff of dedicated craftsmen to work on making your personalized Jaguar vision a reality!

• 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, Webbers, 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.



Classic Showcase

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Editor's Note: Once again, club member Terry Tilton provides a comprehensive overview for our Special Feature. This month Terry provides the details behind the development and success of the iconic Jaguar XK Engine! -Ed

XK Konfounds & Konquers the Kompetition

A compilation by Terry Tilton

Over 3,000 car manufacturers traded their wares over the last 120 years and maybe that many engines were available. At least half of them built their own engines. The 1949 Jaguar XK engine, in varying displacements, would power every Jaguar through 1971 when the V12 was introduced. Carbuzz, driving.ca, and other references have developed lists of the 10 best automotive engines, ever. What engines make the list? Longevity, volume produced, impact on the automotive world, competition success? A list of the 10 greatest 20th century engines rarely fail to include the classic Jaguar XK. In no particular order, the top ten from driving.ca follow: Jaguar XK, 1948-1992; VW flat four, 1936-2006; Chevrolet small block V8; 1955-2020, Ford flathead, 1932-1953; Duesenberg 6.9 liter straight 8, 1928-1937; Ferrari Colombo V12 1947-1988; Chrysler 426 Hemi, 1966-1971; Cummings 6BT 5.9 liter; Honda B, and Chrysler 'slant six', 1959-1987.



XK ENGINE DEVELOPMENT

Important breakthroughs often occur from unusual circumstances or even accidents. A melting candy bar led to the microwave oven; *True*. Dirty dishes resulted in penicillin; *True*. The Sydney opera house had a segmented orange as inspiration; *True*. Dirty hands contributed to the first artificial sweetener, *True*. The XK engine resulted from engineers conversation during WW2 rooftop fire watches; *False*.

The myth is so ubiquitous that one can hardly find a Jaguar history book without a recounting of the saga. The firewatch lore fails any common-sense test. Peter Grimsdale, novelist turned non-fiction writer in the book *High Performance*, turns the mythos into a Romanized chapter *The Firewatchers*.

Legends die hard, but here is the truth. Jaguar had been working on the new engine for a decade. In 1935 when Harry Westlake worked the top end of the Standard engines used by SS, Lyons knew it would be an interim. (Jaguar Tracks March, 2021). His work on the 2.5/3.5 had included the possibilities of both single or double overhead camshafts.

Total replacement for his upgraded Standard engine would be a priority, continued with a series of "experiments". Experimental (X) engines carried alphabetical suffix, like XE, XF, XG, XJ, and XK. There was no XI; too confusing with the Roman numeral for 11. This author is unaware of any experimental engine designated XH. War broke out on September 1, 1939. Jaguar completed 893 cars in 1939 into 1940 as contracts for war production soon came to Coventry.

It is true that Lyons wanted an engine of beauty when completed. He also wanted his planned big saloon, now known as Mk VII, to have 100-mph capability. This need had not abated even as the 125 horsepower OHV engine proved satisfactory in the SS Jaguar 100. The drawing board Mk VII would weigh 3850 pounds; the slide rule had determined a 160-horsepower minimum necessary; at least a 20% increase. The bottom end needed strengthening also; a seven main bearing crankshaft was mandatory.



Beginning in 1940, perhaps work on the postwar engine occurred during a lull, after hours or weekends. Haynes, Hassan, Bailey and Westlake conspired to advance prewar progress toward a new Jaguar engine. Two experimental engines would achieve the most attention: XF and XG. Records indicate Westlake consulted on both designs.

The XF had a traditional twin camshaft design. The XG took inspiration from the respected BMW 328, an OHV, pushrod, straight six with the single camshaft adjacent in the block to the crankshaft. The valve arrangement was crossflow, with a sophisticated pushrod mechanism operating both valves. The XG had an alloy cylinder head and produced peak power at 4,000 rpm.

There is nothing inherently wrong with a pushrod engine. The small block Chevrolet has had seven generations of production. Only half of the top ten engines listed above have an overhead camshaft. The small block Chevrolet and Jaguar XK were often linked in competition and print during the 1960s. Think *Dead Man's Curve* by Jan and Dean. (1963).

An XG downside was a satisfactory run at a compression ratio higher than 7.1, good enough for then-available petrol, but not for future RON (Research Octane Number) improvements. A major concern in the XF engine was torque, marginally enough to counteract the bulk of the big saloon. The seven-mainbearing bottom end is substantially similar to the 3.5 Standard engine. The 1949 original XK compression ratio was held at 8:1 due to low octane levels of postwar gasoline.

During World War 2, all war-related industrial activities had a priority. This priority did not include postwar automotive production. It would be immoral and unpatriotic to spend any effort on postwar productions, such as automobiles. It was impossible to turn off the spigot of future automotive development. Most of the Jaguar engine work was surreptitious. The firewatch fable provided great cover for the extensive testing of the replacement engine. How else to explain a 'top ten' engine running satisfactory so close to war conclusion.

Written reports describing XG operations can be located dating back to October, 1943, reporting results of the running engine that summer. Bore and stroke measured 73 mm by 106 mm. Results were not hugely significant over the prewar OHV engine.

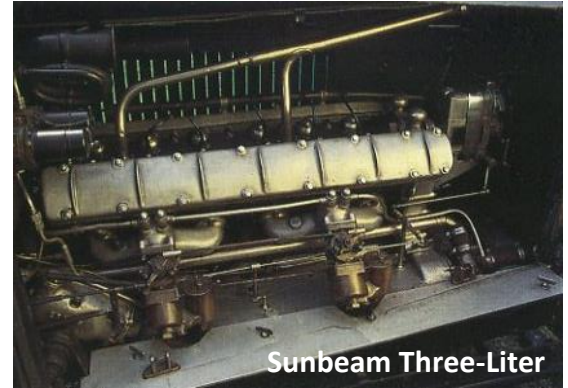
The first operational test of the XF twin-cam engine came on November 30, 1944, with peak power at 5000 rpm. As VE day approached, the XF acquired additional emphasis. It generated more power on the same displacement compared to the XG, but was more expensive to produce. Lyons also liked the appearance. An engine labeled XK#1 ran after the war in October 1945. The pushrod Standard engine remained in the Mk V, which appeared alongside the XK120 in 1948. Competition was confounded when they saw this engine brought to fruition so close to the end of war.

The British RAC system of automotive taxation (bore diameter directly linked to engine horsepower) made advantageous to keep the bore as small as possible. The first XK had a displacement of 3.2 liters, but engineers needed additional torque, best attainable with an increase in displacement to 3.4 liters. With the tax considerations, the bore remained at 83 mm but the stroke lengthened to 110 mm. This bore/stroke ratio would leave the engine quite undersquare for its entire life, with a strict rpm limit.

There would be no dramatic innovations in the XF/XK engine. Twin camshaft appeared 25 years earlier. The 1912 Peugeot Grand Prix engine had overhead camshafts, hemispherical head and 4 valves per cylinder. In addition to track success in Europe, the Peugeot L45 engine had great triumphs at Indianapolis; 1st in 1913, 2nd in 1914, 2nd in 1915 and 1st in 1916 and 1919.

This engine has a magnificent appearance. The famed Chrysler "hemi" appeared after the XK engine; the 1951 Chrysler Saratoga with the Fireball 180 horsepower.

Lyons was very familiar with, and admired the attractiveness of, the 1924 Sunbeam 3 liter, inline six, a production engine. It also had twin cams, with dual carburetors; the racing version had a 4-valve cylinder head.



INTRODUCTION OF THE XK120 & Mk V



The postwar Mark V may have appeared very similar to the prewar predecessor, later termed Mark IV. This interim model is actually considered postwar "modern". It did have the prewar OHV engine, but no body panels were shared, new hydraulic brakes replaced the mechanical ones, and an all new chassis/suspension was in the design. Lyons was always more interested in the saloons despite the excellent SS Jaguar 100.

The sensational XK120 was a car created almost by accident. Lyons saw the low volume sports cars as a distraction. The XK engine was ready long before the Mk VII (delayed until 1951) and Jaguar needed a car to showcase the power plant. Unbelievably the Lyons team designed and built the XK120 in a mere three months. The Mk V chassis, shortened, would find its way into the XK120, showcasing the XK engine. The car was built around the engine with an ash frame and an aluminum body, completed in three weeks. Few were originally planned, and production figures were as low as 200.



Lyons had set a goal of 100 mph for the new Mark VII, then a landmark achievement. The public acclaim “100 mph” car would help establish the Jaguar reputation for powerful, fast cars. In the USA, Cadillac is heralded as the first ‘readily available’ production car which could consistently achieve the 100-mph mark. Oldsmobile was knocking at the 100-mph door. Speed limits on Rout 66 were 55, so there was plenty of reserve for passing. This engine and speed capability helped Cadillac maintain the slogan “standard of the world”. (We will leave aside the Duesenberg in this recompilation of American “production” car.) Clark Gable had owned a Duesenberg, but he was a Jaguar fan and owned a MK V before his XK120.

The Mark VII arrived on the market in 1951. There would be no Mark VI as Bentley has used that numerology from 1946-1952. The XK engine had already received superb reviews after the record-setting speed runs in Belgium and a 1951 triumph at Le Mans. Undoubtedly, the XK success helped sell the big car. Many even wondered why a “sports car engine” would be used in the big sedan. Records indicate that the Mk VII outsold the combined total of XK120 and XK140 during its production.

Autocar magazine confirmed the Lyons 100 mph goal for the Mark VII. The big sedan came in at 3900 pounds, but the 160-horsepower XK engine of just 3.4 liters reached the mark of 102. This compared favorably with the above-mentioned Cadillac which also had a 160-horsepower engine, but needed 5.5-liters engine to make the speed mark.

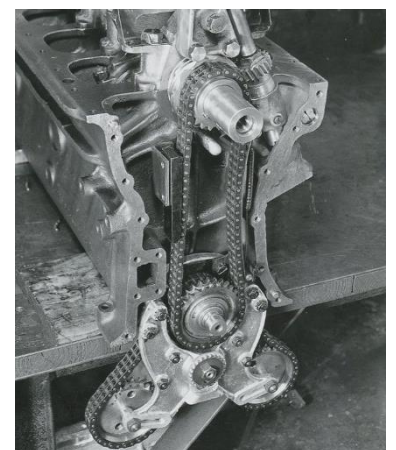
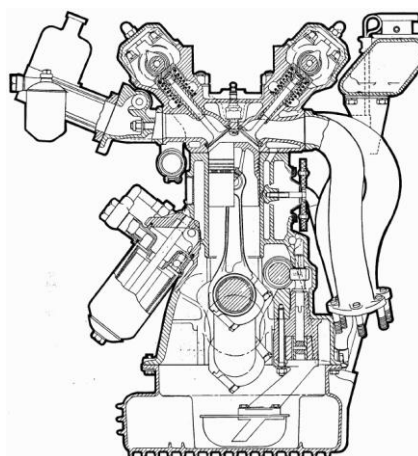
THE Mk1 & Mk2 SMALL SALONS

September 1954 is recorded as the introduction of the smallest displacement XK engine, a 2.4 (2483 cc) in a Mark I 240. Destroked to 87 mm with same 83 mm bore of the larger engine, allowed for a smaller block. The oversquare engine made for higher revolutions over the XK 3.4. It still managed 113 horsepower and just hit Lyons’ magic 100 mph. The revered 3.4 (210 cubic inches/210 horsepower) became available in the small saloon during February 1957, priced \$4275. (The Mark VIII came in at \$5750). The one horsepower per cubic inch matched the touted 283 horsepower/283 cubic inches of the 1957 Chevrolet. The 3.4 came to twin SU HD6 carbs and a top speed of 120, 0-60 in 10.5 seconds and 4-wheel discs. It immediately became a popular police pursuit vehicle, and showed successfully on the track, winning touring car championships through 1962.

Horsepower upgrades had been steady over the previous decade, some attributed to the “C” type cylinder head. This is not to be confused with the cylinder head on the XK120C, which was not the same. The Mark 2 was revealed in October 1959, carrying the Mark IX 220 horsepower engine and a top speed beyond 125, accelerating 0-60 in 8.5 seconds. It remained the fastest Jaguar saloon until the XJ6 of 1968.



CLOSE-UP OF THE ICONIC XK ENGINE



Just like Admiral Beach (*Run Silent, Run Deep*, 1955) and Admiral Buckley (*They Were Expendable*, 1945), the XK engine earning its stripes during combat. Find out all about that next month when the XKs racing history is explored.

.....And until then, Cheers, Terry.

For further reading check out these references below:

JAGUAR, Speed and Style. By Buckley
JAGUAR, The Legend. By Wood
The Jaguar Story. By Chapman
Sir William Lyons. By Portman and Skilleter
JAGUAR XK. By Whyte
JAGUAR: All the Cars. By Thorley
JAGUAR: Complete Illustrated History. By Porter
JAGUAR. By Skilleter
JAGUAR: The Saloons. By Harvey

Wheels of Misfortune. By Wood
JAGUAR: The Sporting Heritage. By Skilleter
JAGUAR: The Iconic Models. By Salter & Walton
JAGUAR. By Robson
JAGUAR: The Great Marques. by Harvey
JAGUAR XK SERIES: The Complete Story. by Boyce
AUTOMOTIVE QUARTERLY. Five issues.
European Classic Cars: The Survivors series. By Rasmussen
JAGUAR: Buyers Guide. Hoehn

Editor's Note: *Thanks Terry! Looking forward to next month's installment! -Ed*



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Notes from the Concours Judges Tent

April 2021

By Pete Rieth, Chief Judge, San Diego Jaguar Club



JCNA Concours Rule Book Administrative Changes, Clarifications, Rewrites and Additions.

There were multiple problems during the 2019 Concours Season requiring JCNA Concours Rules Committee (JCRC) attention. A total review of all the rules and protocols in the Judge's Guide, and an updating and modification of the Judge's Certification Process were in order. **Please be advised, that by decision of the JCNA Board of Directors, and by directive of our JCNA President, Les Hamilton, all Concours for the 2021 Competition Season will continue to use the 2019 Rule Book and its corresponding Judges' Rules Test.**

Additionally, the JCNA Concours Committee (JCC) will continue to monitor and require compliance with the existing requirements as of the 2019 Rule Book regarding Judges' Training and Testing records for applying for and receiving sanction requests for Concours events. The COVID-19 pandemic and lack of a 2020/21 Rule Book do not excuse clubs from preparing for and maintaining Judges' currency for the coming Concours season, whatever that may look like. This policy will continue in place under the 2019 rules until such time as a properly updated and revised rule book changes such criteria.

2021 Concours Judges Training.

The 2021 JCNA Concours Season will be starting soon (as early as this month for some clubs) and it will be time to refresh our memories and learn about the current rules for the JCNA Champion and Driven Concours Program.

Charlie Hallums, Chief Judge for the Jaguar Owners Los Angeles and Inland Empire Clubs and I (your friendly neighborhood Chief Judge), as members of the JCNA Concours and Concours Rules Committees will be conducting a virtual JCNA Judges School. Mark Hodges will also speak on the processes for Entrant Registration. We may anticipate remarks from the JCC and JCRC Chairs as well as possibly by the JCNA President. Charlie Hallums will be sending out an invitation to all Certified JCNA Judges and individuals who are interested in becoming JCNA Judges to participate in this virtual event. You will be sent 'Read Along' reference materials and directed to the JCNA web page for additional information. **The session will begin on ZOOM at 0800 PDST Saturday, August 21st.** Since ZOOM conferences have a finite participant limit, we recommend you consider SAFELY gathering in small groups to conserve participant access. JUDGES: If you are unable to participate, YOU MUST contact me in timely fashion to make alternate arrangements to avoid loss of your certification.

A Concours 201 (Hands-on practice judging) session will likely be scheduled in early September. More to follow.

2020 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 Dr, Oceanside, CA 92056 (Thanks, Tom!)

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 16 certified Judges (myself included) and 3 Apprentices to fill our teams, thus reducing our dependence on neighbor clubs to get the job done with a reasonable workload per judge on Concours Day. WE NEED MORE. Please contact me if you are interested.

STAY FLEXIBLE – AND KEEP SAFE!!

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.

Great British Swap Meet

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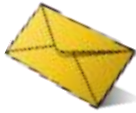
Bring your British cars, parts, and publications, or just your wish list and wallet
Jaguar Drivers Club of Orange County will supply the coffee and donuts

For additional information, please contact Bill Rooklidge at brooklidge@cox.net or 949.939.5125





Letter to the Editor



This month's note comes from Al Steele and is a great reminder that our members have lived interesting lives that go far beyond just an interest in fancy cars.

The Iran hostages (A little history from the Eighties)

I was serving in a NATO position in 1981 as the U.S. National Representative in Turkish Naval Headquarters in Ankara, Turkey. Around the middle of the month of January, a Turkish naval officer walked into my office. He asked if I had a map of the middle east. I pointed to the large wall map and he motioned me to come over to the map. He pointed to a spot on the map and said the hostages are here. I asked him how many and he said he did not know. I told him I did not have an intelligence mission in my role, but I was certain that the U.S. would like to know that information because a lot of people were looking for them, and could I pass it on to the Embassy. He said sure, so I called the U.S. Naval Attaché and suggested he invite me over for a drink that afternoon. When I arrived at his apartment, he poured me a drink and a glass for himself. I asked him for an atlas, and we went out on his balcony. I told him what had occurred and showed the location where the officer had indicated. He asked me if I thought it was good information and I told him I had no way of knowing, but I felt he was being truthful about the info, and I was just being used as the conduit.

Several days later around the 18th of January, I ran into the Naval Attaché so I asked him if he had passed the information up the line to the Charge d' Affaires. He said that he had briefed him and the Ambassador, but the Ambassador was dubious as to how I could come up with that information when I was not even in the intelligence field. Meanwhile, President Reagan was sworn in on the 20th of January 1981, and Iran released the hostages, apparently as a goodwill gesture. My intelligence coup suddenly became "yesterday's news". History had moved on!

Al Steele

Thanks Al! Very interesting indeed. Let me use this as an opportunity to remind our members of our "**Getting to Know**" feature. Tell us about yourselves. Tell us how you became enamored with Jaguars, how you came to be part of our great club and anything else you'd like to share. Don't be shy. Just send me a note and I feature it in *Jaguar Tracks*.



Jaguar Is Going Electric, but Isn't Giving up on Performance

Special Vehicle Operations boss says the supercharged V8 will live on.

By Mike Duff, Autoweek, Mar 12, 2021

- **A month ago Jaguar announced it is scrapping its existing model range and will only build EVs.**
- **It said the move will happen as soon as 2025.**
- **But there's good news: JLR's Special Vehicle Operations boss tells us that high-performance models will still be offered.**



Jaguar's announcement last month that it will have scrapped its existing model range as soon as 2025, and will only build EVs from that point forwards, created plenty of questions. But a recent conversation with Dutchman Michael van der Sande, head of JLR's Special Vehicle Operations division, has confirmed that high-performance models will remain part of the brand's future.

The news of Jaguar's electrified near-future preceded the launch of the revised [F-Pace SVR](#), which looks set to be the last Jaguar launched with a V8 engine. Something that created a strange PR juxtaposition of old versus new, but one that van der Sande tells Autoweek reflects market demand. "We looked at use of a hybridized powerplant [for the SVR]," he admits, "but we want to be at the top of the game and make a car that's right for the segment."

JLR's decision to stick with the supercharged 5.0-liter V8 was an expensive one. The Ford-owned factory that built it in Wales closed last year, and the engine was expected to die then – with JLR expected to replace it with BMW's 4.4-liter twin-turbo V8. But the 5.0 liter was saved instead, with production moving to JLR's engine plant in Wolverhampton.

"We took it in house because there is need for it in the market," van der Sande tells us, "the segments we operate in are dominated by four and five liter combustion engines – at least for the time being. Yes we are going to switch to hybridization and electrification, but we'll continue [with the V8] for some time yet, the end point hasn't been decided."

The V8 will serve alongside both hybridized and full electric powertrains on the Land Rover side of SVO's portfolio – the division working with both brands. van der Sande acknowledges that will create more complication in future, especially engineering cars that will work in parts of the world with different and often contradictory emissions standards.

"We have to have different solutions for different car lines, but also different markets," he says, "one area where we are different already is that we don't try to make a pure performance version of everything we do, we look at the underlying model and say 'what is the character of that and how can we amplify it?' So an F-Pace SVR is very different in character to a Range Rover LWB SV Autobiography.

So, we might well end up with different hybrid solutions in different cases, but we are absolutely looking at the high-performance side and not just cutting emissions."

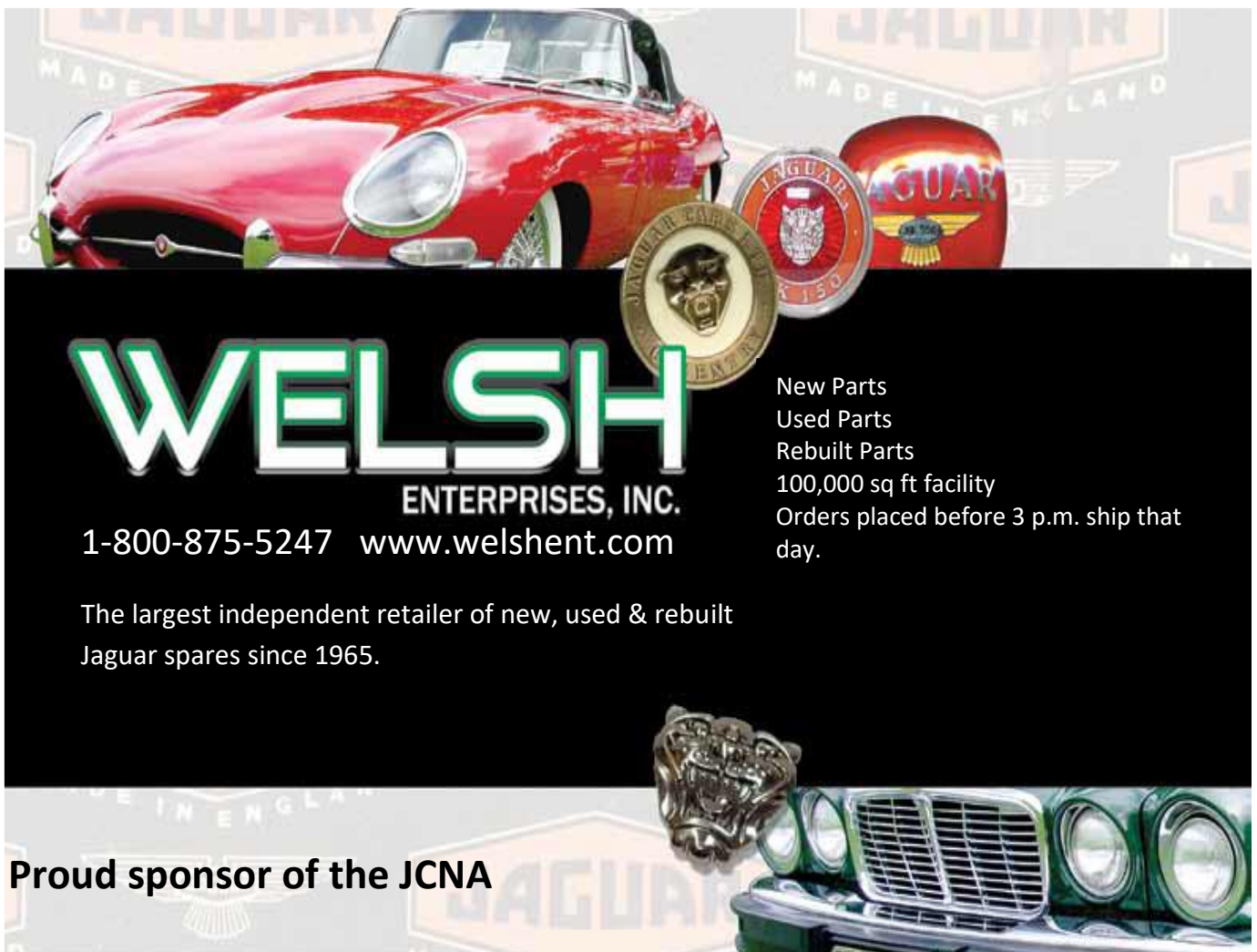
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One thing that might well change is the use of SVR branding on future performance EVs.

“I can confirm we are working on SVO iterations of future Jaguars,” van der Sande says, “it is too early to talk about branding – no decision has been made on what to call what in that electric future. But they will be Jaguars and they will be delivered by our division.”

van der Sande came to SVO after heading Renault’s Alpine sportscar subsidiary, and says that – as with his previous employer – the division’s ambition is to remain small and nimble rather than grow to the size of BMW’s M Division or Mercedes’ AMG.

“Will we go into more segments? Yes, we will. But compared to German competitors SVO is still relatively new,” he says, “I’m a firm believer in getting good before you get big, we want to make sure each car we do is done correctly and is commercially successful so we don’t spread ourselves too thin, or end up competing against ourselves.”



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- 12 full months of membership in local affiliate regional clubs of Jaguar Clubs of North America (JCNA); or if preferred Member-at-Large status without local participation
- 12 full months of JCNA membership for spouse or partner. Our memberships always include spouses.
- Special memberships available for "Young Enthusiasts" (Adults between 19-24 years)
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- Annual Special events that vary by local club and region
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- Concours, Rallies, Slalom programs
- New Jaguar Foundation which will enhance services provided by JCNA – details being formed

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- Opportunity to submit articles to national and local newsletters

- Some local club affiliates produce Regional Membership Directory of names, vehicles and contact information for other members to confidentially retain as a resource for connecting with other members for sharing a multitude of matters, such as technical care, advice, etc. Also includes our club's by-laws, leadership and committee chairs, etc.
- Excellent website – www.icna.com.
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Jaguar

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

Land Rover

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

March 10, 2020

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

Secretary's Report: The minutes of the February 10, 2021 meeting were reviewed. A motion for approval as written was made by Nedra and seconded by Dave Allen. After a brief discussion, the motion passed unanimously.

Treasurer's Report: Dave reported that February month activities include income of \$1,440.00 for Club Dues. Expenses for January were \$431.08 comprising Bank fees (\$28.01), JCNA dues (\$120.00), monthly storage facility fees (\$126.00), payments for Trophies (\$140.08) and the monthly subscription for Zoom meetings (\$16.99). Overall, we had net income of \$1,008.92 for the month.

First Vice President Activities Report: Diah recapped that the March club event will be a joint drive with JOCLA, *Vernal Equinox Orange Hills/Tour and Picnic*, on March 21. The planned drive to Mount Palomar on April 11 has been deferred due to COVID-related restrictions at the end point. Nedra will begin planning a drive to and picnic at Kit Carson Park in Escondido as a replacement. The SDBCCC Annual Rolling British Car Day on May 2 will serve as the club event for the month. Other planned events will be adjusted as needed as the evolving effects of COVID are understood. Other potential events were discussed, including a San Diego harbor cruise, which Liz stated she could help with. She also noted that Petco Park offers tours in April at \$25/person, ending at the Mission Brewery. Plans for remaining events in 2021 will be updated in the club event calendar posted on website.

Tim related that a number of changes have taken place in Jaguar Land Rover dealerships in the Los Angeles/Orange County area. Of particular interest, Jaguar Newport Beach now has a new owner who is very customer-focused. Tim and Chuck will reach out to him to see if there is potential interest in joint events, e.g., motorsport activities.

Second Vice President Membership Report: Nedra presented four new members for membership approval: Don Baker, Mitch and Parvin Cohen, and Dane Silvestri. Upon a motion by Dave Allen and second by Al, they were unanimously approved. Nedra stated there were 125 Members and 6 Associate Members in February and that there are 128 members and 7 Associate Members in March. She also noted that she has nearly completed the club Directory and will forward it to Mark for addition to the SDJC website. She also noted the importance of social media in getting the word out about SDJC.

Newsletter Editor Report: Chuck reported that the April edition of Jaguar Tracks is on schedule. It will include the JOCLA Orange Hills Tour, which he will recap. He will work with Staples tomorrow to produce hard copies of March Tracks for four advertisers (Jaguar San Diego, Coventry Cars, Classic Showcase, and Jags Unlimited). He requested all regular input be provided no later than March 26.

Website Report: Mark provided a recap of updates to the website, which were modest for the month. He noted that nametags can be ordered via the MEMBERS link under the "... " tab on the home page. Site capacity for club information is approaching 90% of our limit on Wild Apricot, but with near-completion of the uploads of prior *Jaguar Tracks*, this should not be an issue. He will continue his efforts to delete Wild Apricot from the club address. This must be done on a weekday on his time-available basis since Wild Apricot does not provide customer support on weekends.

Director's Reports: Al commented that several local independent repair shops no longer work on Jaguars older than 1970.

Functional Chair Reports:

Advertising: Dan reported that two advertisers have yet to pay their invoice, although one responded that they planned to do so.

Auto Museum Representative: Pete reported that the museum remains closed, although there is speculation that it may reopen April 1. There are no cars or motorcycles on the floor yet, as work is being done on various exhibits. Work has already started on the tile mural above the front doors, which is expected to be completed by the middle of April and should be spectacular. The front doors are currently under a shroud while the tile work is underway.

British Car Club Council Representative: Dave reported that British Car Day has now been scheduled for Saturday, October 2.

Concours: Mark recapped that Tom Krefetz has again agreed to hold the concours at Classic Showcase in Oceanside. Mark is setting the program now to ensure the smooth running of activities. The IEJC (October 2) and JOCLA (October 3) concours have been sanctioned and posted on the JCNA website. He urged members who plan to participate in either or both to make room reservations as soon as possible.

Property Manager: Mark is assembling a new, transportable frame for the large SDJC banner for use at club events. He has the trophy plates for Most Valued Members, Matt Allen and Devon Hodges, and for the Tuchscher Award, Paul and Debby Novak, and will provide these to Nedra for engraving. Diah said she has a megaphone that can be used for club events.

Chief Judge: Pete reported that the 2021 Virtual Concourse Judge Refresher Training has been scheduled for Saturday, August 21st and **will continue to use the 2019 Rule Book and its corresponding Judge's Rules Test.** Charlie Hallums, Chief Judge for JOCLA and IEJC, is leading the effort. The training will involve a number of clubs in the Southwest region and will be recorded for potential use by other JNCA regions/clubs. Nedra offered to host Concours 201 training at her home.

Dealer Rep: No report. Mark stated he is storing the club trophy case and it looks very dated and used. He is looking at a potential replacement and will provide options and pricing at a subsequent BOD meeting. It was the consensus of the BOD that we should have a case that will provide an up-to-date display of trophies in the new Jag San Diego showroom.

Logo Wear: No Report.

Raffles / Roster / Awards: Nedra stated she has gathered a large collection of gifts, which will make for a great raffle at a suitable upcoming event. Mark has a roll of raffle tickets that he will donate to the club.

Old Business: Club donation(s): Dan provided an initial list of four organization that the BOD could consider for a club donation. It was decided to table any action until later in the year.

New Business for Next Meeting: Dan discussed the effectiveness of Zoom meetings and their use in the future as COVID restrictions are lifted. Mark noted that virtual meetings have worked out better than anticipated. Dan suggested that we stay with this format for the foreseeable future, with perhaps two in-person meetings during a given year. It was noted that virtual meetings are particularly helpful for participants that live outside the north area of San Diego. It was also suggested that we invite members to listen in to the meetings. Pete noted that it is important to have a set, limited time for member input and comments. Mark stated he will open the Zoom meeting at 6:15 p.m., allowing time for informal chatting before the start of the meeting.

With no further business, the meeting was adjourned at 8:01 pm by Dan. The next meeting will be April 14 at 6:30 pm by video meeting.

Minutes prepared by Dan Jensen for Diane Bauman, Secretary

San Diego Jaguar Club Officers, Directors and Committees

Elected Officers

President

Dan Jensen (through 2021)
President@sdjagclub.com

Immediate Past President

Mark Hodges
Webmaster@sdjagclub.com
(619) 593-1798
(619) 890-0149 cell

1st Vice President, Activities

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

2nd Vice President, Membership

Nedra Rummell
Membership@sdjagclub.com
(760) 519-5400 cell

Treasurer

Dave Allen
Treasurer@sdjagclub.com
(858) 335-0763

Secretary

Diane Bauman
Secretary@sdjagclub.com
(858) 344-9123

Newsletter Editor, Jaguar Tracks

Chuck Leuthen
Editor@sdjagclub.com
(949) 495-1776
(949) 637-0679 cell

Webmaster

Mark Hodges
Webmaster@sdjagclub.com
(619) 593-1798
(619) 890-0149 cell

Directors

Tim Bennett (through 2023)
tbennett@imageoptions.net
(949) 289-8176

Al Steele (through 2021)
aws2@sbcglobal.net
(858) 272-0604
(858) 204- 5913 cell

Dave Putnam (through 2021)
dputnam3432@gmail.com
(614) 783-3475

Elizabeth Soens (through 2022)
patoot13@hotmail.com

Vic Chang (emeritus)
rudyding@cox.net
(619) 445-7345

Functional Chairs

Advertising Sales, Jaguar Tracks
Dan Jensen
Advertising_Sales@sdjagclub.com

British Car Club Council Rep
Dave Putnam
dputnam3432@gmail.com
(614) 783-3475

San Diego Auto Museum Rep
Pete Pickslay
pickicelli@cox.net
(619) 444-8084
(619) 894-7816

Chief Judge
Pete Rieth
60jaguar@gmail.com
(619) 813-2005

Concours Chair

Mark Hodges
Concours@sdjagclub.com
(619) 593-1798
(619) 890-0149 cell

Club Historian

Nedra Rummell
Membership@sdjagclub.com
(760) 519-5400 cell

Roster

Nedra Rummell
Membership@sdjagclub.com
(760) 519-5400 cell

Dealer Representative

Jim Hallameyer
jimhallameyer@cox.net
(619) 440-7893
(619) 993-7892 cell

Logowear

Dave and Marie Allen
Store@sdjagclub.com

Photographer

Matt Allen
matthewa11en02699@gmail.com
(858) 705-6242

Property Manager

Mark Hodges
Webmaster@sdjagclub.com
(619) 593-1798
(619) 890-0149 cell

Raffles

Ali Proctor & Nedra Rummell
aliproctor3@gmail.com
(760) 473-6728
Membership@sdjagclub.com
(760) 519-5400 cell

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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Classified Ads

Ads for cars, parts, merchandise, etc., for sale by SDJC members will be run free of charge for six consecutive months. The Non-member rate is \$40.00 for four consecutive months.

Display Ads

Multiple appearance rates are based on consecutive calendar months: January to December, January to June, or July to December.

Ad size	3 Months	6 Months	12 Months
Full Page	\$195.00	\$330.00	\$585.00
Half Page	\$120.00	\$200.00	\$360.00
Quarter Page	\$60.00	\$100.00	\$180.00
Bus. Cards	\$45.00	\$75.00	\$135.00
Website Links	N/A	\$50.00	\$100.00

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San Diego Jaguar Club
17352 Bernardo Oaks Drive
San Diego, CA 92128

