



JAGUAR TRACKS



News from the
SAN DIEGO JAGUAR CLUB
July 2021

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San Diego Botanic Garden!*



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July 2021

As we all now know, California has removed the COVID-19 color tiers, and many activities and events are returning to normal. I've learned that an important adjunct of this is to check Google Maps, Apple Maps or any other traffic-monitoring program before going anywhere. We experienced the importance of this recently when we decided to drive to Shelter Island for a mid-afternoon meal at one of our favorite restaurants by the water. I checked the traffic and it looked congested, as we expected for a Friday afternoon. Nonetheless, we decided to give it a go, but to have a Plan B if things were as bad as they looked. They were. We quickly chose a closer restaurant by Mission Bay that allowed us to avoid the major traffic tie ups. By the time we headed home at about 5:00 p.m., we could see there were going to be some very long commutes in store for many people. But at least all of us can be out and about again, greet people without wearing masks, and enjoy the added freedom.



This return to normality was emphasized at the SDJC tour and picnic at the San Diego Botanic Garden (SDBG) on June 12. There was a great turnout, including attendees from the local San Diego Mercedes Benz club. You can read more about it on page 8 in an article by Diah Avery. Jorgene and I last visited SDBG ~10 years ago and the many upgrades since then can be seen throughout. If you haven't visited there in the past few years, I can highly recommend that you spend an afternoon walking the trails and seeing the amazing collection of plants.

The July event had to be replanned due to some last-minute issues that cropped with the prior plan. Instead of a lunch at a local restaurant, we will again have a drive and picnic, this time starting in the Poway area and ending at the Vineyard Grant James in Ramona. The grounds are located on Old Julian Highway and the picnic will held the vineyards themselves. Look for details on page 17.

Terry Tilton has pulled together another Jaguar retrospective starting on page 19, this time addressing the XK8/XKR. Terry brings first-hand knowledge to the article, owning a beautiful 2015 XKR coupe. Jorgene and I have owned an '84 XJ-S, an '01 XK8, and still own a '07 XK. I have read many books covering all three models. I can attest that Terry has done a great job of compiling details about the lead up to the XK8/XKR and its evolution until it was superseded by the F-type. Thanks again, Terry, for preparing an article to share with other Jaguar lovers in Jaguar Tracks.

Enjoy driving your Jaguar in the great Southern California weather, preferably in the back country where traffic is less.



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On the Cover



SDJC member Dave Putnam grabbing our cover shot at San Diego Botanic Garden.

Well, not really. That cover photo was lifted by Chuck Leuthen off the Botanic Garden web site. Nice try, Dave!

June New Member

MATT BURGAN

2017 XFR Sport

SDJC 2021 Calendar of Events

As of June 30th

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 2, 2021 ✓	SDBCCC Annual Rolling British Car Day, San Diego area	Dave Putnam	SDBCCC
	Sunday, May 15, 2021 ✓	Caravan to and tour of March AFB Museum and Picnic at Mission Inn, Riverside	JOCLA	JOCLA
June	Saturday, June 12, 2021 ✓	San Diego Botanic Gardens, Encinitas	Nedra Rummell/ Diah Avery	JOCLA
	Sunday, June 13, 2021 ✓	The Regan Library Tour	JOCLA	JOCLA
July	Saturday, July 10, 2021	Vineyard Grant James	Nedra Rummell/ Diah Avery	SDJC
	Sunday, July 25, 2021	Glendora Canyon Rally/Tour Following Mount Baldy and Picnic at Crystal Lake	JOCLA	JOCLA
August	Saturday, August 14, 2021	Jeremey's on the Hill, Julian	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	San Diego British Car Day at Spanish Landing	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	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

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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Orange - IEJC Event

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

Saturday June 12th, 2021

Recap by Diah Avery, Photos by Matt Allen

Jaguar... Back to Nature

As summer begins, 64 jaguar enthusiasts from the San Diego Jaguar Club (SDJC) and Jaguar Club Los Angeles (JOCLA), along with 12 members of Mercedes Benz Club of San Diego, headed to the San Diego Botanic Garden, Encinitas. It was 10:00 AM when I arrived and there were already three cars waiting for the gate at the former main entrance to open, including Nedra Rummell and Celia Hunter leading the group. When they finally opened the gate at 10:15 AM, I was relieved to see over 35 happy Jags lined up that finally made it to the former SDBG main parking lot. There is an ocean view, so the owners could explore the 37-acre urban oasis garden. They were also able to spread out picnic blankets at the beautiful Victorian Gazebo lawn with other fellow Jaguar members and our guests from the Mercedes Benz Club hosted by our own SDJC member, Rudy Hradecky.

They say that a relaxed mind is a creative mind, but when Chuck Leuthen asked me to come up with a recap of the SDBG event, I was challenged because I was thinking too hard about what to write. The only things I could remember was everyone catching up with one another and Nedra checking in all of the attendees. My beautiful elf, Herry, and I were distributing maps for everyone while waiting for my other half to come. He finally arrived with Maleficent, just the last second before the main gate was closed. The event started with an opening speech and sunblock reminder from the SDJC President Dan Jensen, followed by an SDBG volunteer coordinator who participated in the success of the event.

Four tour guides had been assigned and were ready to lead each of the groups as they spread out and started exploring the enormous garden with more than 4,000 plant species and varieties. The San Diego Botanic Garden represents 15 different regions of the world and said to include the largest bamboo collection in the United States.

I missed the beginning of the tour while waiting for my English knight in shining armor. By that I mean a beautiful blue XKR, in which I should have set up the navigation so my knight wouldn't miss the entrance. Caren Clayton, with an SDBG visitor coordinator, was kind enough to provide a shuttle for us to join the group. There, we were joined by Dan and his beautiful wife, Jorgene, as we explored the garden with our tour guide. I was not planning to ride on the shuttle, but what a difference when you have a knowledgeable Garden Docent explaining in-depth the different gardens, as well as answering questions about the rare plants and their climate. I grew up hiking and camping throughout a rain forest on my island, and it was kind of exciting to see some of the familiar plants and trees without having to use a machete to make a path through the dense area. 😊

After a short walk among the bamboo groves, desert gardens, tropical rainforest, California native plants, Mediterranean climate landscapes (and a few mosquito bites and a bit of sunburn) at the subtropical fruit gardens, I found Maritza Nighswonger trying to explain to Will about some familiar fruit with a simply great taste. Then everyone gathered at the main event location, the Victorian Gazebo lawn located in the center of the garden, framed by natural borders of flowing plants and large trees - a perfect backdrop where we visited and enjoyed talking about our Jags and our friendships.

I wonder how many pictures Matt took, and how many delicious cookies that Herryng passed around that day to complete our adventure at San Diego Botanical Garden. It was nice meeting up with SDJC members together with members from JOCLA. After being in such beautiful and serene natural surroundings, I feel inspired and am wondering how I could create a rooftop oasis within an urban setting. It was a day to remember.









Editor's Note: Thank you Diah for both an outstanding event and for the terrific recap that captures that the memories so perfectly! Now go out and enjoy your new addition to your Jaguar family! The XKR below! -Ed.



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Would you believe it, **Charlie Hallums**, beloved JOCLA CONCOURS CHAIRMAN, and CHIEF JUDGE is hanging up his clipboard, pencil collection, calculators, JCNA Rule Books, "JUDGES" Lanyards, JCNA Authenticity guides, and his collection of headache pain pills after a glorious multi-year career as our Chief Judge and Concours Chairman.

Charlie was our "go-to" guy for all those years, after volunteering when Frank Gauer, another dedicated Concours fanatic, finally stepped down from the same position after ten years. Charlie also conducted the required JCNA Judges Training School. Being the Concours Chairman/Chief Judge is no simple job as he had to keep up on the latest JCNA Rule changes, certified judges, organize the annual JOCLA and Inland Empire Concours, herd all the participants by class, and category. Thanks to Ed Sowell and his magic computer program of judging assignments, Charlie ran two Concours programs with gusto and bravado.

Frank Gauer had organized the Concours program after Bill Streitenburger finally relinquished control and really handed off a de-bugged, organized, and well-oiled program. Charlie just made it even better and we now have to thank him for polishing a successful program, well, we are not sure yet who will take over, we have two gentlemen who have come forward and we will be meeting with them both at Jags 'n Jam this month.

I also want to thank **Ed Sowell**, who I hope will stay on as our computer Wizard, for supporting both clubs with that magic program. As we come out of the Pandemic many Concours participants have been making their cars even more beautiful, authentic, and dazzling. The upcoming annual double Concours in Idyllwild will be just as good as ever, and knowing Charlie H. he will be showing his XJ SPORT or XKR and looking over the shoulder on our newly minted Concours Chairman and Chief Judge. I hope!

So, on behalf of the Members of the Jaguar Owners Club, we wish a collective THANK YOU AND A JOB WELL DONE!!! CHARLIE HALLUMS, you will be greatly missed!

Cheers,

Mark Mayuga
President JOCLA, 2021
Southwest Regional Director
Chairman, JCNA Membership, and IJF Organizing Committees

Sunday June 13th, 2021

Recap and Pictures by Nedra Rummell

Once again, JOCLA invited SDJC members to join them for their June event, a drive to the Reagan Presidential Library. Perhaps because of the time and mileage commitment and being only a day after our SDBG event, I and navigator Celia Hunter were the only SDJC members participating. After an early morning departure from Carlsbad, we had a relatively easy two hour and 114-mile drive to meet the group at the Skirball Center exit off the I-405 freeway. Attending from JOCLA- were 25 guests and approximately 15 Jaguars. We exited the Park and Ride with great caution – a left-hand turn with a blind curve to the right, which of course provided an opportunity to “punch it” to avoid any cars rounding the curve out of our line of vision! Approximately 45 minutes later, we arrived at the Presidential Library and were we greeted by other JOCLA members who elected to drive direct. I was delighted to see Jamey Holbrook, who was a long-time member of SDJC before moving to Camarillo. His stunning black and silver 1976 XJC6 brought back memories of our red and black 1976 XJC6. Grant and I enjoyed that beauty before selling it in 1983 while living in Michigan --- replacing it with a E-Type which we restored.

Our host Ralph Gidwitz, lead us all to the ticketing area where we were giving our guest passes as we proceeded at our own pace, all the while meeting up with various JOCLA members. After a couple of hours of touring, Celia and I decided to break for lunch, joining other JOCLA members as President Mark Mayuga was holding court on the outside terrace. My favorites during the tour included an interview with the President at his ranch via a 3-D Hologram - amazing to hear his rich voice and see his image with those mischievous and shining eyes. Other highlights included: Foundation of a Leader, Great Communicator, Victory and Inauguration, Assassination Attempt, The Oval Office, The First Lady and of course the Air Force One Pavilion housing the plane, Marine One, Presidential Limousine, and security vehicles. (Did you know SDJC member Paul Novak participated in upgrading the security Marine One?)

Midafternoon we decided it was time to depart to make the LONG trek home – the 7 hours plus driving that day was well worth it. I highly recommending adding this to your Southern California bucket list!

While writing this I realized Grant and I hosted an SDJC weekend event to LA in June of 2002. We convoyed north, visiting the Nethercutt Collection in Sylmar, Reagan Library, dinner at the fabulous Odyssey on the Hill, followed by breakfast the next morning..... perhaps recreate next year?

Cheers, Nedra





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V I N E Y A R D

GRANT JAMES

Drive, Wine Tasting, and Wood Fire Pizza Saturday, July 10th

Join the SDJC for a drive to Ramona and wine tasting at the Vineyard Grant James, voted the No. 2 winery in U.S. to visit by Travel Magazine in 2017. [Click Here](#)



If you would like to indulge in wine tasting, you can pay at the winery. There is also a special \$35 offer of (1) a 10-inch Wood Fire Pizza (Lemon Pizza, Prosciutto and Pear Pizza or Baked Potato and Bacon Pizza) plus (2) a bottle of wine. They also have charcuterie trays and desserts.

This is a boutique vineyard, and the vibe is relaxing. They are dog friendly and have been approved by Goldie (one of many SDJC Furry babies).

We will provide the starting point a bit later. The driving directions will be handed out at the starting location at 10:30 AM for a group drive to the winery.

Click here to learn more and register: <https://sdjagclub.wildapricot.org/event-4181857>

Please RSVP by July 7

Questions: Contact Diah (619) 890 1613 activities@sdjagclub.com

or

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

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The advertisement for Jags Unlimited is enclosed in a decorative border. At the top center is the leaping jaguar logo. Below it, the text reads "servicing San Diego JAGUAR Since 1975". The main title "Jags Unlimited" is in a large, bold, serif font, followed by the phone number "760-510-8419" and the address "388 Enterprise St. San Marcos Ca." in a script font. On the left side, under the heading "Brake Service", is an image of a classic Jaguar coupe. On the right side, under "Air Conditioning", is an image of a Jaguar convertible. At the bottom left is an image of a Jaguar sedan, and at the bottom right is an image of a classic Jaguar sedan. At the very bottom, a line of text lists services: "Factory Scheduled Service-Transmission-Timing Chain-Factory Computerized Diag."

Editor's Note: *Once again, Jaguar aficionado Terry Tilton provides insight into one of the most popular models. -Ed.*

Searching for the F-TYPE

A compilation by Terry Tilton

Exactly 25 years ago, visitors to the 1996 Geneva Auto Show eagerly awaited at the Jaguar arena, anticipating unveiling a completely new sports car. The automotive press had previously published artist renderings and spy photos, so the public was not completely unaware of the sleek new shape. The XK8, Jaguar Code X100, sat under a massive wood box with the looming growler badge etching on the front. On cue, the cover lifted and there stood a beautiful blue XK8 coupe. The bonnet was sealed on the show car as the engine was incomplete and would have served only to distract from the beautiful exterior. The reaction was instantaneous, with great applause of approval. Those veterans of the 1961 E-type unveilings discerned no audible differences in enthusiasm. It was a complete contradiction from the muted response to the XJ-S unveiling some 20 years earlier, marked by some embarrassing silence.

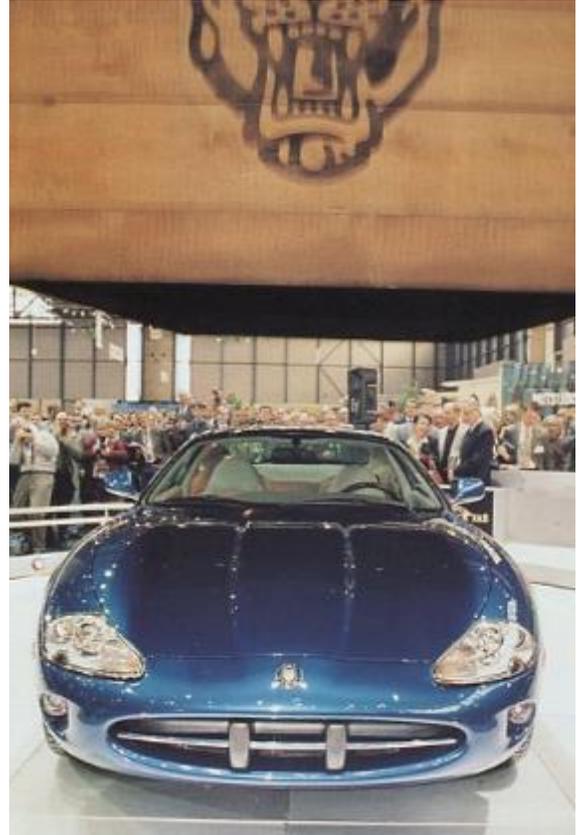
The press declared the new Jaguar a complete sports car, reporting the styling as animalesque, a worthy successor and continuation of the XK lineage. The XK8 and XKR variants remained in production until May 2005 with a total production of over 90,000.

Jaguar felt the new XK8 convertible was best introduced in New York because estimates indicated 60% of the USA imports would be top-down version. Sometimes British disagreeable weather mitigated against convertible purchases there.

Jaguar C-, D-, and E-Types arrived within a single decade, but it would be 35 years between the E-type and introduction of the XK8. Advance publicity led prospective buyers to believe this would be the F-type. An XK-F would have seemed a logical progression, but for several reason, the F-type would be delayed nearly another 20 years. The Series 3 E-type had become heavy and relatively; even with the V12, it was slower than the lovely 3.8.

Genesis

The search for an E-type replacement or at least a worthy successor began in 1967, more than midpoint through the XKE span. Beginning with the XJ-21, at least ½ dozen cars vied for the opportunity to succeed the E-type. The XJ21 would be just the first in a myriad of designs, proposals and false starts leading to F-type production. The XJ21 would be a “real” sports car on the XJ4 chassis (production XJ-6) platform with a shortened wheelbase of 105 in. and front/rear track of 54/53 in. and length of 175 in. Some termed it a scaled-down E-Type 2+2, inspired by the Alfa Romeo Giulia GT. The engine would be a small V8, not yet in development. There was no funding for the proposed F-type or any sports car based on a “sedan” platform, despite the precedent of the XK120 using the Mk V underpinnings and E-type sharing similarities to the Mk IX.



Devotees of the E-type were more-than-mildly disappointed when the XJ-S was unveiled. No one would claim the XJ-S a successor to the XKE; the XJ-S had too many chassis commonalities with the XJ6 platform. Almost immediately after the muted reception for the XJ-S, discussion began on a proper E-type replacement, an F-type contender. Despite the use of XJ prefix instead of XK, the XJ-S (Special, not Sport) would sell well, with 115,000 units sold. It had never been planned to succeed the E-type or it would have been designated the F-type at the onset.

An in-house Jaguar point paper dated 1979 predicted *Sports Cars of the Future*. Initial renderings of the XJ41 (convertible XJ42) were circulated in June 1980. No development funds existed for a sports car deserving an F-type nameplate. Any such project would take a back seat to the XJ40 sedan, where a small group of the engineering staff concentrated. Following completion of the XJ40, Jaguar began looking for a sports car replacement, leaning away from the Grand Touring approach of the XJ-S.

An XJ41 had been based on the XJ40 underpinnings, hence the appropriate code and XJ moniker. Initially the XJ41 and XJ42 were planned to be around 3200 pounds with 250 (net) horsepower. The initial XK-E weighed 2900 lbs with 265 (gross) horsepower. Use of the XJ platform limited any low-weight applications, and the proposed car was well over a foot longer than the 175-inch E-type. Karmann completed the design work and glass reinforced plastic (grp) models were consumer tested in California during 1988. The luxurious interior had the feeling of the Porsche 928. This combined with performance would be competition to the BMW 8-series or Mercedes Benz 560 SL rather than an imagined F-type.

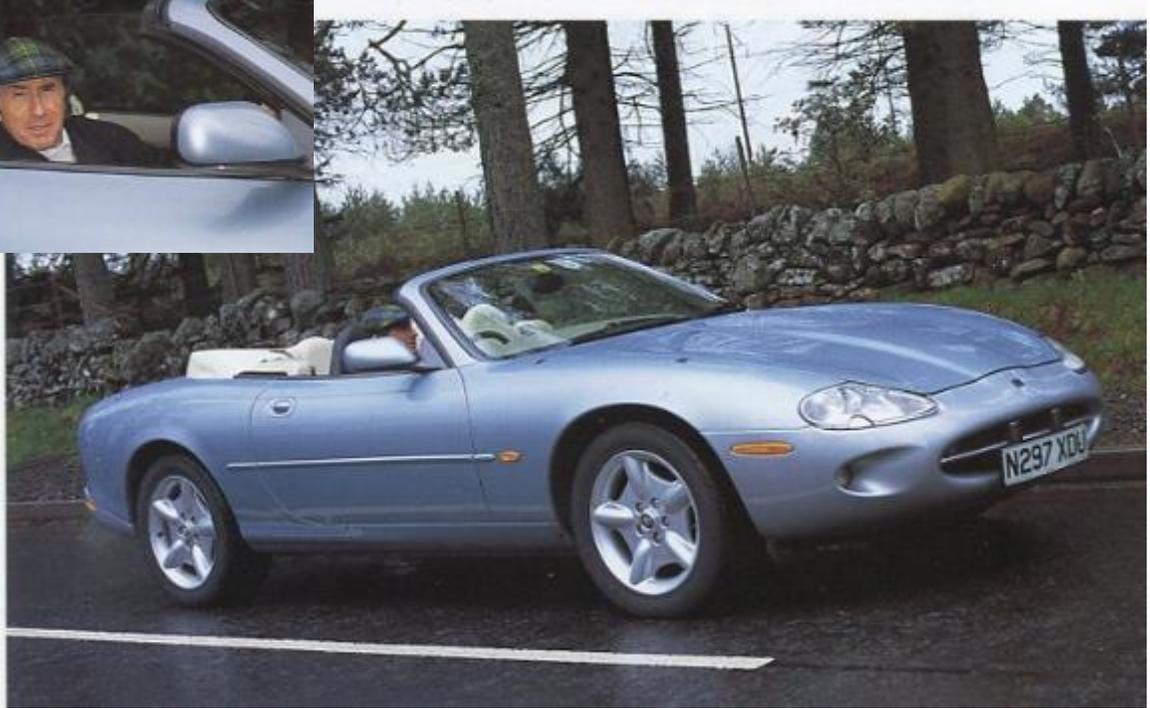
The Ford-purchasing-Jaguar announcement on November 2, 1989 came as a shock to Jaguar workers. Almost immediately, the XJ41 project was cancelled due to the excessive bulk and expense. During executive restructuring, the design department suffered less attrition from other shops. Initially Ford focused on an XJS facelift, which was launched 15 months later in May 1991. The facelift was very successful and extended the XJS life another 5 years. It was then the appropriate time to embark on a possible F-type project. Tom Walkinshaw, of TWR JAGUARSPORT fame and who knew the XJS as well as anyone, felt the platform had further potential.

RETRO MODERN DESIGN-XK100

Ford had dropped the XJ codes and replaced them with the prefix "X"; X100 being the sports car, X200 a new intermediate S-type, X300 the big sedan and X400 a compact sedan. The actual beginnings of the X100 have some dispute, but sketches shown in December 1992 is a good place to start. In retrospect the renderings bore a remarkable resemblance to the final product, which appeared 5 years later. There were similarities to the XJ41 design of which some in the design studio had participated.

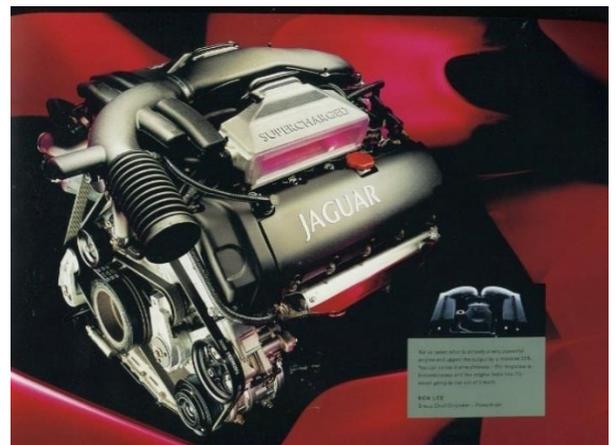
In the interest of expeditious development and cost restraint, Ford determined that the basic XJS platform would provide the beginnings for a new XK sports car. Accordingly, the XK8 inherited the XJS extravagantly inefficient packaging. Still, Jaguar did design the car 4 in. shorter and 400 pounds lighter than its predecessor. The new wheel base would be 102 in. with a curb weight of 3675 lbs. (the convertible was 200 lbs. heavier) compared to the E-Type OTS at 2900 lbs.

Suspension upgrades came with the package: up front the XJS suspension received modifications; the rear suspension had equivalency to the X300. The suspension and handling aspects were a critical consideration, so much so that Jaguar sought advice from those who had careers in such matters. Best known among evaluators to fine-tune the suspension became Jackie Stewart. Stewart is generally regarded as one of the top ten competitive drivers of all time. He won the World Championship in Formula 1 three times, with two second place finishes and also had experience at Le Mans and Indianapolis. Stewart spent considerable time in the car, but this author is unaware of his final impact on the production models.



The new X100 took styling cues from the very best of previous sports cars. The rear with no horizontal bumper reflected the XJ220, owing cues to the short-rear deck, and lacking a XJS shelf like bumper. The youthful market in the USA had expressed disdain for chrome and such items were deleted except the exhaust finishers and grill bar. The rear window is reminiscent of the Jaguar XK-E coupe. The D-type furnished the oval air intake grill, which had also been used on the E-type. The XK8 nose has resemblance to the XJ220 and D-type. The tail taper was noted as a cross between the XJ6 and Mk X. The bonnet bulge recalls both D and E-types.

Under the bonnet, engineers developed the AJV8, only the fourth Jaguar engine. In development since 1992, it had been tested in the XJ-S and later the XJ40. Engine weight came to 440 lbs., comparing favorably with the XK engine at 600 lbs. and the V12 at near 700 lbs. It boasted double overhead camshafts and a 10:1 compression ratio with 290 horsepower. The V8 engine was perfectly square at 86 mm bore and 86 mm stroke.

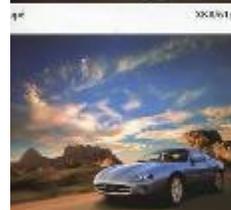
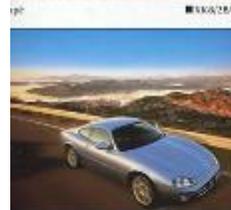


As the car approached the finish line, what was the name to be? F-type, an XJ follow on (due to the XJS platform usage) or XK 160? After all, the new X-100 would be closer to 160 mph than the XK150 had been to 150. The XJ220 did not hit 220 either. The success and accolades of the C-, D-, and E-Types would give any new car designated F-type a great parentage and big wheel wells to fill. As the final car emerged, it seemed saddled with too many too's: too heavy, too long, too automatic. Although the car may exceed E-type top speed, the XK 160 cognomen seemed dated. Ironically the ultra-modern XKR-based "concept" car became known as XK180. Ford and Jaguar ultimately settled on the XK8 for the number of cylinders, similar to the XJ6 and XJ12).

Sports, Gran Turismo or Sporty?

The first car completed for public sale was built on June 4, 1996. Jaguar publicity found a great new slogan: **THE CAT IS BACK**. It was marketed as a premium sports car. The target audience had a median age of 42; 12,000 cars were sold in the first year, 40% coupes and 60% convertibles. The press used a variety of accolades in describing the car: stunning, beautiful, sensational, breathtaking, intoxicating, curvaceous, and elegant. Many of these previously plagiarized the E-Type 35 years earlier. Clearly it was a car of great refinement, style, exclusivity and performance. But, was the beauty a sports car?

Motor Trend was among the first to evaluate the XK8 in the USA, promptly terming the XK8 a sports car: "The XK8 looks like a sports car, goes like a sports car, and does everything a sports car is supposed to do, but comes to us (USA) with only an automatic transmission". The XK8 received sports car type reviews in the British press. *Performance Car* magazine declared the XK8, a "sports car that picks up where the E left off." *Autocar*, began a 12-page spread after the phrase "how the Jaguar recreated a legend" and declared the XK8, the "best GT in the real world". Brookland's reported that it "looks like a sports car and acts like a sports car."



Clearly on paper, the new XK8 had the numbers - skid pad, slalom speed, acceleration - but it would be no Ferrari frightener, like the original XK-E. *Road and Track* determined the XK8 was "closer to a true sports car that Jaguar had ever achieved since the original XKE". The anticipation of a supercharged engine and other performance/suspension upgrades made prospective buyers more optimistic that the sporty GT car would morph is more "sport".

In its day, *Motor Trend* and other magazines typically reported the original E-Type Series 1 as 0-60 mph in 6.9-7.2 sec., and a quarter mile in 14.9 sec. at 95 mph. Tests of the XK8 demonstrated acceleration numbers of 6.4 sec. and 14.8 sec. @ 97 mph respectfully. Skid pad numbers came in at .82 with slalom speed of 59.6 mph. *What car?* magazine determined the XK8 a sports car in the first paragraph. In a comparison with a BMW 840ci, *Motor Sport* classified the XK8 as a sports car.

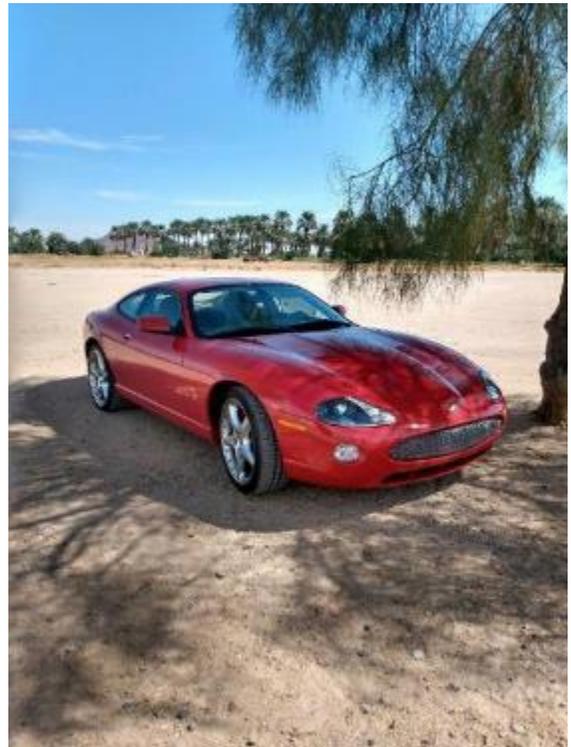
In 1999, adding \$12,000 to the XK8 purchase brought the XKR option package: supercharged engine, larger wheels, Brembo brakes and a suspension upgrade. Numbers matter and the new XKR bumped against F-type territory. The Eaton supercharger brought horsepower up to 370, transforming the XK8. Road tests began with **THIS CAT HAS CLAWS**. Convertible acceleration 0-60 dropped to 5.3 sec. with the quarter mile coming in at 13.8 sec.

The XKR was compared with the 2000 LS1 Corvette with an acceleration average time of 4.7 sec. to 60 mph. The Corvette had a 350-horse engine with a 5-speed manual, but weighed only 3,200 lbs. with the fiberglass body. In 2003, the 4.0L Jaguar V8 was bored to 4.2 liters, adding engine added another 20 horsepower and a similar bump in torque, mated to a new 6-speed transmission. Carrying about 200 pounds less than the convertible, the 4.2L coupe achieved a 0-60 time as low as 4.9 sec. Above even the standard XKR option, buyers could have wider rims and lower profile tires, front 255/35/20 and rear 285/30/20, plus additional suspension upgrades. Skid pad figures moved to .88., with increased slalom speed.

XK100 Special Editions

Special editions sustained and extended the XJS career. For the X100, there is a parallel. The author knows of nine special editions: Neiman-Marcus (50 sold within 72 hours), Silverstone (558), XKR-100 (500), XKR 400 (100), Carbon Fiber (100), Portfolio (200), Sterling Moss (5), Victory and 4.2S (well over 1000). The vast majority of the special editions were XKR variants. The sheer quantity of these editions when weighed against the total XKR's produced makes them maybe not so special, with one in every nine XKR cars so designated. Some editions and fully loaded XKR cars could bump the \$100,000 mark.

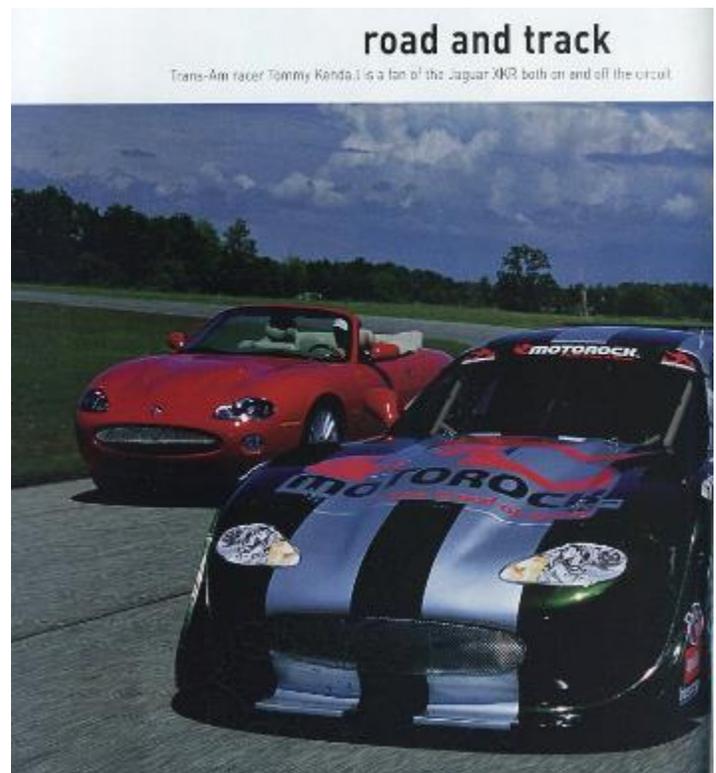
Although not designated as 'special', the 2005 XKR coupe is pretty rare. With a body style unique to the year, about 300 were imported, including those badged as 2006. These cars were essentially leftover 2005s, built before May 24, 2005, which bridged the gap until the 2007 X150 model arrived. This puts an '05 coupe as one in 325 of the total XK8/XKR.



XKR in Competition - Trans Am Racing Championships

Many XK8 enthusiasts are generally unaware of the outstanding XKR race track success. The most notable achievements came in TransAm, the American racing series that originated in 1966. From 2003 to 2006, the modified XKR Jaguars brought home a trifecta. The first "foreign" car with three straight wins equaled the quantity of consecutive D-type championships at Le Mans, 1955-1957. The 2005 racing XKR then had a 650-horsepower rating, and 9000 maximum rpm. The clocked 180 mph was only limited by the nature of the racetrack.

Tommy Kendall, four-time XKR Trans Am champion with 26 wins, paid homage to the streetable 2005 XKR: *"The 2005 XKR is a perfect example of race breeding. It is still one of the ultimate driver's cars. It is supremely fast, handles like it is hot-wired to the brain, and stops with real determination. Yet it delivers its performance while surrounding the driver in comfort. This is kind of car I dream about as I am climbing out of my race car at the end of a race."*





Finally! The F-type.

The long-awaited F-type arrived in 2013 as a 2014 model, over 60 years since the E-Type. In 2013, the average age in the United States was 37. Very few had ever seen up close the Series 1 XK-E. Any F-type had to appeal to a new generation. The new F-type came in three versions: 340 horsepower 3-liter V6, 380 horsepower V6, and 475 horsepower V8, all supercharged. The 380 horsepower V6 set new Jaguar production cars standard for power/liter. Pricing was more competitive from the expensive 2000-2005 XKR models.

Road testing magazines were enthusiastic about the F-type, especially the two more expensive versions. Still, the new cars were not universally appraised. The F-type came with the same complains as the XK8: way too much weight (several hundred pounds over the Boxster and 911 Carrera), cramped cabin and no manual transmission.



XK8s/XKR Legacy

Now, 25 years since the XK8 amazed the Geneva crowd, the car is nearing iconic status. The XK8 approached XJS production numbers in half the time. It played a major role in bringing Jaguar to the top of J. D. Power ownership surveys. The car was much quicker and handled better than the XK-E. True, standards have changed since then, just like the expectation of the F-type have increased since Brown Lane closed in 2005.

The XK8/XKR enjoyed Jaguar flagship status during its hiatus, 1996-2006. It was a huge hit in the USA, with half of sales headed across the Atlantic. Hollywood used the car interminably: spotters have found the X100 in close to 100 movies, cable miniseries, and TV. There are a couple of the best-known examples. The first is a James Bond movie *Tomorrow Never Dies*, in which the villain races Bond's Aston Martin during a chase scene on solid ice. The Peterson Museum in Los Angeles has the car on display, allowing the author to enjoy an opportunity to sit in the car. The second has Austin Powers enjoying an XKR convertible named *Shaguar* dressed in Union Jack colors. That car is now part of the Jaguar/Daimler Heritage Trust.



Now after production ended 16 years ago, what sort of grade does the XK8/XKR deserve? It was no C-, D-, E- or F-Type; more like a B+. The E-Type stunned the automotive press in 1961, being a genuine supercar at a miserly price of \$5,800. As the decade wore on, the cache diminished to near embarrassment when production ended in 1974. The XK8 had this the situation in reverse, beginning in 1996 with grand style with excellent performance. The cars only got better as time progressed. A near decade after the XK8 launching, the 2005 XKR reached the apogee of the X100 production run.

The author looks at a 2005 XKR coupe in the driveway and wonders: Had this very car appeared in 1996 instead of an XK8, could have filled the XK-F void left by the XJS? This spread sheet to the right gives a quantifiable comparison with two versions of the original F-type against the 2005 coupe. Special editions and fully loaded XKR cars hit the \$100,000 mark.

	2014 F Type	2005 XKR	2014 F-TYPE/S
LENGTH	179	187	179
WIDTH	75.7	72	75.7
WEIGHT	3550	3850	3675
ENGINE/HORSEPOWER	V6--340	V8--390	V6--380
PRICE--AS TESTED	\$87,000	\$98,000	\$91,000
TORQUE	332	399	380
WHEELS	18	20	19
TOP SPEED	161	170	168
TRANSMISSION	8 SPEED	6 SPEED	8 SPEED
BRAKES FRONT/REAR	13.9/12.8	14.1/12.6	15/13.7
ACCELERATION 0-60	5.1	5	4.7
TIME QUARTER MILE	13.8@103	13.5@106	13.1@109
HANDLING SKIDPAD	0.86	0.87	0.9
TOP SPEED	161	170	168

Editor's Note: *Thank you Terry. Having a 2002 XK8 myself, I really appreciate this great tutorial!* -Ed

Fifteen years ago, would these numbers and driving experience deserve the F-type badge? Absolutely!

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: TE10758



1963 Jaguar Mark II Sedan
VIN: P220371

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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.

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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!

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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, 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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Notes from the Concours Judge's Tent

July 2021

By Pete Rieth, Chief Judge, San Diego Jaguar Club



2021 Concours Judges Training and Testing.

NEWS Flash: Charlie Hallums, Chief Judge for the Jaguar Owners Los Angeles Club, has retired after almost 10 years in the "Tent". Heartfelt thanks to Charlie for many good times in our three regional (JOCLA, IEJC and SDJC) events! Mark Mayuga and I, as JCNA Southwest Regional Director and member of the JCNA Concours Rules Committee respectively, 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. **The session will begin on ZOOM at 10AM PDST Saturday, August 21st.** If you are unable to participate, YOU MUST contact me in timely fashion to make alternate arrangements to avoid loss of your certification.

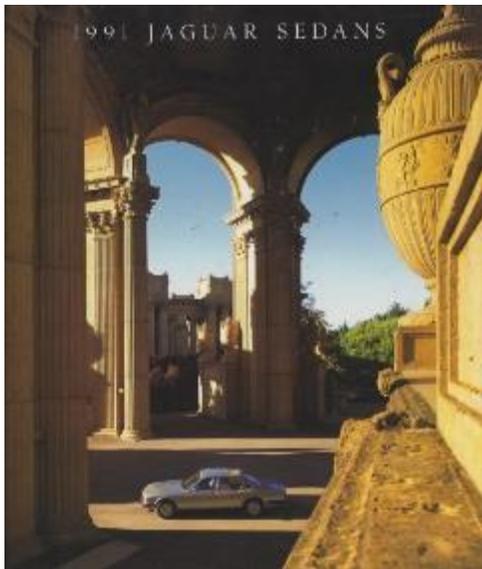
A Concours 201 (Hands-on practice judging) session will be scheduled in mid-September. Judge Nedra Rummell has again kindly volunteered to host the event. More to follow. One of our members, also an Apprentice Judge, has volunteered his very, very nice classic XK as a "training aid" for this event (Thanks, Mike!). We'll also have at least two recent models to keep us engaged. More are Welcome, of course.

Annual certification testing on the Rule Book (Still 2019 edition since the AGM has been postponed to August 2021) will be accomplished for our club Judges by electronic exchange of files. **JUDGES:** Please recall that procrastination is not necessarily a virtue in this context. After approval at the next AGM, the revised Rules will only go into effect in the 2022 season.

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 1st & 2nd - La Jolla Concours (Non-JCNA event)
- 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



TRIVIA QUESTION: Can you name the building and city where this stunning photo was taken? Hints – Built in 1915 and located in California next to another famous structure completed in 1939.

The Palace of Fine Arts, built for the 1915 Panama Pacific Exhibition is located very near the Golden Gate Bridge in San Francisco.

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 8 certified Judges** (myself included) and 1 Apprentice to fill our teams, thus increasing 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. This is an OJT (On the Job Training) Opportunity!

If you have any questions about this article or JCNA Concours d'Elegance judging, please contact me by Email

Great British Swap Meet

Saturday, July 31, 2021
(7 am, but vendors may set up at 6 am)

Sponsored by:

Jaguar Driver's Club of Orange County



**Classic Jaguar
Association**



20555 Pascal Way, Lake Forest

(Just off Lake Forest Dr., 4 miles inland from I5, or ½ mile west
off the 241 Lake Forest exit)

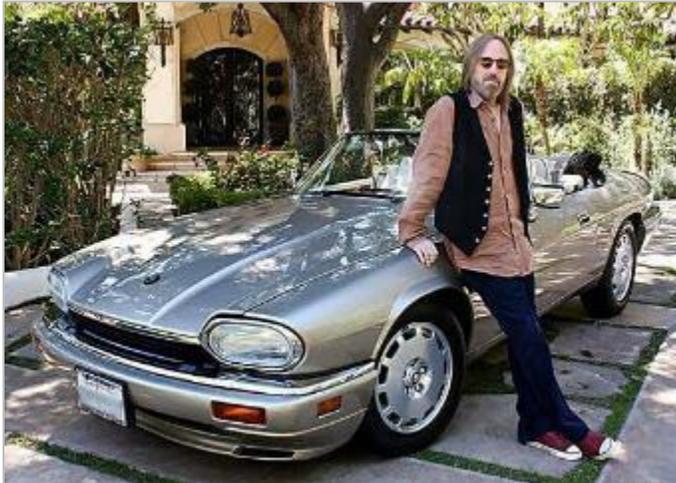
Bring your British cars, parts, and publications, or just your wish list and wallet
Jaguar Drivers Club of Orange County will supply the coffee and donuts

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





From previous Editor's Desk columns. I began editing Jaguar Tracks just about 4 years ago. During that same period, we have welcomed around 60 new members to SDJC. This will be my 45th issue. And, as such, I'm going to plagiarize some of my own stuff from previous issues in hopes that some of it will be new to some of you. (Did you notice that I just used the word "some" three times in one sentence. Some editor.) In any case, apologies to the rest of you that have already seen this stuff, just scroll ahead.



Apparent Jaguar fan, the late, great Tom Petty and his XJS



Leave it to Mark Mayuga and Charlie Hallums of the JOCLA to set the stage for cutting edge fashion sense.

And still my favorite!

Dear Abby,

I surely need some strong advice. I am starting to suspect that my wife of nearly 30 years is having an affair. She has been coming home later and later in the evenings these past few weeks and her excuses of having to work late or meet with clients seem very flimsy. Quite often when I answer the phone, I just get an immediate hang up. She's paying less and less attention to me and I really think somethings going on behind my back.

I thought that If I could find out who bringing her home after a late evening out, I might have the proof. I discovered that if I kneeled down next to the driver's window of my 2003 XJR and looked through the windshield I had a clear vision of the street in front of our house without being seen.

Last Thursday she once again called with the excuse that she would not be home until quite late, so I took the opportunity to do my detective work and go spend some time waiting for her to come home. While I was looking through the driver's window and windshield, I noticed that both windshield wiper blades are in desperately need replacing. Abby, should I simply replace them with generic blades from PepBoys or spend the extra time and money acquiring genuine Jaguar blades for that year and model?

Sincerely, Perplexed in Point Loma

Dear Perplexed,

There's really no question here. Non-original replacement parts are going to get you significant deductions in either Champion or Driver Divisions at your next concours event.

Dear Mr. Editor,

Can you tell me why so many Jaguars of the 50's and 60's came with these rather extensive tool kits as shown here?

Curious in Cuyamaca



Dear Curious,

The purpose for such equipment is often misunderstood by Americans at car shows. In fact, sometimes they make crude and insensitive jokes about unreliable Jaguar cars needing such tools all the time. In fact, the tools were **NOT** provided because Jaguar cars often required their application. Indeed, this was very seldom the case.

These tools, included with Jaguar cars exported to the United States, were provided so that charitable Jaguar drivers would be properly equipped when they stopped to assist American drivers whose Detroit products were broken-down on the side of the road. This generous and thoughtful planning on the part of the Jaguar Company was solely intended as a subtle gesture of appreciation for American aid, however slight, in helping the British Empire to win World War II.

...Ed.

Rumors

As an active member of our great club, I sometimes hear rumors about other club members. I try to keep those rumors to myself but when public safety is involved, I feel it's my duty as Editor to pass on a word of warning.

It seems that one of our club members, who will remain anonymous, drives a very high-performance Jaguar and was pulled over by the Highway Patrol for holding up traffic on one of our local freeways. The dialog went something like this:

Highway Patrol Officer: ***"Sir, I see your driving a very powerful car. Can I ask why you're going so slow?"***

SDJC member: ***"Officer, I'm simply obeying the speed limit. The sign says 54 so that what I'm driving."***

Officer: ***"Sir, that's the freeway designation, not the speed limit. You're on the 54 Freeway. Just a word of warning this time."***

Then, just before returning to his patrol car, the officer noticed that the lady in the passenger seat appeared to be visibly shaken and very upset.

Officer: ***"Lady, I've let your husband here off with just a verbal warning yet you seen upset. Is there a problem?"***

Lady: ***"Well Officer, we just got off the 125."***

Editor's Reminders:

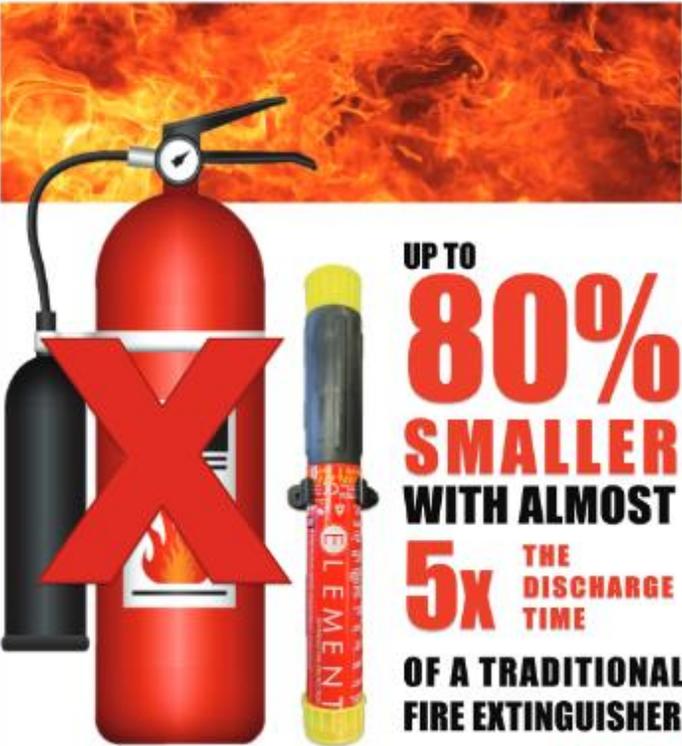
Reminder #1: When going out of town print out a copy of the cover page of the most recent "Jaguar Tracks" and take it with you. When you find a good setting just snap a picture of yourselves holding up the cover page with a nice scene behind you. All you need to do is email the picture to Editor@sdjagclub.com along with a description of your location and I'll do the rest to feature it in a "Where in the Word" article!

Reminder #2: Our "Getting to Know" feature is intended to help all of us get to know each of you just a little bit better. 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. If you don't tell us about yourselves, we're just going to make stuff up. Might as well let the cat out of the bag and send me an email with a write-up and a picture to Editor@sdjagclub.com and I'll run a feature!

Reminder #3: Don't forget about the new "Cat Tales" feature! Tell us all about your new Jaguar purchase, or your most interesting Jaguar technical challenge or restoration project. Be sure to include some pictures of yourself and your Jag. Then all you need to do is send an email to Editor@sdjagclub.com and I'll feature it in a "Cat Tales" article!



OK, get those Brownies out and send me some pictures!



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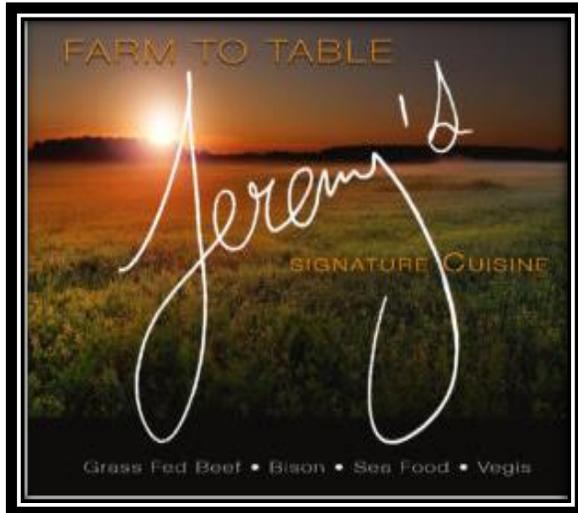
www.aftcalifornia.com

Let's Do This: Drive and Lunch

Saturday, August 14, 2021

Jeremy's On The Hill

Julian, CA



- SDJC GROUP DRIVE
- LUNCH AT JEREMY'S ON THE HILL
- CUSTOM MENU FOR SDJC
- PAY FOR WHAT YOU ORDER
- REGISTER ON CLUB MEMBER EVENT'S PAGE





LA JOLLA MOTOR CAR CLASSIC 2021 AT VIEJAS CASINO & RESORT

OCTOBER 1 & 2, 2021

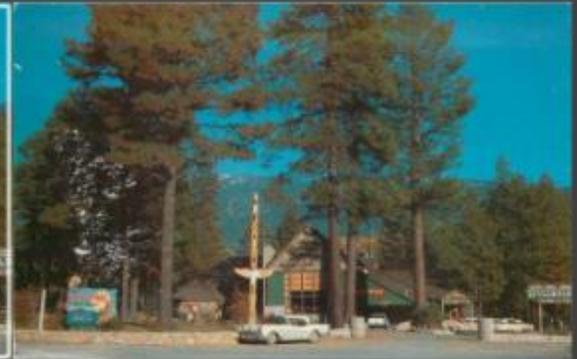
The weekend-escape you've been waiting for! Making its debut at the Viejas Casino & Resort on October 1 & 2, 2021, this weekend of elegant experiences is highlighted by this exquisite property. This resort is the epitome of a luxury getaway where you can lounge poolside, hit the casino floors, or slip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



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.**



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](https://DanaPointCarShow.com)



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

Jaguar Owners Club LA, San Diego Jaguar Club, Jaguar Associate Group, Sacramento Jaguar Club, Inland Empire Jaguar Club, Reno Jaguar Club

It's time for another CalClubs Meet!

The 2019 CalClubs Meet in MORRO BAY was such a success that we are going to do it again! This time a little different with the great dining venues, driving roads, the POZO SALOON, *XKS MOTORSPORT, MORRO BAY DINNING al Fresca at DOCKSIDE OYSTER BAR, wine tastings in PASO ROBLES, and 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 SPONSOR: **XKSMOTORSPORT**

NOVEMBER 4th Thursday- Arrive/check-in La Serena Hotel, Welcome Reception XKS MOTORSPORT host, Dinner in Morro Bay, SLO Farmers Market

NOVEMBER 5th Friday- Rally/Tour to HISTORIC PASO ROBLES Downtown Park, SHOW & SHINE, Tour Historic District, wine tastings, shopping, etc.,

Pappy McGregor's Pub for Lunch, CRICKET Match on the Green, Dinner in MORRO BAY at DOCKSIDE FISH MARKET & Oyster Bar

NOVEMBER 6th Saturday- Rally/Tour and BBQ Lunch at POZO SALOON, visit the many wineries on the way back to MORRO BAY, dinner is your choice at DORN'S, Window's on the Water, STAX Wine/Bistro, Dutchman's Seafood Galley, and more...

NOVEMBER 7th Sunday- *Back Home, Thanks for Joining Us!*

Mention you are with the JAGUAR CLUB Meet!

HOTELS: La Serena- \$69-159/rm+tx [Queens-Kings] Th, F/Sat (805) 772-5665 res.

San Marcos- \$85-179/rm+tx [Queens-Kings] Th, F/Sat (805) 772-2248 res.

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

Restorations &

Service: Clive Collins, **XKSMOTORSPORT:** (805) 594-1585

Event weekend mobile #

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Make new Jaguar friends while experiencing new venues in uncharted territories! Find out more about each of these clubs by clicking the link below each of the club logos then simply contact the Membership Chairs.



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San Diego Jaguar Club Classified Ads

Classified Ads are now displayed only on the Club Website.

Perhaps you have one too many garage spaces you want to fill by buying another Jaguar. Or maybe you have one too many Jaguars and want to reduce your inventory. In either case, click **HERE** to go directly to the SDJC Classified Ads. The ads include details and up to 9 photos of each car!

SELL YOUR CAR WITH US ON OUR WEBSITE

To place your ad:

Contact Mark Hodges

<https://sdjagclub.wildapricot.org/Classified-Ads>

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>

Sale On! Look at the new lower prices on some items!!



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2020/2021 Jaguar/Land Rover Discounts



Jaguar Land Rover North America, LLC is pleased to extend an exclusive Private Offer on the purchase or lease of a new Jaguar or Land Rover vehicle. This opportunity is available to preferred partners of the Jaguar and Land Rover brands in America.

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

June 12, 2020

The meeting was called to order at 6:32 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, Liz Soens, Al Steele. Functional Chairs present: Jim Hallameyer and Pete Rieth.

Secretary's Report: The minutes of the May 12, 2021 meeting were previously approved via e-mail.

Treasurer's Report: Dave reported that May month activities included income of \$1,063.00 comprising \$460.00 Club Dues, \$92.00 for Concours d'Elegance registration and \$511.00 for the San Diego Botanic Garden Tour. Expenses for May were \$363.03 comprising Bank fees (\$13.04), JCNA dues (\$180.00), monthly storage facility fees (\$126.00) and the monthly subscription for Zoom meetings (\$16.99). Overall, we had net income of \$726.97 for the month.

First Vice President Activities Report: Diah recapped the upcoming club event, a tour of San Diego Botanic Gardens (SDBG) in Encinitas on June 12. SDBG has committed to reserved parking for the event and there will be nearby areas for picnicking. As of June 9, there were 72 registrants, including five from the Mercedes Benz Club who joined the event as a result of a request by SDJC club member Rudy Hradecky. The July event will take place on Saturday, July 10, and will involve a drive to and lunch at Vineyard Grant James in Ramona. This is a boutique winery that was voted the #2 winery in U.S. to visit in 2017 by Travel Magazine. Reserved open space will also be provided in the vineyards. There will be a special offer of \$35 for a bottle of wine and 10-inch wood-fired pizza. The August event will likely be a drive to and lunch at Jeremy's on the Hill near Julian, the site of a very successful prior SDJC event. The September event will be the SDJC New Member Luncheon at The Crossing in Carlsbad on Saturday, September 11. The November event will be the combined SDJC Election Luncheon and SDJC Concourse Afterglow on Saturday, November 13, at the Rancho Santa Fe Golf Club. Other options for future events were also discussed, e.g., a harbor cruise about the Hornblower and a possible joint event with Rolls-Royce Owners Club.

Second Vice President Membership Report: Nedra presented Matt Burgan for membership approval. Upon a motion by Chuck and second by Nedra, the motion was unanimously approved. Nedra reported we currently have 149 memberships as compared to 155 in May 2020, which is 96%. We continue to make slow but steady progress in memberships. In last month's report, Nedra listed six additional membership opportunities. Having not received responses to follow-up e-mails, she will mail letters with applications to each with a reminder that dues are reduced as of July 1. Hopefully this will be an incentive to join and save \$30. The SDJC Directory has been updated and will be delivered to Mark as usual.

Newsletter Editor Report: Chuck reported that he is awaiting receipt of the flyer for the July event. Tim noted that it is helpful to include both the day of the week as well as the date in the flyer and eblasts to members. Diah made this change to the website during the meeting. Dave offered that he has additional material for a *Jaguar Tracks* article.

Website Report: Mark recapped that he is mainly in a review and maintenance mode.

Director Reports: Tim reiterated that Rolling British Car Day was a great success. Al said he is working on the third and final segment regarding the restoration of his E-Type. Liz passed on compliments to Chuck from her dad, Ed Soens, regarding the quality of *Jaguar Tracks*.

Functional Chair Reports:

Advertising: Dan reported one new advertiser, Easton Robertson Insurance Brokerage, has paid for a ½-page ad and payment another likely advertiser is expected this month. Total advertising revenue to date is \$2520 now that all current advertisers have paid.

Auto Museum Representative: Pete reported that recent changes at the museum include a few new cars including one of special note: a 1926 Pierce Arrow donated to the museum by former SDJC member, Craig Venter. It is gorgeous and worth a view. There will be no theme shows for the next year since the former museum lead has left and no replacement has been found.

British Car Club Council Representative: Dave stated there is nothing new to report.

Concours: Mark stated that website registration is up and running, and he continues to work with Tom Krefetz of Classic Showcase on details. He will send an eblast in June.

Property Manager: No report.

Chief Judge: Pete confirmed that the 2021 Virtual Concours Judge Refresher Training will be on Saturday, August 21, from 10 a.m. to 12 p.m. He has reviewed the 2022 draft rules book and stated there are many changes.

Dealer Rep: Jim reported that Jaguar San Diego has not yet received their certificate of completion from the city, which has delayed the formal opening of their new facility. Once opened, Jim will speak with the General Manager about the path forward for club involvement.

Logo Wear: No report.

Raffles / Roster / Awards: Nedra reported she picked up the name plates for the Tuchscher Award from San Marcos Trophy since they cannot match the engraving and will deliver them to San Diego Trophy for engraving.

Old Business:

- **Garbled SDJC e-mails** – Nedra will contact members who previously reported problems to confirm the issue is resolved.
- **Deletion of Wild Apricot from SDJC website and elsewhere** – Action remains with Dan.
- **Use of social media** – Nedra determined the username and password for the prior SDJC Facebook account could not be found. As such, she and Ali Proctor are working to reset the account. Liz Soens will serve as backup Administrator for the Social Media accounts.
- **Posting of SDJC calendar of events on XKS Motorsport website** – Chuck confirmed our calendar of events is not yet posted to their site. He will reach out to provide a reminder to them.
- **New/different photos for website** – Dan reminded all that Mark has requested updated photos for the website. Nedra said she would provide several.
- **Location of non-apparel items on Lands' End website** – Action remains open with Dave.

New Business:

- **Delegates to AGM** – On a motion by Mark and a second by Diah, Nedra was selected as the SDJC delegate to the Annual General Meeting. Pete indicated he might attend as well. The club will reimburse registration and concluding dinner expenses.
- **Advertiser invoicing/payment via website** – Mark stated this has not been done before and he will need to learn how to implement it. Liz asked if PayPal would also be an option. Mark stated there are complications with this approach, which the club has used in the past, and may involve a higher price. Regardless, he will research the topic.

With no further business, the meeting was adjourned at 7:46 pm by Dan. The next meeting will be July 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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Advertising Rates

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