



Jaguar Tracks



News from the SAN DIEGO JAGUAR CLUB - September 2022



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

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SPECIAL ANNOUCEMENT!
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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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!

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• 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.



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September 2022

One of the tasks that falls to your Board of Directors this time of year is to review the bylaws and see if any changes are required. We were remiss the last two years, our excuse being the impact that COVID had on our affairs. Truth be told, I just forgot to get closure during our fall board meetings last year. I understand that it is possible that not everyone has read the SDJC bylaws. I have accepted terms and conditions on countless websites and have read each of them - never. I tried once, but soon got lost in the maze of legal terminology. Regardless, it is incumbent on the board to ensure that the club is abiding by changing laws and club operations. Having completed a first pass through the existing bylaws, I noted there are a few changes that will need to be incorporated, e.g., board meetings are now held virtually vs. in person. Once the entire board completes its review and update of the bylaws, they (the bylaws, not the board) will be forwarded to you in October prior to General Membership Meeting, aka Election Luncheon, in November. All changes will be clearly shown so you can quickly skim through the verbiage and see if anything is of interest or concern to you.



Speaking of virtual meetings, the board has been utilizing Zoom since the start of the COVID pandemic in early 2020. As many of you know, this takes a bit of getting used to. But once you the hang of it, things move smoothly. It has been a major benefit for board members that live a good distance away from San Diego and a big help even for those of us that live “in town”. I mention this to point out that attending a board meeting or serving as a club officer or functional chair can be done from the comfort of your own home.

The Concours Afterglow was again held at the Rancho Santa Fe Golf Club courtesy of SDJC Board Member Dave Putnam. Details are provided starting on page 9. As I predicted last month, the weather was superb (hard to miss on this) and the drive stress-free, at least for the members I chatted with at the luncheon. This month our event organizers nonpareil Diah Avery and Nedra Rummell will take a bit of a break as we will ride on the coattails of the British Car Club Council’s British Car Day on September 25 (see page 27). Like our concours, it is also held at Spanish Landing East. Shortly thereafter, on the first weekend in October, both the Inland Empire Jaguar Club and the JCNA Southwest Region will hold back-to-back concours in Idyllwild. Details are presented on page 35.

As usual, this is peak season for club events, so don’t hesitate to give your Jag a good washing, get out a clay bar and surface prep to remove any lingering debris, and apply a coat of wax or two. Or, just find a good detailer to do it for you. Enjoy the rest of the summer in your Jag!

Dan

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August Event Recap
Concours Afterglow
Once again, we celebrate this year's Concours d'Elegance at RSFGC.

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Special Feature
Jaguar vs. Cougar
JT Correspondent Terry Tilton referees a cat fight.

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September Event
British Car Day
Don't miss this annual event. Club member Dave Putnam is our Rep!

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Idyllwild Weekend
IEJC and SW Concours
Wild times with our mile high friends and their Jaguars.

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August New Members

ALLISON GENTES

2007 XKR Convertible Black

IAN GILL

1963 E-Type OTS Black

ROBERT GORDON

1999 XK8

CRAIG AND JANE ROUBINKE

2000 XJR, 2005 XJL, 2009 XJ

MONROE STRAWN

2006 S-Type & 2005 S-Type R

On the Cover



A recent search of the SDJC Membership Roster reflects the popularity of the Jaguar F-Type. Our club currently registers 23 of which at least 4 are white! Compare that with the rarity of the Jaguar 420, the subject of this month's Special Feature. Our club has just 1!

Web shot purloined and photo shopped by
Chuck Leuthen

SDJC 2022 Calendar of Events

September 2022

Date, Day	Event	Sponsor(s)	Club
January 8th, Saturday	Drive & Lunch at the Windmill Food Hall, Carlsbad	Nedra Rummell	SDJC
February 12 th , Saturday	Museum of Making Music and Picnic	Nedra Rummell	SDJC
February 20 th , Sunday	Celebrating Jaguar at the Hilton Maya Long Beach	Mark Mayuga	JOCLA
March 6 th , Sunday	Festival of Whales, Dana Point Show and Shine	Mark Mayuga	JOCLA
March 12 th , Saturday	Drive and Lunch at Anthony's Fish Grotto, La Mesa	Dan & JJ Jensen	SDJC
March 24 th – 27 th	JCNA Annual General Meeting, Milwaukee, WI	JCNA	JCNA
March 26 th , Saturday	JCNA Judges School Southwest Region (Zoom)	Mayuga/Allen	SW Reg
April 9 th , Saturday	Rolling British Car Day, Bates Nut Farm	Dave Putnam	SDBCCC
April 16 th , Saturday	Concours 201 Judges Hands-On Training	Allen/Mayuga/Nedra	SDJC
April 22 nd – 24 th	La Jolla Concours d'Elegance, La Jolla	LJ Historical Soc.	LJHS
April 23 rd , Saturday	JCNA Southwest Region Concours Judges Training	Mark Mayuga	JOCLA
May 7 th , Saturday	Point Loma Road Rally	SDAutoMuseum	SDAM
May 15 th , Sunday	JOCLA Concours d'Elegance – Battleship Iowa	Mark Mayuga	JOCLA
May 22 nd , Sunday	SDJC Member Celebration, Green Dragon	Nedra Rummell	SDJC
May 2022	Concourse 101, Concourse 301	Dave Allen	SDJC
June 11 th , Saturday	Drive and Picnic at Milagro Winery	Diah Avery	SDJC
June 19 th , Sunday	Father's Day Tour, Rally and Lunch	Mark Mayuga	JOCLA
July 9 th , Saturday	SDJC Concours, Spanish Landing East	Hodges/Allen	SDJC
August 13 th , Saturday	Concours Afterglow at Rancho Santa Fe Golf Club	Putnam Family	SDJC
September 25 th , Sun.	San Diego British Car Day	Dave Putnam	DSBCCC

SDJC 2022 Calendar of Events continued

Date, Day	Event	Sponsor(s)	Club
October 1 st , Saturday	Inland Empire Concours d'Elegance at Idyllwild	Mike Zavos	IEJC
October 2 nd , Sunday	SW Region Concours d'Elegance	Mark Mayuga	SW Reg
October 8 th , Saturday	Antique Gas & Steam Engine Museum, Vista	Nedra Rummell	SDJC
October 12 th -16 th	International Jaguar Festival – Dallas	JCNA	JCNA
November 3 rd – 6 th	CalClubs 2022 Moro Bay	Nedra Rummell	SDJC
November 12 th , Sat. *	SDJC Election Luncheon *Tentative	Diah/Nedra	SDJC
December 3 rd , Saturday	SDJC Holiday Party	Diah/Nedra	SDJC

Green – SDJC event - plans finalized

Red – SDJC event - plans not finalized

Black – Events not hosted by SDJC.

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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 12~~

~~Feb 9~~

~~Mar 9~~

~~Apr 13~~

~~May 11~~

~~Jun 8~~

~~Jul 13~~

~~Aug 10~~

Sep 14

Oct 12

Nov 9

Dec none

A Note to All Members

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

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

Activities@sdjagclub.com

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

Thank you!

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Web Sites You May

Ongoing Events

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.jcna.com/all-upcoming-events and look for events you might like to attend on the road.

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 lmvma.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

SDJC Concours Afterglow

Recap by Nedra Rummell, Photos by Matt Allen

The San Diego Jaguar Club Annual Concours Afterglow Luncheon was held on Saturday, August 13th, at the Rancho Santa Fe Golf Club. Our thanks and appreciation to SDJC members **Dave and Windley Putnam's son-in-law Danny Deutz** for sponsoring the event. I took advantage of the beautiful blue-sky sunny day to make the long 12-minute drive to RSFGC in the F-Type with the convertible top down -- glorious! Event host, **Diah Avery, Kathleen Steele, and I** greeted our 54 guests as they arrived for check-in. Diah and I absolutely believe it is one of the easiest events we plan since this has become a regular venue for many years. Our special thanks to RSFGC Events Manager, Chris. Unfortunately, our event was his last at the club. The set-up is easy, the food is always delicious, and the Spanish-style ambiance unbeatable.



My special thanks go to Marie Allen, Terry Tilton, and Kathleen Steele for selling raffle tickets. They always do a superb job making each raffle profitable. As a result, raffle profits are used to buy the individual door prizes for our annual Holiday Party. The next time you buy raffle tickets and your number is not called, be sure to attend the Holiday Party. You are assured to be a winner there!

Terry Tilton also deserves another thank you for leading a game – each table was asked to list the nine most-innovative models Jaguar has made over the years, as published in **Jaguar World**. Each person at the winning won a wine/drink and a free raffle ticket compliments of Terry!



The Results:

1. 1948 XK120
2. 1955 Mk 1 2.4/3.4
3. 1957 XK150
4. 1961 E-Type Series 1
5. 1972 XJ12
6. 1975 XJS
7. 1986 XJ40 XJ6
8. 2003 X350 XJ
9. 2018 I-Pace

After lunch, President Dan Jensen welcomed our members, reviewed upcoming events, and introduced New Members, which is any member joining within the last year. Our newest members in attendance were Lisa Mattice and Michael Winowski. They are Associate Members and their “home” club is JOCLA. Lisa and Michael drove their Black 2007 X-Type Estate Wagon, probably a “sister” to the Allen family’s Winter Gold 2006 X-Type Estate Wagon! Here’s a photo of the two X-Types together!



SDJC Concours Chairman Mark Hodges reviewed our 2022 Concours and was gracious in thanking all that contributed their time and efforts to make it again a successful event. We received many compliments from attendees regarding the professionalism of our Concours. Mark also created the beautiful Concours slide show which played on a loop during the event. Dave Allen, our Chief Judge, reported on the judging aspects of our Concours and expressed his appreciation to the Judges, Runners, Scorekeepers and Scrutineers. I touched on a few topics, i.e., supplement of 2022-2023 membership dues, raffle suggestions and donations, as well as the upcoming 2022 Cal Clubs Reunion, which will be held in Morro Bay on November 3-6, 2022. SDJC is sponsoring the event, so be sure to look for an E-blast soon to register. President Dan Jensen also presented the trophy for the Annual Tuchscher Award to Dave, Marie, and Matt Allen for their 1987 XJ-S. The Tuchscher Award is based on the highest score in a Concours Championship Division for a Jaguar over 20 years old. Congratulations to the Allen family. The last item on the agenda was the raffle prize drawings, always fun especially when the Leuthens win (Chuck, next time before you go to pick out your prize, check one more time with Kathy!)



Finally, on a personal note, the SDJC gives me great joy, friendships, and fun (and maybe a lot of work sometimes, but it's worth it!). Communicating with other JCNA clubs across the country in my membership position, I observe that our standards are far above many other affiliate clubs. We have great communications, fabulous Jaguar Tracks, and a variety of events, in the hope of pleasing all our members in one way or another. One other advantage, versus various parts of the country, is that our Cats are on the road year-round, providing us lots of opportunities to get together and have FUN – after all that's what it's all about. Hope to see you all at British Car Day!

Cheers, Nedra









Editor's Note: *Thank you to all those that once again made this a memorial event! Not sure if you noticed, but I hit a few on the driving range. I was asked not to do that again. Seems the have their "standards" Whatever that means. -Ed.*



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A compilation by Terry Tilton

In the natural world, a cougar (also puma or mountain lion) is much overmatched against a Jaguar. The jaguar is stocky, a little shorter in length and somewhat less tall, but 30% to 40% heavier. A 300-pound Jaguar is not uncommon, with the heaviest Jaguar on record measuring 325 pounds. It is also faster than any Cougar, perhaps 50 mph against 35. The jaguar has powerful jaws with a bite measuring 1,500 pounds per square inch against the 400 pounds per square inch for the cougar. The Cougar is no viable opposition to the Jaguar.

In 1966 two new cars had introductions to the automotive market. The Mercury Cougar came to the market in September 1966, as 1967 model. It was based on the Mustang platform. The Mustang just had new sheet metal over a Ford Falcon with an entry level engine 2.8 liter, 170 cubic inches with an anemic 105 horsepower. The new Cougar coincided with the second-generation Mustang, which was somewhat larger and longer than the original. The entry-level Cougar came with a 289-cubic inch, 4.7-liter V8. The Jaguar 420 also came in 1966 as a 1967 model, an S-type with modern front-end styling and a larger 4.2-liter engine over the 3.8 liter. Mercury's claims of European design influence, luxury and performance only heightened buyer interest. Their advertisements claimed the Cougar as the *best equipped luxury sports car you can buy for the money*. Cougar versus Jaguar comparisons were inevitable.

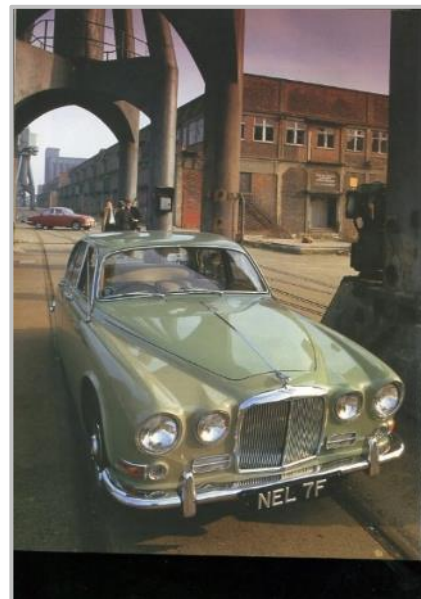
Jaguar 420

The Jaguar 420 would soon be confused with the 420G. The 420 is really 3.8-liter S-type with the 4.2-liter engine, and a nose hardly discernable from the Mark X. William Lyons added the S-type in 1963 as a medium-size Jaguar, between the Mk II and Mark X, which measured 177 and 202 inches long, respectfully. The S-type had a smaller niche, as buyers enjoyed the sporting Mark 2 with the 3.8-liter engine in a 3,400-pound body. The medium-size S-type kept the Mark 2 3.8, but added another 300 pounds, and performance fell short of the smaller saloon performance. Both cars had the 'B' cylinder head with two 1.75-inch SU carburetors. The 'B' cylinder head was an upgrade over the famed 'C' cylinder head, but alphabetically with B coming after the C caused great confusion to Jaguar owners. The E-type independent rear suspension appeared on the S-type, an advantage over the Mark 2 live axle.



By 1964 the basic Jaguar oval grill first seen on the 1949 XK120 had its 15th birthday and seemed (and was) dated. Looking at the cars head on, similarities exceed differences from the XK120, XK140, XK150, Mark 1 and Mark 2. The new XJ6 was still several years away. The Mercedes sedans between 1955 “pontoon” and 1965 made an evolutionary leap. The 1955 Jaguar Mark 1 and the 1965 S-types, not so much. The new S-type was thoroughly tested in the June 1964 issue of *Car and Driver*. They evaluated the lower 8:1-compression engine rated at 223 horsepower. Curb weight equaled 3542. Despite the additional weight and length to 187 inches (over the Mark 2 181 inches), the S-type managed 0-60 in 10.2 sec. The editors noted the “traditional” Jaguar styling (read “dated”) and cited *the front and rear ends seemed mismatched*. The rear of the S-type seemed lifted from the Mark X. Overall, the S-type received praise as a *graphic enrichment of the 3.8 Mark II*.

From the rear the 1967 420 would be unrecognizable from the S-type, and stylistically, other than overall size, very similar to the 420G. Indeed, it appeared at first glance, to be a grafting of the 420G grill on the S-type to make a 420. The big difference came under the bonnet. The 3.8-liter engine grew into the XKE 4.2, with two larger (2 inch), SU carburetors, instead of three. Not painted in gold, but the 420 had the straight port cylinder head. Horsepower ratings came to 245 with the 9:1 compression engine. The morphing of the S-type into the 420 received kudos, but sales were sluggish.

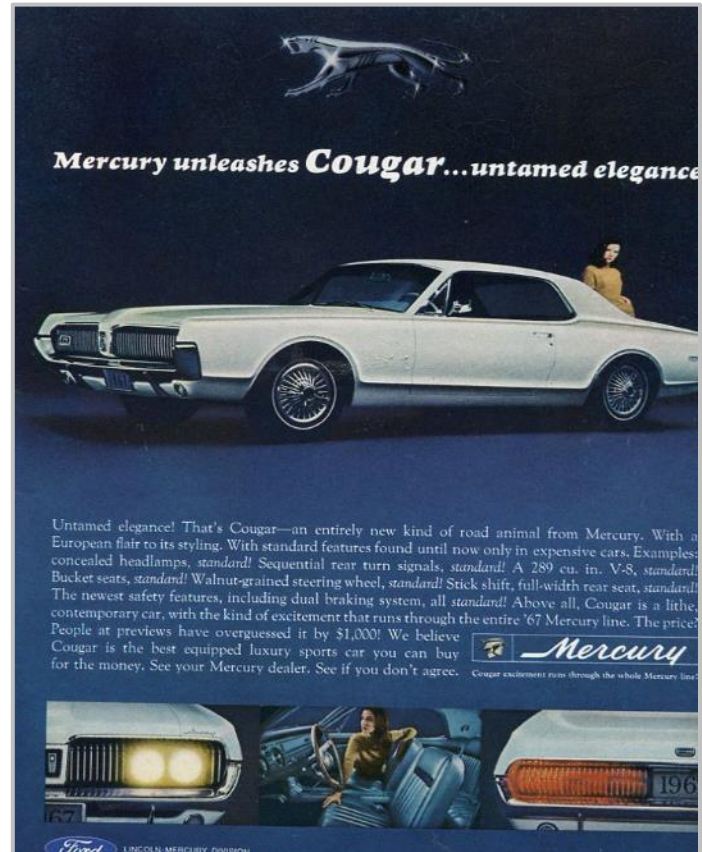


MERCURY COUGAR

Automotive writers termed the new Cougar as a Mustang in a tuxedo. Its parentage also traced to the Ford Falcon. Buyers expected more comfort and luxury features over the Mustang. *Motor Trend* named the new Mercury Cougar as **Car of the Year**; the first and only Mercury to receive the honor.

Marketing types touted the new Cougar as European in style and features. Ford saw it as a posh version of the Mustang. The Cougar base price listed only \$284 over a similarly equipped base Mustang. The Cougar did not have the standard 6-cylinder engine. It came with the 4.7-liter with 205 horsepower.

Adding features to the basic Cougar, Mercury introduced the XR7 package, with additional luxury features, retaining the 4.7-liter engine, often with a 4-barrel carburetor and 225 horsepower.



COUGAR MEETS JAGUAR

Testers comparing the Cougar and Jaguar 420 cloaked the story with a modicum of believability. Yes, the two cars came on the market less than 30 days apart, had bucket seats and a full seat in the rear. Overall length had but two inches difference. The Cougar sported the 225 horsepower, 4.7-liter engine with 305 lbs.-ft torque. The 420 had the 4.2-liter engine and 245 horsepower and 283 lbs-ft torque. Both cars (Cougar XR7) had full instrumentation instead of warning lights. The Cougar carried a list price near \$3,200, the entry level model. The Jaguar listed at \$5,630 (\$400 more than an E-type). Accordingly, the Jaguar entered any "competition" with a distinct price disadvantage.

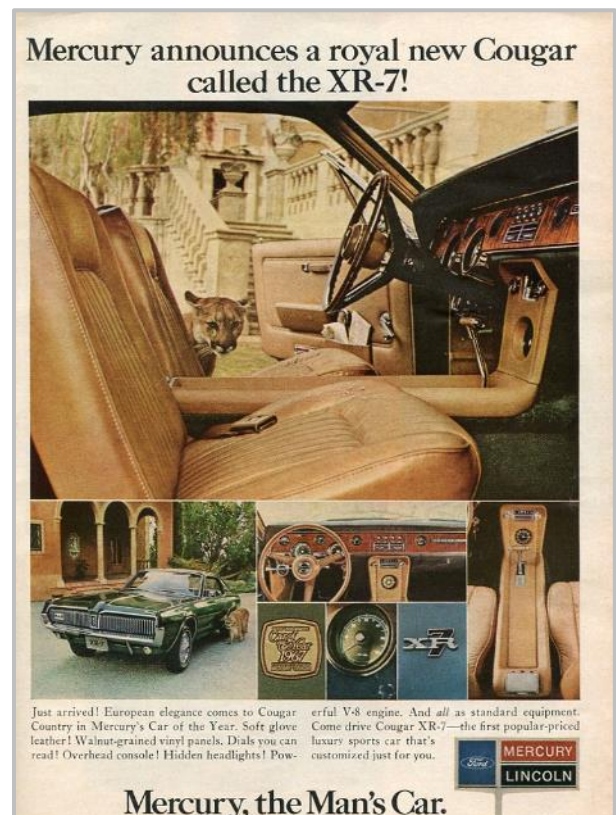
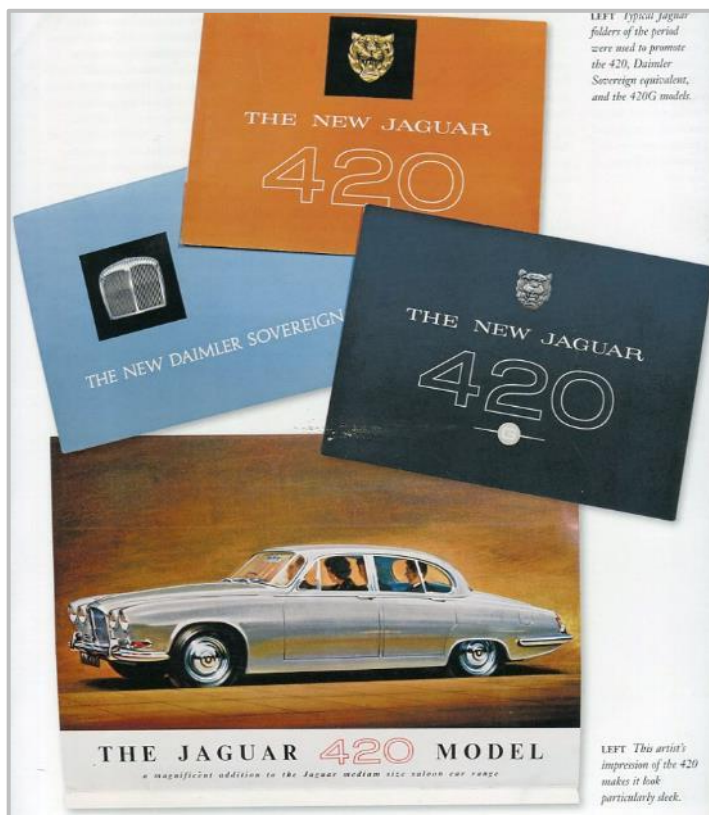
The 420 had disc brakes on all four wheels; the Cougar, discs only on the front. The Jaguar independent rear suspension carried the disc brakes inboard. The inboard location of the disc brakes brought the center of gravity closer to the middle of the car. The Jaguar had four doors, the Cougar two. Jaguar also had more trunk space.

When Mercury heard that *Car & Driver* needed a Cougar to compare with the Jaguar, they delivered the XR-7, top of the line Cougar, with the high performance 390 cubic inch (6.4-liter), 355 horsepower engine (think of the 390 Mustang used in the Steve McQueen movie *Bullet*).

The Cougar arrived for testing fully loaded with the GT suspension package, vinyl roof, automatic transmission, tilt steering wheel, tinted glass, AM/FM radio, air conditioning, bumper guards, door edge guards, special steel wheels, sport console with clock, and limited slip differential. This brought the Cougar price to \$4,700. Beyond the 420-base price, Jaguar added air conditioning, wire wheels and other options driving the Suggested Retail Price to \$7,095, a difference Americans would be hard to justify.

Against the Jaguar, the big 6.4-liter engine shifted all performance parameters in favor of the Cougar; another 100 horsepower in a lighter car. The Cougar posted 0-60 in 6.5 seconds, and the quarter mile in 14.9 @94 mph, muscle car numbers. Top speed equated to 123. That performance came with gas mileage penalty as low as 10 mpg, the high end registered 14 mpg. Jaguar could have cried 'foul', but let it pass in the *Car and Driver* test. The 420 was no slouch and delivered a top speed of 121 and posted 0-60 times in various journals between 9.6 and 10.2 seconds. An aftermarket triple Weber DCOE setup with 4 speed manual in the 420 would drop the 0-60 time under 9 seconds. Testers confirmed the 420 ability to cruise comfortably at 100 mph. Gas mileage measured in the 14-18 range, and the engine got better marks in noise. The Cougar GT suspension package gave the car better marks in handling tests.

The 420 against a Cougar with the 4.7-liter, 289 cubic inch engine and 4-barrel carburetor would have made a fairer comparison (discounting price). That Cougar carried a 225-horsepower rating with 305 lbs.-ft torque. The less optioned, smaller 4.7-liter engine Cougar registered a test weight of 3,400, five hundred less than the 420. Despite the weight advantage, acceleration times were evenly matched and the Jaguar improved the Cougar's quarter mile test at 17.2 seconds against the Cougar 17.5 seconds. The Cougar's smaller V8 top speed dropped to 117 with the smaller engine.



CONTROVERSY

When the Cougar first appeared in public, Mercury hung a chrome vertical badge “leaper” on the front grill. Jaguar immediately saw the Ford company leaping Cougar too close in similarity to their own. Jaguar sued for a trademark violation and quickly won a judgement. Mercury had to place the word “*Cougar*” under the cat depiction on their grill. Still, many felt Mercury came out better in the controversy. United States buyers felt that Jaguar considered the Mercury as real competition to their 420, anticipating the XR7 succeeding in its assault into the European sport/luxury automobiles. The Cougar received additional publicity. Cougar advertisements boasted “Sign of the Cat” even using a Cougar “growl” at the end of the TV advertisement. Ironically, cougars do not actually growl, as we think of in big cats. The cougar howl is better described as a woman screaming in agony.

CONCLUSION

Car and Driver gave the TOP CAT moniker to the Cougar. The performance, GT handling package, and one-third better price swayed the editors. They did mention the Jaguar’s sophisticated double overhead cam engine with the racing heritage, E-type independent rear suspension, and rear disc brakes. Editorial remarks included Jaguars beautiful burled-walnut dash board versus the glued-on plastic wood reproduction on the Cougar. The Cougar steering wheel was also fake wood, and the Cougar leather interior? Small seat cushion inserts were surrounded by cheapo vinyl imitation leather.

What about the buying public? Considering the model years 1967 and 1968, Mercury sold 150,893 and 113,720 cars, for a two-year total of 264,619 and 40% of all Lincoln/Mercury sales. The Cougar success led to more cats in company cars; Bobcat and Lynx. The Cougar nameplate extended into several generations and nearly 3 million cars. The Jaguar 420 model sold just 10,236, one for every 26 Cougars built in 1967 and 1968.

ATERMATH

Jaguar dropped the 420 in September 1968. The new XJ6 received rave reviews, with many claims as the best sedan in the world. It proved a winner for Jaguar and certainly simplified the model lineup, replacing every sedan in the Jaguar lineup; 240, 340, S-3.4, S-3.8, 420 and 420G. (The 420G held on until 1970). The 1968 to 1987 XJ6 production totaled 404,000, the bestselling model in Jaguar history. The 420 is rarely seen today. Of the 10,000 made, maybe 3,000 made it to the United States.

After 56 years, few 420s reach the pre-owned market. Accordingly, prices are difficult to accurately estimate. A recent check online shows poor condition- \$4,000; Fair-\$9,000; Good-\$18,000; Excellent-\$26,000; Concours-\$50,000. Hagerty shows typical Cougar resale as Fair-\$10,500, Good-\$15,000, Excellent-\$19,000, Concours \$28,000+. XR7 packages and large engines will drive the prices upward.

Mercury Cougar vs. Jaguar 420? Even with the price disadvantage, the author has the 420 an easy winner: rarest of all Jaguar smaller saloons, superb E-type mechanicals, classic looks with a modern appearance, luxurious interior, and she can cruise at 100 mph. It is true, the cougar is not a viable opposition to a jaguar.

Terry Tilton



One thing about the magnificent Jaguar XK engine. You can have it both ways.

By both ways we mean in our fabulous Jaguar XK-E coupes and roadsters or in our exciting new Jaguar 420 Sports Sedan, just introduced.

The XK engine—too great for just the XK-E.

Jaguar has many great models. But it makes one great automotive engine—the XK engine. A modified version of it, our largest, powers the new 420 Sports Sedan.

It has 4.2 litre displacement and develops 243 BHP at 5400 rpm, 75 horsepower more than Jaguar's nearest competitor, giving a pack of 282 ft. lbs. torque at 4000 rpm. That means high power at lower engine speeds, for best traffic acceleration.

The 420 engine features 6 cylinders, twin overhead camshafts, seven main bearings, polished valve throats and hemispherical cylinder head. It has been tested six hours on the bench... something other manufacturers don't do. Choccolately synchro-mesh, four-speed close ratio manual gearbox with overdrive or optional new Borg Warner Model 8 automatic.

Even with the urban comfort of this sedan, you still enjoy the feel of a sports car when you get behind the wheel of the 420.

Our fade-free four-wheel disc brakes and safety dual braking system give you split-second confidence when you need it.

Features like power steering, limited slip differential, adjustable steering wheel and alloy color may be costly "extras" on other cars, but Jaguar regards them as basic to a great car.

Suggested prices at P.O.E. for the new 420 Sedan start at \$4790 and for the XK-E at \$5584. Prices for our other sports and luxury sedans range from \$4490 to \$8990.

As our Overseas Delivery Sales Department says, "Keep America Beautiful... Bring home a Jaguar."

Jaguar: a different breed of cat.

Mercury Cougar wins Motor Trend "Car of the Year" award.

Mercury, the Man's Car.

Mercury Cougar has won the 1970 "Car of the Year" award from Motor Trend magazine. This is the first time a car has won this award since 1957. The Cougar is a true sports car with a powerful V8 engine and a sleek, aerodynamic design. It's the perfect choice for the man who wants a car that's as exciting as he is.



Editor's Note: With one Jaguar 420 in the club this is indeed a rare cat. Thank you, Terry, for profiling this rare breed! – Ed.

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Jaguar Owners Club of Oregon

All British Field Meet - September 9th-11th, 2022

Portland International Raceway

Celebrating 45 Years of English Motoring Excellence

This event is the largest, three-day, all-British car event in the Americas.

Celebrating Triumph – September 9th, 10th & 11th, 2022 at Portland International Raceway

Registration opens June 1st, 2022



We look forward to visiting with you at the 2022 Portland ABFM on September 9th, 10th & 11th, 2022.

Bring your British cars and motorcycles. Join OVER 700 British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g., Panther) and specialty cars with British chassis and running gear (e.g., Arkley) are welcome, as are British-bodied cars with American engines, including conversions.

The SOVREN Columbia River Classic will make its annual late-summer return to the All-British Field Meet event. This popular historic road racing event includes an excellent collection of racing cars from as far back as the 1950s.

The weekend kicks off with the Friday Night welcome party, followed by the Saturday car show, guided walking tours, Giant Slalom competition, People's Choice voting for class winners (including Best in Show prize), LIVE musical performance, Arts & Crafts contest, Scavenger Hunt for the kids, and Land Rover Adventure Rides. Saturday's events culminate with an Awards Presentation and an optional banquet with a TBD guest speaker. Sunday's activities include a HUGE swap meet, a guided rally to tour Portland-area landmarks, more vintage racing, and more Giant Slalom competition.

People's Choice votes are cast for more than 80 classes of British cars, which are owned and driven by club members from more than 30 British car clubs across the U.S. and Canada—a truly international event! Attendees can leave with not only good memories but also unique mementos and memorabilia after a stop in the Regalia Tent.

This year the event salutes Triumph. All British cars are welcome to join the fun and we anticipate a good showing of all your favorite English marques. With over 700 registered vehicles, we are the largest All British Field Meet in the United States and the largest 3-day event in the Americas!

The organizing clubs welcome the public to take in this rare assembly of the west coast's finest British steel. The Portland All British Field Meet always draws a large crowd of spectators. Join us! (<https://www.abfm-pdx.com/2022>)



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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.

While we work to transition the Jaguar franchise to our facility at 9455 Clayton Drive, San Diego, please rest assured that Land Rover San Diego and our entire staff are available for all your Jaguar needs.



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Notes from the Concours Judge's Tent

September 2022

By Dave Allen, Chief Judge, San Diego Jaguar Club



Our Concours d'Elegance held at Spanish Landing Park on Saturday July 9th is over, the awards have been announced, and the Afterglow is also behind us. But wait - there's more! Two more local concours are right around the corner - the Inland Empire Concours @ Idyllwild Inn on October 1st, followed immediately by the Southwest Regional Concours, also at the Idyllwild Inn on October 2nd.

Why might you want to enter these? I'm glad you asked! At the conclusion of each JCNA Concours year, JCNA presents the North American Concours d'Elegance Awards three-deep, in each of the Champion, Special, and Driven Division Classes. These annual awards are determined by averaging the Entry's three (3) highest scores during the Concours year. Regional Awards are presented in each of the six JCNA Regions. These annual awards are determined by averaging the Entrant's two (2) highest scores achieved at JCNA sanctioned Concours within the Entrant's home region during the Concours year.

If you want to try for a National or Regional Award, then the Concours "double-header" in October is a perfect opportunity!

Of course, with so many Concours d'Elegance events we will need as many trained judges as possible. We are continually looking for a few good women and men to become new Concours Judges. The process to become a judge is simple and training is given. Also, a short period as an apprentice judge is required to gain experience and confidence. Additionally, judges can focus on models they have the most familiarity.

Finally, if you would like to support our concours program, as a new judge or entrant, please let me know. It's a great way to get to know the marque.

Contact info: chiefjudge@sdjagclub.com or phone / text (858) 335-0763.



2022 CAR SHOW



at

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San Diego British Car Day 2022

September 25th, 2022

Spanish Landing Park East, San Diego



This year, we are celebrating the 60th Anniversary of the MGB, which made its appearance in 1962. MGBs are still one of the most loved and recognizable of the British sports cars. Lovingly restored or maintained by the original owner, the MGBs will be out in force for your appreciation. A special trophy will be presented to the MGB that is the crowd favorite.

Spanish Landing Park is opposite the San Diego airport, between Harbor Drive and the bay. Our grassy, shaded area has cool breezes, even on the hottest day. We look forward to seeing you and your car there. We will have food vendors, as well as memorabilia and car specific vendors.

Please note, all cars MUST be registered by the deadline, registration opens on August 25th and closes on September 18th. Cars will not be allowed on the field if they are not pre-registered.

Visitors are free to come and walk around, however, the parking is metered and you must pay the meter. It is not under our control.

Please find the full information here:
<https://sandiegbritishcarday.com/events>

SDJC club member **Dave Putnam** is our **British Car Club Council Representative**.

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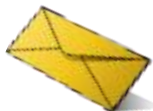
Proud sponsor of the JCNA





Wow, my desk looks like something belonging to a hoarder. Let's see if I can get rid of some of this stuff.

Letters to the Editor



Club member and frequent Jaguar Tracks contributor **Tim Bennett** spotted this gem in "AutoSport" a British Magazine dated June 4th, 1981:

To Geneva by Cat

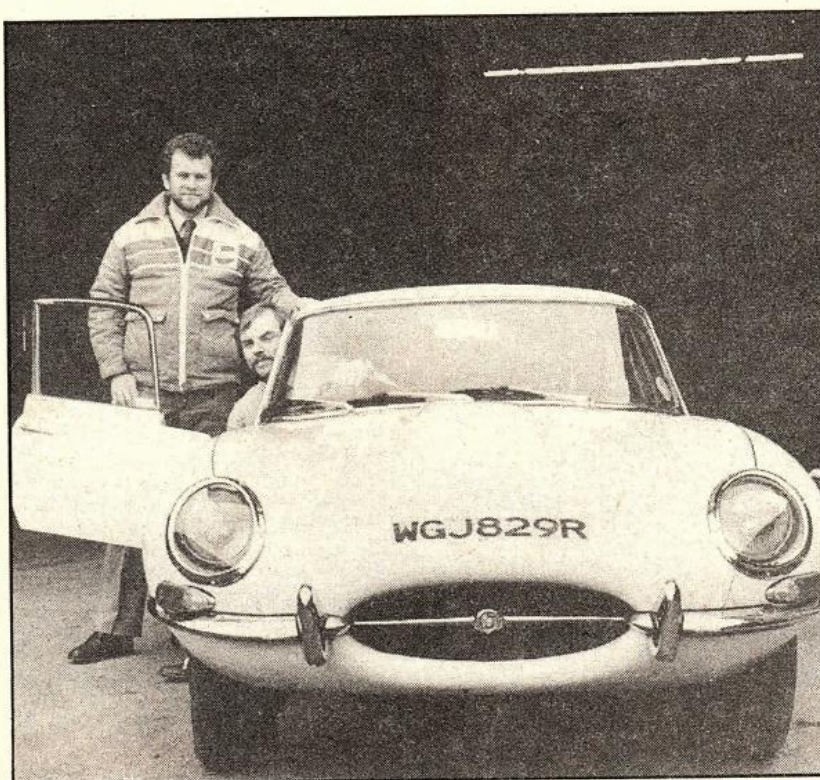
On June 6th, 'E' Types from all over Europe will be converging on Geneva as part of the celebrations marking the twentieth anniversary of the world wide launch of this famous 'cat'.

Team Castrol's Chris Kingwell will be driving his own car, one of ninety 'E' Types that will be taking the ferry across the Channel and driving in procession to Geneva.

Chris's car is a 3.8 fixed head coupé, built in 1964 and imported from Rhodesia some four years ago when it cost the princely sum of £800. The car has been used regularly ever since but for the Geneva run Chris decided to spruce up the car. "The whole car has been resprayed and retrimmed, the suspension rebuilt while new tyres and chrome wires have been fitted. The project started about six months ago but somehow we ended up with four weeks' work and two weeks to do it in — still we've managed to finish it all and I can't wait to go."

Once in Geneva there will be receptions and parades, concours and competitions including a 15 kilometre hill climb which Chris intends to win. "The programme states that crash helmets are not required but I'm taking mine!"

Chris Kingwell and Brian Young with the West London Motors 'E' Type.



One of our newest club members, **Maggie Conway**, shares a great story.

A Jaguar Story

Everyone has a Jaguar Story. It probably started with the first Jaguar you ever saw. You remember, don't you? Did you parents have a Jag? Was it a Jaguar you admired while watching European races? An XKE?... (perhaps the definitive Jaguar of all time...) If you are reading this Newsletter, you probably like stories. Here is just one...

When I was in business college in Wilmington, Delaware, we lived in a townhouse (dorm) across the street from a park. How lucky did I get? A doctor had his office on that block, and every morning, we'd walk past his black XK-120 and stare at it with deep admiration. It seemed so far removed from our soon-to-be Volkswagen Beetle budgets.

A long-time British car enthusiast, I've always loved Jaguars, and never seriously considered buying one. One day last year I was walking my friend's dog, and he had a friend there working on an MG engine. T.J. was driving a late-model dark green Jaguar XK. I was smitten. "T.J., how much do you want for your Jag?" No, not for sale. He explained that he bought it at a dealership that was moving and getting rid of their used cars at very reasonable prices. (Oh, I thought, that could never happen to me...)

But I started looking. Planning a long driving trip (alone) for that Fall, I was nervous about the 146,000 miles on my Nissan and wanted to make a change. I looked on-line. Hard to find an XK hardtop with a color and features I wanted. Then I stumbled across the XE, a four-door hardtop. Dark blue. Oh my. I figured the four-door would give me more elbow room. And I've always wanted a dark blue car. With used cars, color choices may be limited. Could this be happening?

I went to CarMax in Ontario to test drive the car. When the salesman pulled up and I saw that dark blue metallic paint in the bright sunlight, I thought, "Oh no, I am doomed. I have to buy this car." I got my dream car! And I didn't even know it was my dream car. (Never be afraid to dream!)

Lots to do! The tint on the back window was so dark that I couldn't see out! I got the tint redone, detailing, the last free yearly checkup, figured out how to turn off the automatic windshield wipers! (Now I can go through a car wash!) I got a couple hundred CD's copied on flash drives for music in the car. I drove 3,500 miles round trip to East Texas with not one moment of car trouble. (If you ever go to Texas and are anywhere near San Antonio, please do not miss the Riverwalk, one of the most beautiful places in the "Lower 48.")

After a six-month wait, the DMV finally sent my personalized plates. I have Jaguar books, my Jaguar Club name badge, and a host of new friends! Life is short. Always drive a car you can love.

Maggie Conway



Maggie



"Blue Belle", Maggie's 2017 XE

Club member **Terry Tilton** asks: “How many of us were smart enough to buy an E-type when we were 20?” The answer: New SDJC club member **Barbie Lorentz**, who still owns this 1968 E-Type as both her and the fabulous XKE are featured in the Fall 2021 issue of AAA Auto Club’s *Westways*.

| SHOWROOM |

1968 Jaguar XKE

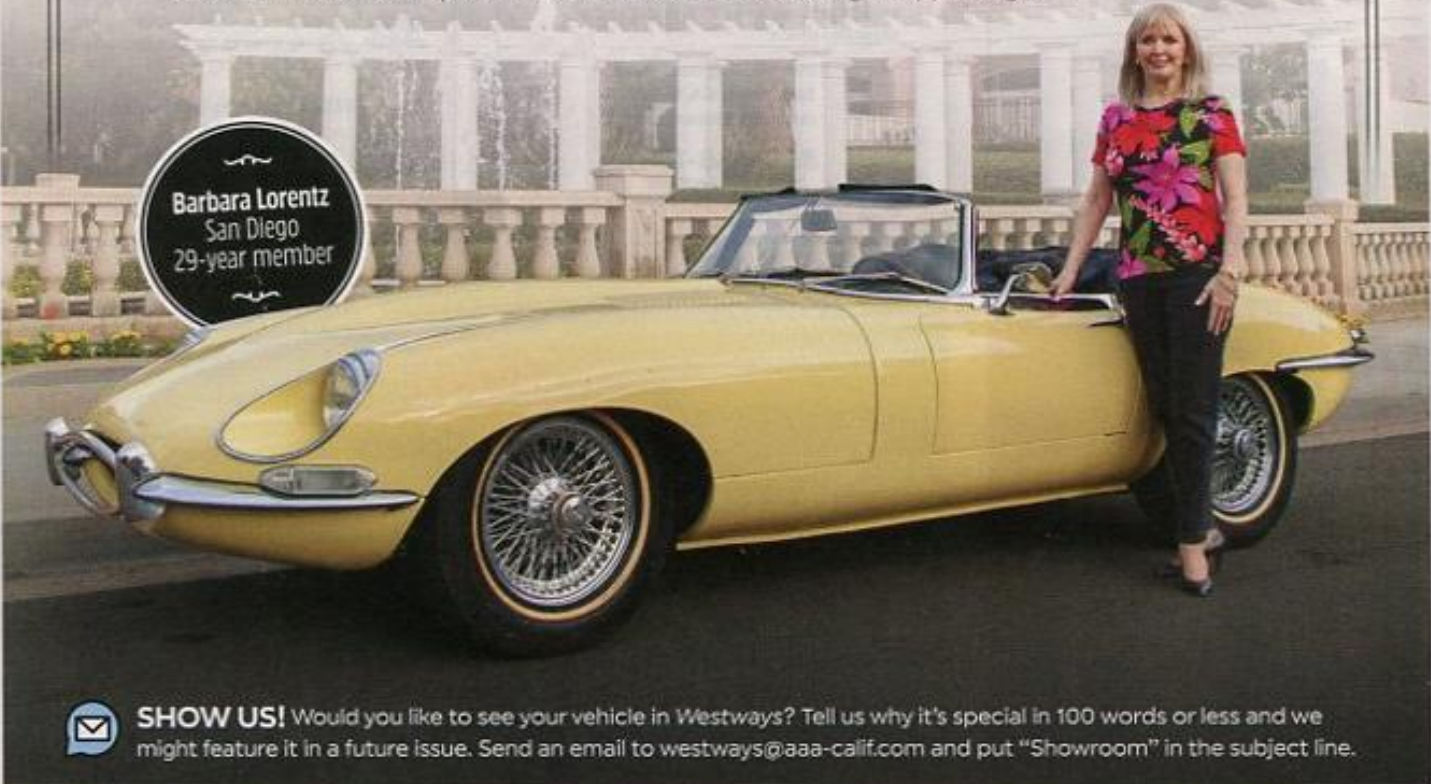
BY PETER BOHR • PHOTOGRAPH BY DAVID RICKS

The typical new-car buyer hangs on to a car for about six years before trading it. But Barbara Lorentz still owns the Jaguar XKE she bought more than a half century ago. Indeed, there's nothing typical about Lorentz and her romance with the 1968 British sports car.

Today, XKEs, or E-types as the Brits call them, are icons of automotive design. One is displayed at New York's Museum of Modern Art. But during the 1960s, when Fords and Chevys ruled Lorentz's rural Wisconsin hometown, funny “foreign” cars were, well, foreign. At 18 years old, Lorentz had never seen an XKE in the metal, only in the movies. Still, the “beauty and mystique” of the Jag captured her heart and she started saving. That would have been a lengthy process for a regular teenager, but she had invested her meager savings in the stock of a local manufacturing company that employed her for a summer. The stock did well, and she paid \$4,242 for her Jaguar when she was 20.

Rather than buying from a U.S. dealer, she took delivery in the car's motherland, in London. When it arrived in Chicago, Lorentz's first time behind the wheel was to drive it home. “It drew crowds everywhere—and still does,” she says.

Jaguars of the time weren't known for being robust. Though its 6-cylinder 265-horsepower engine had a valve job at one point, the Primrose Yellow convertible is unrestored and has been largely trouble-free while amassing 75,000 miles. “I've never entertained selling it,” says Lorentz. “It's so much a part of me that it would be like losing an appendage.”



Barbara Lorentz
San Diego
29-year member



SHOW US! Would you like to see your vehicle in *Westways*? Tell us why it's special in 100 words or less and we might feature it in a future issue. Send an email to westways@aaa-calif.com and put “Showroom” in the subject line.

Terry Tilton also shares interests far beyond Jaguars in this memory from his youth.

Recent stories in *Jaguar Tracks* have highlighted Jaguar production car speed records for the XK120, E-type and XJ220. These records stirred my memory of a land speed record. As a youth in Iowa, when not doing chores around the farm or helping the neighbors bring in hay and corn, any spare time was devoted to reading, especially in winter. I read sports and car magazines. On the automotive side, it was *Sports Car Illustrated* (later *Car and Driver*), *Hot Rod*, *Sports Car Graphic*, *Rod & Custom*, plus *Road & Track*. I also subscribed to *Sport* and *Sports Illustrated* at a young age. They even published a letter I wrote to the editor when I was 12. I followed the story of the Summers Brothers. The brothers had taken Industrial arts/shop classes in high school and began building hot rods in an old depilated “garage” converted from a fruit stand in Ontario, east of Los Angeles. I was envious; it seemed so exciting compared to driving the neighbor’s John Deere 4020 tractor. The brothers early hot rods had Chrysler 331 hemi engines; the same engine described in *Jaguar Tracks* about Cunningham vs. Jaguar at LeMans in the early ‘50s. I followed the Summers Brothers construction in the old fruit stand, working their way up to Goldenrod, a car they hoped would break the piston-powered top speed record, then just over 400 mph. The Summers’ still used the hemi engines, but the second generation 426. They broke the record when I was 15, doing just short of 410. I was in awe of the two brothers building their own car to do 400+. But I forgot about the car as life continued through high school and into the Navy, never giving it a second thought.

In 2017, Mary Pat and I bought my 2005 XJ8L in Rhode Island. The owner wanted to visit his relatives in Michigan and drove the car to Detroit. We did a 12-day, 10-state trip cross country in the new Jaguar. But while in Detroit, Mary Pat and I spent three days in the city and visited the Henry Ford Museum in Dearborn. (We had won the bidding for the Detroit trip, with a private tour of the museum, at the previous San Diego Auto Museum auction). Heading into the Ford Museum automotive section, I was immediately stunned when I saw the Goldenrod, looking exactly like the record breaker of November 1965, at the Bonneville salt flats. Thinking back to my reading about the car when I was 15, it was déjà vu. The car was close enough to touch! I took this photo. After 50+ years I was much more impressed, and appreciative, of the Summers brothers achievements than I was at 15, thinking about the engineering of the 400-mph car. The brothers in Ontario established a record which stood for 25 years and when broken, it was by an insignificant ½ mile per hour. More men have walked on the moon than men driving a piston powered car over 400 mph.

Terry



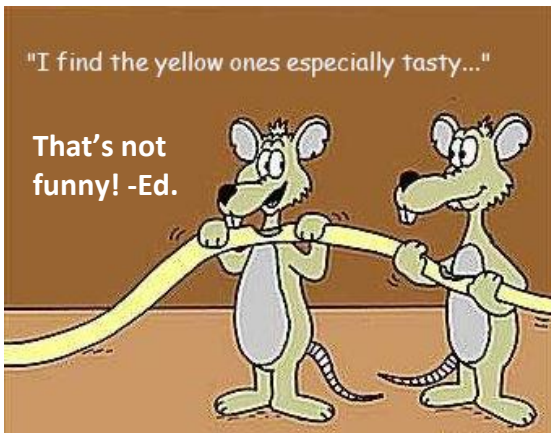
Car Toons



Thanks Marie Allen



Thanks Nedra Rummell



Some oldies but goodies.



Our final note to the editor comes from our President **Dan Jensen**, who, like Terry, had a life of automotive enthusiasm well before getting hooked on Jaguar.



Above: Age defying Dan and Jorgene with their first Jag. At right, a younger (is that possible?) Dan and his '67 Healey.

Thank you, **Tim, Maggie, Terry, Marie, Nedra** and **Dan**, for your contribution to this month's clutter on my desk. I'll close with my favorite, an advice column. Yes, since Dr. Phil and others have gotten involved, men are now writing Advice Columns. This one's from John.

Dear John,

I hope you can help me. The other day, I set off for work in the Jag, leaving my husband in the house watching TV. The car stalled, and then broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in the arms of our neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they have been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you help?

Sincerely, Jilted in Julian

Dear Jilted,

A car stalling, especially a Jaguar, after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum lines and hoses on the intake manifold and check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps, John

IEJC Announces 2022 IEJC JAGSTRAVAGANZA & SW REGION CONCOURS: 2 EVENTS, 1 WEEKEND!

The Inland Empire Jaguar Club (IEJC) have again combined their annual JAGSTRAVAGANZA EVENT with the JCNA SW Region to host the DOUBLE DUTY JAGSTRAVAGANZA event SEPTEMBER 30 - OCTOBER 2ND, 2022. Both concours events will be held on consecutive days 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 1,

10:00-3:00 PM Judging, Awards Banquet FERRO Italian Restaurant

**Please register for the INLAND EMPIRE JAGUAR CLUB
JAGSTRAVAGANZA EVENT OCTOBER 1**

[IEJC JAGSTRAVAGANZA Entry Form 2022](#)



JCNA South West Region
Concours d'Elegance



JCNA SW REGION CONCOURS, SUNDAY OCTOBER 2,

10:00-3:00 PM Judging, Awards 3:30 afternoon

[REGISTRATION FORM FOR SW REGION EVENT](#)



Drive to Antique Gas and Steam Engine Museum

Saturday October 8th, 2022

Meeting Location and Time TBA



I can hear the moaning now..... gas and steam engines? Well, I'm happy to tell you there is much more, something for almost everyone – 4,000 square foot Weavers Barn, Spinners Cottage, Sawmill, Gas and Diesel Tractors, West Coast Watch and Clock Museum, Steam Traction (yes traction) Engines, Farmhouse, Short Track Railroad, Blacksmith Shop, Steam Engine Row, and Grist Mill!

Want more? It's time to get our Cats on the road again. I'm creating a fun drive to the Museum (details later) plus we will have a "Show and Shine" while we picnic on the Green! The Show and Shine will be by popular vote, no Concours style judging. Shine up your Jag for a chance to win fun prizes! You can register on the website, all the above for only \$4.00 per person.

Let's have a fun day, driving, admiring our beautiful Jaguars, touring exhibits, and relaxing on the green with our Jaguar friends while we enjoy our lunch.



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



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**INTERNATIONAL
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OCTOBER 12-16
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ARE YOU READY ??

THE Jaguar Event of 2022

Hosted by the Jaguar Owners Association of North Texas
Sanctioned by Jaguar Clubs of North America (JCNA)

For additional information and registration, access the webpage below:
www.joant.club

Registration is now open

There is limited availability for Hotel Rooms and participation in Daily Events. Submit your event and hotel reservations now.

See the reverse side for additional details or visit www.joant.club then click on the International Jaguar Festival tab.

CalClubs Reunion 2022

SDJC is the sponsor for the 2022 CalClubs Reunion Morro Bay November 3-6, 2022

Add November 3-6, 2022, to your calendar now so you won't miss beautiful driving roads, great dining venues, and fun with your Jaguar friends for the CalClubs Reunion 2022! Members from all California Jaguar Clubs will be meeting in Morro Bay for a long weekend of fun events. Previously held every other year, everyone had so much fun in 2021 a decision was made to change it to an annual event and SDJC agreed to be the 2022 sponsoring club. The La Serena Inn will be our headquarters for the event and is conveniently located in Morro Bay only a few blocks from the ocean. E-blasts and registration information will be published soon our website. I strongly encourage SDJC members to book your rooms NOW at the La Serena Inn. They are holding 40 rooms for the event, with back-up options at other hotels. I anticipate when the registration opens for all clubs, the rooms will go fast. Room options, costs and phone registration is listed below. In 2021 SDJC had approximately 20 members participating, and I anticipate more this year! Clive Collins, an SDJC Associate Member and owner of XKSMotorsport, will be financially sponsoring certain events.

Thursday, November 3rd

- Arrive/check-in La Serena Inn
- La Serena Inn Welcome Reception, sponsored by XKSMotorsport
- Enjoy dinner with friends in Morro Bay or visit the San Luis Obispo Thursday Night Farmers' Market

Friday, November 4th

- Hot complimentary Breakfast at La Serena Inn or restaurant of your choice
- Participate in a Time, Distance, Speed Rally, or if you prefer a relaxed scenic tour. Our drive will take us to a lovely winery for lunch, Show and Shine, wine tastings and games!
- La Serena Hotel Reception Hosted by Jaguar Associate Group
- CalClubs Reunion 2022 Dinner in Morro Bay

(Continued on next page.)

Saturday, November 5th

- Enjoy a complimentary breakfast at the La Serena Inn or join us for a fantastic breakfast at Carla's Country Kitchen just two blocks from the Hotel
- Participate in a Time, Distance, Speed Rally, or if you prefer a relaxed scenic route for our Wild West Saloon Poker Drive visiting local stagecoach stops and BBQ Lunch at Pozo Saloon (tentative), visit wineries on the way back to Morro Bay
- Farewell Dinner in Morro Bay – Location to be announced later

Sunday, November 6th – Time for the drive back home!

La Serena Hotel Reservations are now open! (805) 772—5665 or Toll Free (800) 248-1511

Don't forget to Mention you are with the Jaguar CalClubs Reunion Event

King or 2 Queens: Thursday \$79-\$129/rm+tx Friday-Saturday \$169-\$239rm+tx

Suites: Thursday \$139-\$209/rm+tx Friday-Saturday \$249-\$349rm+tx

The San Diego Jaguar Club Website (sdjagclub.wildapriocot.org)
will be accepting reservations beginning August 29th.

Contact Information & Event Weekend: nedra@rummells.com Cell: (760) 519-5400



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!!

EXPAND YOUR HORIZONS

With Associate Membership



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SDJC Board of Directors Meeting Minutes

August 10, 2022

The meeting was called to order at 6:33 pm via Zoom video conference by Dan Jensen, President. Officers present: Dave Allen, Diah Avery, Ann Howe, Mark Hodges and Nedra Rummell. Directors present: Tim Bennett and Liz Soens. Functional Chairs present: Jim Hallameyer and Terry Tilton.

Secretary's Report: The minutes of the July 13, 2022 meeting were approved via e-mail.

Treasurer's Report: Dave reported July income of \$2,680.00 comprising \$280.00 for Club Dues, \$95.00 for book sales, \$55.00 for "day-of-show" Concours registrations, and \$2,250.00 for Afterglow Luncheon registrations. Expenses for July were \$283.59, comprising Bank fees (\$37.97), JCNA dues paid on behalf of club members (\$160.00), Concours d'Elegance expenses (\$63.37) including trophies, coffee and donuts, Judge supplies, Security deposit refund. Additional expenses in July were the monthly storage facility fees (\$132.00) and Website and digital communication (\$16.99). Overall, there is a net income of \$2,396.41 for the month, mostly due to Afterglow registrations. Concours d'Elegance financial summary is interesting: Overall the club had net expenses of \$3,795 compared to \$1,552 last year. The majority of the difference is the port fees, the investment in the solar generator for the sound system (which will become a net savings over two years), and the judge's materials. The judges' materials were required due to new rule books and revised judging guides. Club finances remain healthy.

First Vice President Activities Report: Diah reviewed upcoming events:

- **August 13: Afterglow Luncheon** - Everything is arranged and ready to go. Mark will bring his laptop and projector for the slide show.
- **September 25: British Car Day – Spanish Landing.** No report
- **October 8: Drive to Gas and Steam Engine Museum in Vista** – Nedra is working on having a Show and Shine picnic in the exhibition site around the green area. There is also a food service area which may be available to the club. She will meet with their event manager and finalize the plans. She will have the drive route to the Museum by next month's meeting and will update the current flyer for Chuck.
- **November 3-6: Cal Clubs Reunion – Morro Bay** – Nedra reported she spent three days in Morro Bay to plan for this event. She stayed at the host hotel, La Serena Inn. Glen Baker and Les Hamilton, of SF Jag Club, are working on a drive and luncheon. Clive Collins from XKS Motorsports has committed to sponsoring part of the event, and she has had others offer to sponsor a wine tasting or lunch. She will follow with them. She will update the "Save the Date" flyer for Chuck. She requested mic time at the Afterglow Luncheon to tell our members about this event. We are the sponsor club, and she would like a substantial showing of our club members.
- **November 12: Election Day Luncheon** – Silver Gate Yacht Club – Diah received the proposal. There are three options for food: Italian, Asian and Fiesta. There was discussion regarding the club subsidizing the overall cost. Dave A. made a motion to limit the cost per person to \$40.00 (approximately \$17.00 subsidy each). This would be about \$1,000.00 from club reserves based on 60 people attending. Ann made the second. The motion passed with nine for and two abstaining.

- **December 3: SDJC Holiday Party** – Tom Ham’s Light House – The contract is signed and the down payment has been paid. The “Save-the-Date” has been posted on the event page, but registration is not yet open. (Secretary’s note: At the June 8 meeting, there was a unanimous motion passed which opted for the “Surf and Turf meal to be served. The price was capped to members at \$80.00 per person with the club subsidizing the balance of approximately \$40.00 per person.)

Diah and Nedra are working on 2023 events. Some being considered are Lions, Tigers and Bears in Alpine; an overnight to McCormick’s Palm Springs Exotic Car Auction (February 24-27); an overnight to Palomar Observatory, Day Trippers Bus Tour to an event such as play, concert, or Pageant of the Masters; overnight to Nethercutt Collection in Sylmar; trip to Peterson Museum and the newly opened Academy of Motion Picture Arts Museum; more economical luncheons; picnic at Leo Carrillo Ranch and Historical Park; drive, picnic and tour of Mission San Luis Rey in Oceanside; plus all our annual events. There was discussion as to the burden on Diah and Nedra planning all the club’s events. Ann volunteered to help and Liz volunteered to do all the decorations for the big events. It was suggested that the board reach out to members to encourage them to sponsor events.

Second Vice President Membership Report: Nedra reported SDJC has grown by five additional memberships for a total of 170 as compared to 157 in August of 2021. New members: Allison Gentes (2007 XKR), Ian Gill (1963 E-Type), Robert Gordon (1999 XK8), Craig and Jane Roubinke (2000 XJR, 2005 XJL, 2009 XK) and Monroe Strawn (2006 S-Type, 2005 S-Type R). New member packages have been sent. Dave A. made a motion to accept all new members. Liz made the second. The motion passed unanimously. The roster has been updated. The directory has also been updated. Nedra pointed out that JCNA may be increasing the dues in 2023. Last year JCNA dues were raised and the SDJC Board voted to subsidize the dues and not increase the amount our members paid. There was discussion on doing the same for 2023 dues. Mark made a motion to keep the members’ dues at \$70.00 by having SDJC subsidize the difference. Nedra seconded the motion. The motion passed unanimously.

Newsletter Editor Report: No newsletter update.

Website Report: Mark suggested we add more links to our social media advertisers throughout the website instead of just having them on the links page. After discussion, he will keep the links the same, but will add more links throughout the website.

Immediate Past President / Directors’ Reports:

Mark Hodges - Mark suggested we start working to get the bylaws changes out to the membership to be sure it’s done by election time. The same goes for the ballot.

Tim Bennett - Nothing to report

Al Steele - Nothing to report

Liz Soens - Nothing to report.

Functional Chair Reports:

Advertising - Dan sent out letters to two vendors who had mid-year renewals. As neither has responded, he will be sending them letter number two. He received a request from Alan Spiro Automotive Restoration for a 3-month ad.

Auto Museum -Terry advised that if anyone is interested in seeing the Hollywood Cars Exhibit, they need to go ASAP as the cars will be leaving soon.

British Car Club Council Representative - No report

Concours – Mark reported he has only minor changes in his slideshow for the Afterglow left to do. He will bring the microphone stand.

Property Manager – Mark purchased new protective bags for the table covers to replace the worn-out ones.

Chief Judge – Dave reported that the Concours was successful, and all scoresheets were mailed to the entrants. All scores have been uploaded to the JCNA webpage, and the results are official. Next year he will eliminate the use of scrutineers, thereby, increasing the judging capacity by up to 12 cars. He pointed out that it is imperative to attract and retain judges for all models – recent and classic.

Dealer Representative – Jim reported there is nothing new.

Raffles / Roster / Awards: Nedra reported she needs the plates from the Tuchscher and Member of the Year Trophies for engraving 2021 and 2022 winners.

Old Business

- **Current status of social media** – Liz reported that in the last 28 days we have reached 1900 people on Facebook and 123 people on Instagram. Since we have reached over 100 likes on Facebook, they have given us the demographics of the people we are attracting. The tally for people we have reached on Facebook for the last 90 days is 4,848 and 199 on Instagram.

New Business

- **Notification of advertisers of six *Jaguar Tracks* issues per year** - Dan will draft a cover letter to send with the invoices advising our advertisers that in January 2023, we are going to publish six *Jaguar Tracks per year*. He will also inform them of the increased number of links we have for each advertiser through our social media, our webpage and other pages of *Jaguar Tracks*, thereby, increasing their visibility.
- **Addition of thumbnail ads of all advertisers with links (if possible) in all email blasts** – There was discussion regarding putting thumbnail ads on all our eblasts and other forms of communication, as suggested earlier by Chuck Leuthen. This is another way to increase the visibility of our advertisers. It also is convenient for members to find our advertisers easily. This can be a positive selling point for acquiring/keeping advertisers. All agreed this is a good idea.
- **Election of Officers** – Nedra stated that to follow SDJC's election process, in September we need to search for people to fill the vacant board positions, and there should also be an announcement in the September newsletter (Section 6.01.1). Currently, there are openings for President and Secretary. In October the Election Chairperson will publish the slate of nominees in *Jaguar Tracks* (Section 6.01.02).
- **Bylaws changes** – There are potential bylaws changes from last year's board. These should be brought current and sent to the membership to vote on. Dan agreed to draft changes that will broaden the base of members eligible to serve as President.

With no further business, the meeting was adjourned at 8:00 pm by Dan. The next meeting will be September 14, 2022 at 6:30 pm by Zoom video meeting.

Minutes prepared by Ann Howe

San Diego Jaguar Club Officers, Directors and Committees

Elected Officers

President

Dan Jensen (through 2022)
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

Annie Howe
Secretary@sdjagclub.com
(928) 412-2663 cell

Newsletter Editor, Jaguar Tracks

Chuck Leuthen
Editor@sdjagclub.com
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(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 2024)
aws2@sbcglobal.net
(858) 272-0604
(858) 204- 5913 cell

Dave Putnam (through 2024)
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
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(614) 783-3475

San Diego Auto Museum Rep
<ttilton@san.rr.com>Terry Tilton
ttilton@san.rr.com
(858) 336 8083

Chief Judge

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

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
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(619) 993-7892 cell

Photographer

Matt Allen
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(858) 705-6242

Property Manager

Mark Hodges
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(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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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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