



The Jaguar Club of Southern Colorado Newsletter June, 2010

CURRENT EVENTS

The Father's Day event at the Briarhurst in Manitou Springs was another great success. As you can see from the event photos, the Jaguar Club of Southern Colorado was provided an excellent setting in which to show our Jaguars.

The weather was perfect, if a little warm. No rain and lots of sunshine. There were plenty of other automobiles present at the show, but none compared to the excellent display of motoring excellence provided by the Jaguar Club of Southern Colorado and by Jaguar / Land Rover / Infinity of Colorado Springs

Thom and Jaguar - Colorado Springs provided a 2011 XJ-L (Supercharged) and a 2010 XKR for display.





And the first prize goes to

Attendees included Gary and Dee Kerkow with their XK-150, Jack and Debbie Humphrey with their XJ-6, Roy and Angela Winton and their XK-8, Keith Winton with his X-Type, Andrew and Norma Miller and their X-Type, Budd Butcher and his XK-E (and friends), Dave and Larenda Hershey and their X-Type, Howard and Cyndi Mumm with their XK-8 and Don Yowell with his XK-8.



A very welcome sight!

JCSC EVENTS

The July meeting of the Jaguar Club of Southern Colorado will be held on July 20 and will begin at 6:00 P.M. The meeting will begin with a pot luck barbecue. Please let Larenda know what you would like to bring to the cook-out. We'll meet at the Jaguar / Land Rover Dealership in Motor City.



Some of our cats got more attention than others!!

Also present were two Bronco Cheerleaders. They added a colorful touch to an already excellent show.

FROM THE PRESIDENT

2010 RMJC Concours – Central City



Hello Everyone. I hope you are having a great summer and getting a chance to get out and drive your Jaguars!

Jack Humphrey, Dee and I recently attended the Rocky Mountain Jaguar Clubs Concour d'Elegance in Central City. I will say, we had a great time. The Denver club members are all very friendly and accommodating.

The event started on Friday, June 23rd with a cocktail hour at the Fortune Valley Casino. What a great opportunity to meet folks from the Denver club and of course talk about our great Jaguars.

Saturday started out with getting the cars cleaned up and ready for the show. There were over 30 cars registered in the Concour event and the Denver jaguar Dealerships brought up a couple of new XJs for folks to enjoy as well. Main Street in Central City has not looked so good in years. I will say the Denver club has some very nice cars. There were several XK 140's, XK150's, E-Types, XJS's, XKs and even a Mark II entered in the event. The locals really enjoyed all the beautiful Jaguars on display throughout the day. Saturday wrapped up with a Texas Hold'em poker

match (which Cindi Mumm won) followed by a nice group dinner.

Things wrapped up on Sunday with a very nice brunch at the beautiful Ameristar Casino and resort. Following the brunch was the highly anticipated awards ceremony. I will say the JCSC club showed very well at the Concour. Jack received a first place award for his XJ6 and Dee & I received first place awards for our 1958 XK150FHC and 2007 XK.

I hope everyone gets a chance to attend one of these events in the future. Even if you don't want to enter your car into the judging it is a great opportunity to meet other Jag enthusiasts and have a lot of fun.

I hope to see everyone at our July barbeque at the dealership!

Happy Motoring!

Gary

RMJC EVENTS

RMJC has a **tentative** schedule for their Slalom event – August 8 and September 12, 2010. The events will be held at the Front Range Airport. The airport is providing an area for the slalom events at no charge to the RMJC. They are asking that the Jaguar Clubs support their August 21 Air Show and Car Show (9:00 A.M. to 3:00 P.M., August 21, 2010 – no admission charge, but donations requested). This is a great event and well worth the drive – airplanes AND cars, what more could you ask for?

We are still looking for a location in the Colorado Springs to conduct a slalom event. Any ideas?

Mark your calendars now for the RMJC Christmas Party, December 12, 2010. The location will be listed here at a later date. The cost is \$48.00 per person.

EVENTS OUTSIDE THE FRONT RANGE AREA

Heartland Vintage Racing is conducting the first O'Reilly Auto Parts Vintage Grand Prix in Topeka Kansas, August 19-22. There are 2000 Car Club spaces available on 22 paved acres. The list of Marques scheduled to attend include Alfa-Romeo, Audi, Austin-Healy, BMW, Cobra, Cortina, Datsun, Ferrari, Gordini, MG, Porsche, Toyota, Triumph and many more.

For more information check at <http://www.heartlandvintageracing.com> . HVR Organization contacts are Bill Fisher bfisher@sunflower.com , Bill Rinke bill@heartlandvintageracing.com or Gary Fuqua gary@heartlandvintageracing.com .

JCNA NEWS

From a memo by Jerry Nuijen, Southwest Regional Director JCNA.

Ladies and Gentlemen,

As we all know, next year is the 50th anniversary of the E-Type.

JCNA is planning several commemorations, including the Challenge Championship in Ohio. The Jaguar Journal will do several articles and the editors need your HELP.

Please ask every member of your club to send me one or more pictures of any E-

Types they own. This includes pictures of restoration projects, future projects buried in the back of the garage, and parts cars. Digital is preferred (try to limit the file size to 1 meg), but prints are gladly accepted.

An email sent to JCSC describes another feature now offered by JCNA.

Interactiavejaguar.com

My name is Stefanie Schiavello and I work in the PR dept. for Jaguar Land Rover North America. I help manage our Interactive Jaguar site that features latest news, announcements, blogs, photos and videos from the company:

<http://www.interactivejaguar.com/home/>

We host some fantastic content and assets on Interactive Jaguar and so I thought this website might be of interest to your members. I'm hoping that you might consider linking our page to the Jaguar Club of Southern Colorado's homepage. We'd love to include your website on our site as well!

You can also find us on facebook at: <http://www.facebook.com/interactivejaguar> and on Twitter at: @interactivejag.

I'd love to speak with you about ways to maximize exposure and recognition of Interactive Jaguar and your site, so please contact me at any time.

Thank you for your time and I look forward to hearing from you soon!

Regards,

--

Stefanie Schiavello
Corporate, Brand & Interactive
Communications Specialist
Jaguar Land Rover North America, LLC
Office: 201-818-8025 | Cell: 201-248-
6870
Email: sschiave@jaguarlandrover.com

Please visit www.interactivejaguar.com
Please visit
www.interactivelandrover.com

ABOUT MY JAGUAR

This letter originally ran in the Rocky Mountain Jaguar Club Newsletter in 2001. It is a brief description of the restoration of Budd Butcher's 1965 E – Type Roadster.

This is somewhat of a condensed version of my Jaguar restoration story. I believe I had to replace, restore or adjust just about every piece of functional equipment on the car. I'll give you a few highlights.

The exercise started in June 1999 when I happened to see an E-Type Jaguar roadster sitting in a used car lot. I had owned two E-Types previously and enjoyed driving and tinkering with the cars, so this sighting got my attention. Looking it over, it appeared to be all there, but in very rough condition (Little did I know how rough!). The paint was crazed and chipped; the original color was BRG, the next layer red, and

finally blue. The interior was completely shot, seats, carpet and the dash were torn and cracked, the windshield broken and some switches missing. Driving it didn't get better. Brakes worked but only with vigorous pumping, exhaust emitted a lot of blue smoke and the clutch throw-out bearing was next to useless. I should have walked away at that point, but any semblance of rational thinking completely left me: I was hooked!



After getting it home, the tear down began. Dead mice were found under the carpets, popcorn in the air filter canister, leaking radiator and gas tank. It was a depressing situation and I knew that with engine, interior and exterior restoration to look forward to it was not going to be better. However, this time I was determined to bring it back to life. The engine and power train came first. I had the car towed to the shop for engine removal and brought back to my garage so I could work on various electrical and mechanical components of the

car. I sent the exhaust manifolds out for high temperature ceramic coating and intake manifold, valve covers and carburetor posts to a professional polishing service. I stripped the interior and sent the components to a trim shop and after cleaning the interior base, I installed custom soundproofing. Next installed a new windshield (it took two tries to get one to me in one piece). The installation took all day, much frustration, bruised knuckles and thoughts like “why have I done this to myself?” I thought the windshield installation was bad but the gas tank removal took the prize as “most difficult task.” (I think the English built the car around the gas tank). It took considerable research, phone calls and tenacity to get it out of the trunk. The electrical system took time, but once I figured out the color codes and wiring diagrams I managed to get the entire electrical was impressed. But probably the best return for all my work was the comments by my neighbors. Many system functional. The speedometer was inoperative so sent it out for cleaning and calibration. At the same time removed the clock and had it repaired. The battery compartment was a mess, new parts and fiberglass repair was necessary to secure that area. Finally, the engine was ready for installation. Both the top and bottom of the

engine was done, so essentially I now have a new engine. With the engine installed, test drives could begin. Only a few blocks at a time because something needed repair or adjustment every time I took it out. It was now ready for paint. I selected an Emerald Green rather than BRG. It gives it a little more class. That process took three months. Following that, the remainder of the interior and top was installed. I now have a good driving and nice looking E-Type Jag.



Budds excellent E-Type

The guy who sold me the car can't believe the transformation; he would come by to harass and question my sanity for taking on this project. They now come to ogle at the final result and apologize for previous tacky remarks.

A P.S. to my Jag story:

One of the last items I did to complete my Jag restoration was to apply various decals to

components in the engine compartment. No problem with the windshield washer Trico Solvent decal or the negative earth plaque on the heater housing. The Lucas decal to be applied to the new battery gave me cause to reflect on the wisdom of my actions. The thought came to mind that this may trigger the electrical system to go into some sort of “self destruct” mode. A few days later I took the car out for a drive to get some miles on the engine. After proceeding south for about five miles I noticed the amp meter had not moved off full charge. Suspicions confirmed, “voltage regulator, where are you?” I’m frying the battery, now I know why I had stomach cramps over applying the Lucas decal. By turning on various electrical systems, I did get the over voltage under control. A new voltage regulator solved that problem, but who knows what may be next!

Budd Butcher.

JAGUAR FUN FACTS

ELECTRICAL THEORY by Joseph Lucas

Positive ground depends upon proper circuit functioning, the transmission of negative ions by

retention of the visible spectral manifestation known as “smoke”. Smoke is the thing that makes electrical circuits work: we know this to be true because every time one lets the smoke out of the electrical system, it stops working. This can be verified repeatedly through empirical testing. When for example, the smoke escapes from an electrical component (i.e., say a Lucas voltage regulator), it will be observed that the component stops working. The function of the wire harness is to carry the smoke from one device to another; when the wire harness “springs a leak”, and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British Automobiles for some time, largely because they consume large quantities of smoke, requiring very large wires.

It has been noted that Lucas components are possibly more prone to electrical leakage than Bosch or generic Japanese electrics. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, shock absorbers, hydraulic forks and disk brakes leak fluid, British tyres leak air and the British defense establishment leaks secrets . . . so, naturally, British electrics leak smoke.

[Contributed by John E., Long Beach, CA] Courtesy of Budd Butcher. (More on Lucas next month).

ON THE WEB

Have you checked out the new JCSC web site yet (www.jagclub.org)? We are looking for more articles, information and photos for the website.

Contact Matt (matt@mistycastle.com) if you have anything to submit or suggestions for the website.

If you find the events described in this newsletter of interest, why not attend one of our Club meetings or participate in one of the Club events? The Club provides opportunities to visit interesting local attractions and to visit with other people actively enjoying Jaguar automobiles.

Jaguar Club of Southern Colorado contact information.

President: Gary Kerkow
Gkerkow_711@msn.com
Vice-President: Jack Humphrey
Jagluver2@cs.com
Secretary: Don Yowell
d.yowell@att.net
Events Committee: Larenda Hershey
dpljhershey@msn.com
Membership: Thom Buckley
thomb@rednoland.com

The Jaguar Club of Southern Colorado meets on the third Tuesday of each month at 7:00 P.M. The Colorado Springs Jaguar / Land Rover / Infiniti Dealership located at 565 Automotive Drive hosts the JCSC meetings. Please join us.

FOR SALE

If you would like to list an automobile FOR SALE in this newsletter, contact Larenda for details.

THOM'S PLACE

If you are in the market for a new or pre-owned Jaguar, be sure to check with Thom. Here's a list of what's currently available. Ask about Jaguar Club member special offers.
(for details, please call 719-636-9199).

NEW JAGUARS

2010 XF, 4.2 liter V-8, Vapor Grey over Dove, \$49,995.00.

2011 XF Premium, 5.0 liter V-8, Claret over Barley/Truffle, \$59,975.00.

2011 XF Premium, 8cyl Auto, Lunar Grey over Dove Grey, \$59,975.00.

Thom's Place – New Jaguars

(continued)

2010 XF Premium, V-8 Automatic,
Pearl Grey over Ivory, \$57,300.00.

2010 XF Supercharged 5.0 liter V-8,
Liquid Silver over Warm Charcoal,
\$68,000.00.

2011XJ LWB S/C, 8 cyl Supercharged.
Caviar over Truffle/Ivory, \$92,700.00

2011 XK Convertible, 8 cyl., Lunar
Grey over Ivory/Oyster, \$93,650

2010 XKR Convertible, 5.0 liter V-8,
Supercharged. Ultimate Black over
Charcoal, \$96,000.00.

PRE-OWNED JAGUARS

2005 S-Type, Platinum over
Champagne, 3.0 liter V-6 with 50,635
miles (\$15,989.00).

2008 X-Type. Emerald Fire over
Champagne. 3.0 liter V-6 with 6,630
miles. \$28,989.00.

2006 X-Type, Jaguar Racing Green over
Champagne, 3.0 liter V-6, with 34,000
miles. \$19,989.00

2005 X-Type VDP, Radiance over
Champagne, 3.0 liter V-6 with 64,869
miles. \$17,489.00

2007 XK, Radiance over Caramel 8 cyl
auto with 14,953 miles. Select Edition –
Certified Pre-Owned. \$52989.00