



April, 2015

Vol. VIII No. IV

Mel Perry's 1967 Jaguar 420G



Story & more photos on Page 5

photo by Jack Humphrey

JCSC Business Information

The Jaguar Club of Southern Colorado

c/o Jaguar - Colorado Springs

565 Automotive Drive, Colorado Springs, CO 80905

www.jagclub.org

Board of Directors of the JCSC - 2015

President: Don Yowell *President@JagClub.org*

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Facebook: Lance Medina: *lancem@rednoland.com*

Newsletter Editor: Don Yowell *Editor@JagClub.org*

Membership: Thom Buckley *Membership@JagClub.org*

Travel Contact: Thom Buckley *TravelContact@JagClub.org*

Chief Judge & Past President: Jack Humphrey *Chiefjudge@JagClub.org*

Jaguar Club of Southern Colorado Advertising Rates

	Newsletter	Newsletter & Web Page *
Business Card:	NA	\$ 35.00
Quarter Page:	\$ 72.00	\$107.00
Half Page:	\$135.00	\$170.00
Full Page:	\$240.00	\$275.00

* All web page advertisements will be business card sized and will include a link to your company's web page.

Classified Advertisements

Club Member: No charge

Non-Member: Three months newsletter advertisement: \$25.00

Concours Sponsor / Supporter

One quarter page advertisement in newsletter and web page business card for 1 year : \$100.00.

Acceptance is subject to review by the JCSC Board of Directors

Please contact Jack Humphrey at Jagluver@cs.com or 719.930.4801 if you are interested in placing an ad or if you would like additional information.

JCSC May Events

Concours season is almost upon us and we are seeking club members interested in becoming a concours judge. No prior experience is needed and you don't have to show your car in an event.

A benefit of being a judge is you will be motivated to learn more about your specific model(s) and you will definitely be a more informed Jaguar owner.

Please let Chief Judge Jack Humphrey know if you are interested.

As an introduction to Concours judging, Jack will conduct a Concours Preparation Seminar and a judge's training class on Saturday, May 2nd. These classes will be held at Jaguar Colorado Springs and will follow the timeline shown below.

10:00 AM – 12:00 AM – Judge Book Review (Break / Meeting Room)

12:00 AM – 12:30 PM – Lunch (Break / Meeting Room)

12:30 PM – 1:00 PM – Testing (Break / Meeting Room)

1:00 PM – 3:00 PM – Model Orientation / Practice Judging (Service Bay)

If you are already a Judge, a refresher training class is mandatory per JCNA regulations. The JCSC offers the above class on May 2 or additional classes are offered by the Rocky Mountain Jaguar Club. You can check their website for dates and times.

The next JCSC Board of Director's meeting will be held on May 6. A email memo will be sent out prior to the meeting. We are returning to a monthly meeting schedule beginning with the May 6 Board meeting. We will meet the first Wednesday of each month.

The May JCSC driving event will be participation in the RMJC Dustoff on May 17. Participation in this event requires advanced registration and a fee is Involved. Please see event Details on page 4.



RMJC News and Events

Registration Now Open for 2015 Spring Dust-Off

Take the cover off the Cat, check its vital signs, gas it up and come join us for the annual Dust-Off on Sunday, May 17, for a fun and eventful way to welcome the 2015 summer driving season. This year's tour will begin in Castle Pines where we will meet in the parking lot of the DazBog Coffee shop at Castle Pines Parkway and Lagae Rd. (Exit 188 off I-25 and 0.5 miles west)

Meeting time will be 8:30 a.m., with a driver's meeting at 9:00, and on the road by 9:15 to 9:30 a.m. We will drive down Daniels Park Rd., making our way to Sedalia where we will pick up CO 105 and skirt the foothills as we drive south through Palmer Lake and Monument crossing over I-25 on Baptist Road into El Paso County where we will continue east until we reach Fox Run Regional Park.

We will meet up again under a reserved covered park pavilion to sip champagne and juice, munch on strawberries and other snacks, and trade stories of the fabulous scenery. Expect the drive to the park to take about one hour and 15 minutes. We will take an approximate one hour break in the park to allow everyone enough time to enjoy the scenery, use facilities, and get ready for the second part of the drive.

From the park, we will take about one hour to make our way back north, partly through the Black Forest, and then using CO 83 heading toward Parker. We will arrive at the superb new car museum, The Vehicle Vault, in time to enjoy a catered box lunch in our private dining room on the second floor and tour the 45-car museum under the tutelage of the cars' owners (all cars in the museum are owned by one couple, the Dilleys.) Total drive time is about two hours and 15 minutes, total elapsed time to the Vehicle Vault will be just over three hours, and we will cover about 85 miles.

Registration for the Dust-Off is \$35 per person, which includes everything. You may register for the event by credit card on the RMJC website, or mail a check to Dwight Eismach at 6337 S. Wolff Ct., Littleton, CO 80123. For questions call Dwight at 303-794-6443.

From the Editor: Please let the Events team at JSCS know if you intend to participate in this event at "Events@JagClub.org".

RMJC 2015 Concours d'Elegance

The Rocky Mountain Jaguar Club Peak Nine-2 Concours d'Elegance will be held at Beaver Run Resort in Breckenridge, CO on June 26 thru 28, 2015. Additional information and registration details are available at RockyMountainJaguarClub.org, and on the JCNA website Online Calendar: <http://www.jcna.com/calendar/events.php>

1967 Jaguar 420G

JAGUAR 420 GRAND SALOON



My sainted father was a motor head, and like many sons I followed in his footsteps. I recall he was driving to visit me in Boulder when his brand-new International Travelall lunched a rod. He limped into the Denver Jag dealer, and I barely recognized him and his Stetson Open Road when he pulled up in a gorgeous new burgundy with burgundy leather 1967 E-type series 1 ½ coupe, the wire wheels gleaming. I'll always remember the exhaust note. He loved this car so much the next year he bought a new 420G from Owen Faricy.

As many of you know, the 420 G (4.2 liters; "Grand Saloon") was evolved from the Mark X, with more trim and a larger engine. These are the biggest regular sedans made by Jaguar at Coventry, excluding the stretch Pullmans (limousines), especially in width. The full complement Jaguar big straight six with its cams, three big carbs, 9:1 and no emission equipment, making about 250BHP, down low in its range. Front suspension and brakes are virtually the same as the E type. The rear is independent as well with inboard discs. The steering is quite light, and the gearing seems low, begging for another gear.



photos this page by Paul Rose

1967 Jaguar 420G

This car with a 4 speed with electric overdrive instead of the lazy three speed BW would be an amazing automobile, indeed, and chasing 7-series would be a pastime. The handling is very smooth and surprisingly quick, flat and kind. The interior is all Circasean walnut veneers, Wilton wool headliner and carpets, Connolly leather, with a front small desk and lovely picnic tables with vanity mirrors in the back. Legroom is like a London cab. The boot is very large as well, with the huge Rolls Royce AC unit just behind the rear seats. The tool kit is a delight and an envy to others. The swoopy, sharky shape speaks for itself.

In retirement, Dad took a couple of trips to the Northwest where he was from, but mostly drove it around town – to the bank or the El Paso Club to lunch with his cronies. He loved to punch it and feel all that torque. He took friends around to graduations and weddings, all oeing and ahing at this gorgeous automobile. He always put fresh yellow roses in the Waterford crystal bud vases on the B pillars, identical to the ones the Queen required in her own Daimler version of the Mk X.

After his death, the big sedan languished in my mother's garage for years. I started it now and then, but it wasn't enough and it deteriorated. It was leaking all vital fluids. I was involved in the vagaries of life and in restoring a 1965 Porsche 356 SC cab, and after that time had a couple of well-known local shops attempt to work on the Jaguar but the jobs were not up to par. It only has 35K miles, but hard ones from sitting.



I gained interest again after meeting Col. Jack Humphrey who encouraged me to press on. The first job was a new headliner of British wool beautifully installed by Joe Knowles at his shop. What a difference as the original was very ratty. The carpets and leather were in quite good shape, although some of the wood near the vent windows had lost finish and was beautifully re-done by the artists at the Piano Warehouse downtown. There is no rust in the car.

photos this page by Jack Humphrey

1967 Jaguar 420G

Mechanical problems persisted, but the motor and transmission were sound. I brought the car to Mark Weiner of Concours Cars who did a detailed evaluation with recommendations about what he felt was needed. There, I found the expertise and interest this car needed, and we proceeded to do a lot of work, including a stainless steel exhaust, sparkplug wires (this is a pretty big deal), carburetor synchronization and adjustment, adjust the steering box (glad a new one wasn't needed), spin-on oil filter which cured a significant oil leak, re-seal the differential, a new cooling fan clutch to hopefully prevent over-heating, adjusted the bonnet and boot latches, repaired the running and backup lights, match and align headlamps, and too many other tasks to list here.



photo by Mel Perry



photo by Paul Rose

The car is running superbly, as it always should have save for my neglect, but we are not done yet. To follow is replacing all rubber window and door gaskets, again by Joe Knowles, rebuilding the front end and getting the AC to work. The seats and carpets are good but need to be washed. The very last and most daunting task will be to re-paint the car its beautiful Sable color, at a level it deserves. Space, pace, and grace, indeed. And elegance.

As for me, the beneficiary of all the gears and grease, I had a great time. Now a retired doctor, I can say it began early riding in my dad's souped-up patrol car, him being a sheriff's detective at one time. I think he was always a hot-rodder. I started with go carts, and I'll boast that I was the western regional cham-peen, ages 12 and 13, with two McCoullough MC6s blowing my ears out at 19K RPM. One of the reasons I'm pretty deaf today. Love the odor of methanol and castor oil.

I'm a homeboy and along with my kids and the ones in the cemetery there are 6 generations in Colorado Springs. St Mary's high school, CU Boulder, CU Med, KU med, USAF flight surgeon with TAC (fighter planes were perfect for my speed craziness), and the private practice of family medicine. I'm missing some parts of practice in my retirement, but have too many hobbies to list them here.

1967 Jaguar 420G

My first car was a '29 Model A Ford Cabriolet with Corvette running gear. Sixteen years old. Lucky to be alive. He got me my own '67 series 11/2 E-type roadster, red with black. I added Webers, headers, D-type cams, Abarth. It was sold to us at a very low price by an embezzler, the FBI told us later, but they didn't make me sell the car. Couldn't catch the 7 litre Ferrari Super America on the road to Boulder. 160 on those skinny, thin tires. Lucky to be alive. Dad worked hard for the money and indulged me, as you can see, but I worked hard in turn to make him proud. There was an early MG B which might have been the most fun of all.



photo by Paul Rose

Then an Alfa 1750 Berlina sedan which I loved. A wonderful car but tender, loving to beat up on 2002 tii BMWs and 356s. Restored a lovely 280 SL and that triple black '65 356 SC cab. A great car, but better in LA where it lives now with the new owner. Raced the carts, desert enduro with Husky (anybody remember the 360 with an automatic transmission?), KTM, but hurt myself on the



photo by Mel Perry

road on a Ducati Monster. Still lucky and living. SCCA class H, formula Ford, Bondurant. I'm way slowed-down now, and am content with my very old Audi 4000S Quattro, the old A6 Allroad wagon, and the beautiful 420G. Looking forward to all those JCSC drives, and I'll be also looking for passengers to pull down those gorgeous picnic tables for a small repast and perhaps some refreshment.

Mel Perry

For Sale



1972 Triumph TR6R Continental. (Barn find?) One owner. Purchased new from Bill Brokaw (Colorado Springs) in September 1972. Always garaged. Actual miles 13704. Includes 2 owners manuals and one factory workshop manual. Also includes windshield and faring and saddle bags (not installed). Engine kicks over but not run since 2002. \$6000.00 firm.

For more photos and information - Contact Don (719) 471-4098 or Editor@JagClub.org.



1988 Jaguar XJS Coupe, 5.3 liter V12, 81,300 miles. Red exterior, tan leather interior. Recently completed maintenance overhaul to include: new ignition wire set, plugs, distributor cap & rotor; cleaned & pressure checked fuel tank, replaced filters and fuel control unit; new front shock bushings, rear brake rotors, calipers and pads.

This Jaguar is continuing to receive restoration work so please contact Budd (719) 540-0241 or buddair@comcast.net for the latest status and price.

Jaguar Foundation

Jaguar Foundation

Tom Krefetz, a member of the Board of Directors for the Jaguar Foundation, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work that we started.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.

Be a resource for historical information related to the heritage and restoration of Jaguar cars.

Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.

A specialty tool loan program, with specialty tools available on loan.

Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation.

There are multiple levels to meet your needs:

\$30 for a Patron
\$250 for a Bronze Level Patron
\$500 for a Silver Level Patron
\$1,000 to \$2,500 for a Gold level Patron
\$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

East Coast-

George Camp (803) 760-9460

SCJag@Juno.com

West Coast-

Tom Krefetz (760) 758-6100

TKrefetz@Classicshowcase.com

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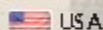
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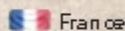
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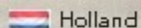
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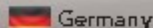
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SNG Barratt is proud to announce the release of the brand new XJ8/X308 Parts Catalogue.

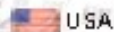
This comprehensive catalogue covers engine, cooling, air & fuel delivery, transmission & driveline, braking, steering & suspension, exhaust components, body, lighting, electrical components, air conditioning & heating, washer & wiper, accessories, service items, as well as lubricant & cleaning products.

It is available as a pdf download from www.sngbarratt.com or hard copies can be posted free of charge.

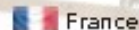
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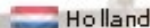
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NEW JAGUARS

2015 Jaguar F-Type V8 R Coupe. Ultimate Black Metallic exterior with Jet interior. 8 cyl Auto. Stock #J20129 **\$106,201.00.**

2015 Jaguar F-Type V6 S Convertible. Polaris White exterior with Jet interior. 6 cyl Auto. Stock #J17679. **\$89,113.00.**

2015 Jaguar F-Type V6 Convertible. Ultimate Black Metallic interior with Red/Jet Stitch interior. Stock #J21991. **\$89,563.00.**

2015 Jaguar XF V6 Sport AWD. Stratus Grey Metallic interior with Charcoal interior. 6 cyl Auto. Stock #J62188. **\$60,800.00.**

2015 Jaguar XJ- XJL Portfolio AWD. Dark Sapphire Metallic exterior with Ivory/Mineral interior. 6 cyl Auto. Stock #J74964. **\$94,047.00.**

2015 Jaguar XJ XJL Portfolio AWD. Caviar Metallic exterior with Ivory/Truffle interior. 6 cyl Auto. Stock #J78601 **\$90,450.00.**

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2011 Jaguar XF Premium. Midnight exterior with Warm Charcoal interior. 8 cyl Auto. Stock # P881. 28,000 miles.
Carfax one owner. **\$31,489.00.**

2007 Jaguar X-Type. Jaguar Racing Green exterior with Champagne interior. 6 cyl Auto. Stock #T25844. 57,329 miles
Carfax report. **\$11,989.00.**

**Additional information and photos of the above vehicles
available at www.RedNoland.com**

4-29





Jaguar Club of Southern Colorado

Membership Form

Name (as you want it on your name tag)

Regular Membership Fee For 2015 \$60.00*
Dual Membership If Paying Full Amount In
Another Club \$30.00

Spouse's Name (as you want it on your name tag)

Make check payable to: **JCSC**

Street Address

Amount Enclosed = \$_____

City / State / Zip

Home Phone Work Phone

Email Address

1 st Jaguar	Year	Model	Body Style
2 nd Jaguar	Year	Model	Body Style
3 rd Jaguar	Year	Model	Body Style

Mail or deliver this form to:

Thom Buckley, Membership Coordinator
c/o Red Noland Jaguar
565 Automotive Drive
Colorado Springs, CO 80905
719-302-1000
thomb@rednoland.com

*Membership expires Dec. 31, 2015.
Fee includes membership card(s), subscription to
the JCSC newsletter and Jaguar Journal, which
has a 2-3 month delay before the first arrival.

Regular events will be planned from your suggestions and you will be notified by e-mail, newsletter and at club meetings.

Questionnaire:

Would you be interested in helping with the operation of the club?

Yes No

If so, what help would you consider (mark as many as you like)

Serve as an Officer	Yes	No
Newsletter Editor	Yes	No
Webmaster	Yes	No
Concours Judge	Yes	No
Membership	Yes	No
Event Coordinator	Yes	No

Paraphernalia & Stuff Yes No

Ideas, suggestions, or assistance you could offer in the creation and ongoing activities of our club:

Revised 2 Feb 2015