



March, 2015

Vol. VIII No. III

*Perry Miller's 1989
Jaguar XJ-S Convertible*



Story begin on Page 16

photos courtesy of Concours Cars 1 - 2015

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*

Vice President Dave Hershey *VP@JagClub.org*

Secretary: Chris Brewer *Secretary@JagClub.org*

Treasurer: Thom Buckley *Treasurer@JagClub.org*

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

Webmaster: Dan Martin *Webmaster@JagClub.org*

Membership: Thom Buckley *Membership@JagClub.org*

Events: Tim Hall *Events@JagClub.org*

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

Facebook: Lance Medina: lancem@rednoland.com

Newsletter Editor: Don Yowell *Editor@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 Upcoming Events

The Jaguar Club of Southern Colorado is planning an event on Saturday, April 11. Watch for an email with more details as we get this worked out.

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.

1000 AM – 1200 AM – Preparation Seminar in the service & wash bays

1200 AM – 1:00 PM – Lunch in the break / meeting room

1:00 PM – 2:00 PM – Judge Book review in the break / meeting room

2:00 PM – 3:00 PM – Hands on review session for judges in the service bay

If you are already a Judge, a refresher training class is mandatory per JCNA regulations. 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.

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



RMJC News

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 Eismann 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 Calendarr: <http://www.jcna.com/calendar/events.php>

Date : 2015-6-26 to 2015-6-28

Type : Concours

Name : Peak Nine-2 Concours d'Elegance

Sanctioned : P

Location : Beaver Run Resort, Breckenridge CO

Chair : Cyndi Mumm, [303-805-1644](tel:303-805-1644) cyndi.mumm@comcast.net

6421 Lakespar

Parker, CO

Co-chair : Frank Sullivan,

Chief Judge : Gary George, B: [303-477-0189](tel:303-477-0189) Fax: [303-477-5980](tel:303-477-5980) chief_judge@rockymountainjaguarclub.org

JCNA AGM Information

SW Regional Directors, Jack Humphrey and Doug Dechant attended the JCNA Annual General Meeting in Philadelphia last weekend and thought it important to send you some of the highlights of what was discussed / decided. In due course, the minutes will be posted on the JCNA website and club members will be notified when they are available. Each agenda item is listed for easy reference.

UB-3a - 1st Place Ties in NA Standings – Motion Withdrew. Concoors Committee assigned task of developing new plan for judging cars competitive at the national level.

UB-3b - Golden Growler Award - Motion Withdrew. Concoors Committee assigned task of developing new plan for judging cars competitive at the national level.

UB-3c - Consolidation of Certain Classes – **Passed**. Currently there are 45 classes including Champion, Special and Driven. The proposal is to eliminate 9 classes. The Concoors Committee is finalizing the numbering convention for the new classes. As an example, all prewar cars will be in one class. Large and Small saloons of the 50's and early 60's will be combined. The final proposal will be reviewed by both the JCRC and Concoors Committees. See attached tables. (Tables follow this summary)

UB-3d - Entrant Numbers & Score Entries – No vote required.

UB-3e - Judges Rule Book Proposed Changes – **All proposals passed**, to include the requirement, beginning in 2015, for all judges for Champion, Driven and Special Divisions to hold current JCNA judging certifications. The only exception is for events where separate OV teams are used – only one certified judge per OV team is required.

BoD 1 - Honorary Life Membership for Michael H. Dale / Change name of Dealer of the Year Award to the "Michael H. Dale Jaguar Dealer of the Year Award" – Approved by the BoD.

BoD 2 - Creation of the Jaguar Club of Southwest Florida, Inc. – **Approved by the BoD**.

BoD 3 - Scheduling Slalom & Rally Events – **Passed**. Currently there is no requirement for posting slalom events ahead of time. The Concoors has such a rule. **Motion passed** to have slalom events posted on the JCNA calendar 30 days ahead of time.

AP1 - A-100-105 Changes to the Procedure for Hearing on Revocation of Membership - **Approved by the BoD**.

AP2 - A-0100-106a Procedure for Member Group Revocation - **Approved by the BoD**.

NB-1a - Article IV, Section 2, 2nd Paragraph – Change to Submittal Deadline Date - **Approved by the BoD**.

NB-1b - Article IV, Section 2, 2nd Paragraph – Change to Submittal of Agenda Item Procedures - **Approved by the BoD**.

CP-1 - CP 600-104 Disclosure of Information – Change to Policy Wording – **Approved, as amended, by the BoD**. Names, addresses, email, telephone numbers, or other electronic accounts are considered privileged and will not be made available with the following exception: Functional areas in JCNA which need access to information in order to fulfill the function of that area are authorized access to the information.

NB-1a - Article IV, Section 2, 2nd Paragraph – **Change to Submittal Deadline Date** – **Passed**. All proposals to be presented at an AGM must be submitted to the JCNA Secretary at least sixty (60) days – Changed to 45 days prior to that AGM.

NB-1b - Article IV, Section 2, 2nd Paragraph – **Change to Agenda Item Submittal Process** – **Passed**. The secretary has the option to submit any proposed AGM Agenda item to the JCNA Executive Committee, JCNA Board of Directors, Regional Directors or the appropriate committee for their approval or review before an item gets put on the AGM Agenda.

JCNA AGM Information

NB-1c - Article VI, Section 1, RE: Life Member – Changes to Wording – **Passed**.

NB-1d - Powers & Duties of the Vice President – Changes to Wording – **Passed**. There are several places in the bylaws, administrative policies and corporate policies that refer to the duties of the vice president and they are all in conflict. The bylaws are the most descriptive. Proposal to delete the administrative and corporate policies references to the vice president.

NB-1e - Inability of the Vice President to Perform Duties – Approve Policy – **Passed**. Proposal to have the Elected Officer of the Executive Committee move up to replace VP and board would select new member for executive committee

NB-2a Administrative Item - Keeping Club Addresses Current – Please Keep your club and officer contact information up to date.

NB-2b Administrative Item - Club/JCNA Membership – Reminder to Club Presidents that all club members **MUST** also be JCNA members in good standing.

NB-2c Administrative Item - Membership Renewals – **DO NOT CHANGE THE ROSTER FORMAT** and submit required information by the published suspense. For 2016 the February 15th deadline will be adhered to. If rosters and dues are not received by February 15th, 2016, those clubs will **NOT** be in good standing and will not be able to vote at the AGM.

NB-3a - Obtaining Concours Sanctions – Changes to Policy – **Passed**. The Sanction request via the JCNA Website affirms that the Concours Chairman, Chief Judge, and Officers of the club shall conduct and report the Concours in accordance with the official JCNA rules and regulations

NB-3b - 2015 Rule Book Updates – **All Passed**. There were seventeen JCRC Rule Book Proposals. Most were administrative. The biggest change is that all clubs must have all certified judges before their Concours will be sanctioned.

NB-5 – Addition of Tire & Wheel Guide – **Passed**.

NB-6 - Proposal to Offer Active Military Dues Discount – Referred back to Membership Committee for further evaluation.

NB-7 - Western States - Challenge Championship Name Change – **Passed**. Effective 2016, Western States Meet & Challenge Championship names are changed to International Jaguar Festival and all events will have equal status regardless of venue location. This new name is dependent on copyright approval of Jaguar Land Rover NA and there may be further discussions about changing the name again after 2016. More to follow on all of that.

Other business / Items of Note.

- Doug Dechant is now official as a Regional Director.
- The Jaguar Club of Central Arizona has graciously agreed to host the 2016 Annual General Meeting and 1st International Jaguar Festival March 30th – April 6th in Scottsdale, Arizona. Get this on your calendar now and let's have a big showing for both events.
- Please Consider hosting the 2017 Annual General Meeting and/or the 2nd International Jaguar Festival (or whatever it will be called by the) and let's keep these events in the West. Most any club can plan and conduct these type of events with two years of planning time and the next festival does not have to be in the eastern US.
- Take a look at the attached membership spreadsheet. Most, but not all, clubs show a significant decline for this year and I suspect it is because many old memberships have not been renewed and submitted. Please get on this if applicable.
- The new JCNA website was previewed at the AGM. It is almost ready and should be rolled out very soon. In closing, we want to thank the clubs who sent delegates to the AGM. Having club representatives present is truly the best way to make your issues heard. Plan now on who you will send next year.

As always, please let us know if you have any questions or if you need additional information. Best Regards, Jack Humphrey/
Doug Dechant

JCNA AGM Information

JCNA Club Membership Survey results

CR-3e		**Counts Audited to Database 3-9-15						
JCNA CLUBS		2015 ROSTER COUNTS						
Region	Club No.	YEAR END COMPARISON	NO. PD	NO. PD	NO. PD	NO. PD	NO. PD	Gain or (Lost)
		Club Name	FOR 2010	FOR 2011	FOR 2012	FOR 2013	FOR 2014	
			AS OF 12-31-10	AS OF 12-31-11	AS OF 12-31-12	AS OF 12-31-13	AS OF 12-31-14	AS OF 3-9-15
SW	1	Jaguar Club of Southern Arizona	57	54	49	46	42	34 (8)
SW	2	Jaguar Club of Central Arizona	91	86	86	87	96	73 (23)
SW	3	San Diego Jaguar Club	182	181	184	200	207	176 (31)
SW	4	Jaguar Owners Club of LA	196	197	203	190	194	29 (165)
SW	5	Jaguar Associate Group (San Fran)	263	254	220	237	265	175 (90)
SW	6	Sacramento Jaguar Club	48	45	46	42	42	36 (6)
SW	7	Rocky Mountain Jaguar Club (Denver)	113	120	114	132	107	107 0
NE	8	Jaguar Club of S. New England	125	124	135	143	134	107 (27)
SE	9	Jaguar Club of Florida (Orlando)	104	103	109	107	152	122 (30)
SE	10	S. Florida Jaguar Club (Ft. Lauderdale)	66	45	37	50	80	51 (29)
SE	11	Sun Coast Jaguar Club of Florida (Tampa)	75	63	41	44	248	172 (76)
SE	12	Virginia Jaguar Club	49	62	66	65	100	85 (15)
NC	13	Illinois Jaguar Club	141	136	140	131	130	106 (24)
SC	14	Jaguar Club of Mexico	46	54	56	52	56	52 (4)
SC	15	Great Plains Jaguar Owners Assn (Wichita)	8	9	7	6	5	3 (2)
SC	16	Heart of America Jaguar Club (K.C.)	42	49	54	60	53	46 (7)
SC	17	Gulf Coast Jaguar Club	27	31	30	30	47	49 2
NE	18	Jaguar Assn. of New England (JANE)	243	206	283	303	305	251 (54)
NC	19	Jaguar Affil Group of Michigan (Detroit)	129	123	139	139	140	124 (16)
SC	20	Jaguar Assn of Great St. Louis	79	80	85	92	89	80 (9)
SE	21	Carolina Jaguar Club (N.C.)	138	149	161	166	169	148 (21)
NE	22	Empire Division (Metro NY)	28	31	36	36	36	36 0
NE	23	Jaguar Drivers Club Long Island	77	64	73	59	77	49 (28)
NE	24	Jaguar Aficionados of Grt Buffalo	48	44	47	46	47	44 (3)
NE	25	Jaguar Club of Central NY (Syracuse)	56	58	61	53	61	56 (5)
NE	26	Jaguar Touring Club	126	122	119	115	110	88 (22)
	27							
NC	28	Jaguar Club of Ohio (Cleveland)	120	128	134	123	129	120 (9)
NC	29	Jaguar Club of Central Ohio (Columbus)	53	60	68	62	61	50 (11)
SC	30	Jaguar Club of Tulsa	30	31	27	25	29	29 0
SC	31	Central Oklahoma Jaguar Association	59	57	60	59	67	67 0
NW	32	Jaguar Owners Club of Oregon	94	89	84	95	92	69 (23)
NE	33	Delaware Valley Jaguar Club (Phili)	146	149	139	146	195	158 (37)
SE	34	So. Carolina Jaguar Society (Charleston)	22	44	32	50	64	40 (24)
SC	35	Jaguar Owners Assn of the S.W. (Dallas)	71	54	59	39	49	35 (14)

JCNA AGM Information

JCNA Club Membership Survey results (continued)

SW	36	Jaguar Club of Greater Las Vegas	25	21	23	18	18	9	(9)
SC	37	Jaguar Club of Austin	56	63	63	62	74	33	(41)
SC	38	Jaguar Club of Houston	113	110	98	94	83	18	(65)
SW	39	Wasatch Mountain Jag Register (S.L. City)	27	22	28	30	29	23	(6)
NE	40	Nations Capital Jaguar Owners Club	203	219	197	182	193	120	(73)
NW	41	Jag Drivers & Restorers Club of NW Am (S	163	161	164	184	162	126	(36)
NW	42	Canadian XK Jaguar Register (Vancouver)	74	73	82	85	90	79	(11)
NC	43	Ontario Jaguar Owners Assn. (Toronto)	203	191	179	160	71	71	0
NW	44	Pacific Jaguar Enthusiasts Group	28	32	34	34	28	16	(12)
NC	45	Jaguar Club of Pittsburgh	122	122	112	119	125	69	(56)
SW	46	Reno Jaguar Club	40	38	42	36	32	33	1
NC	47	Wisconsin Jaguar Ltd. (Milw.)	123	119	115	115	105	89	(16)
NE	48	Ottawa Jaguar Club	78	79	89	87	96	88	(8)
NC	49	Jaguar Drivers Club Area 51 (Louisville)	58	59	56	49	62	59	(3)
SC	50	San Antonio Jaguar Club	68	62	55	54	74	57	(17)
NC	51	Jaguar Assoc. of Greater Indiana	74	71	81	94	88	79	(9)
NE	52	Jaguar Auto Group (New Jersey)	41	32	22	33	29	21	(8)
	53								
SE	54	Jaguar Club of North Florida	54	53	42	56	79	84	5
SE	55	Music City Jaguar Club	32	19	20	20	40	28	(12)
SE	56	Smoky Mountain Jaguar Club	88	93	88	76	71	60	(11)
SE	57	North Georgia Jaguar Club	120	138	140	142	168	142	(26)
SC	58	Jaguar Club of North Texas	36	26	31	24	25	26	1
NC	59	Jaguar Club of Greater Cincinnati	49	53	57	52	44	39	(5)
SW	60	Inland Empire Jaguar Club	18	14	11	8	16	20	4
NW	61	Jaguar Car Club of Victoria	143	152	144	151	141	107	(34)
SE	62	North Alabama Jaguar Club	18	8	11	13	14	18	4
NC	63	Susquehanna Valley Jaguar Club	45	55	37	33	39	23	(16)
SW	64	Jaguar Club of Southern Colorado	31	36	42	53	57	48	(9)
SW	65	Jaguar Club of Northern Arizona	15	16	16	19	20	14	(6)
SW	66	Jaguar Club of New Mexico (NEW)			13	22	35	28	(7)
NE	67	Capital Region Jaguar Club of New York Ltd					44	41	(3)
		JCNA LIFE MEMBERS				12	15	16	1
XX	98	Members at Large	194	250	225	245	615	578	(37)
XX	0	Subscribers	11	3	4	5	4	4	0
XX	99	Comps	39	50	29	32	36	36	0
		TOTAL JCNA MEMBERS	5541	5542	5534	5629	6500	5169	(1331)

JCNA AGM Information

Official JCNA Concours d'Elegance Competition Classes

Champion Division Classes

C1A, C1B	C1/PRE:	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2	C2/120:	XK 120 (1948-54)
C3	C3/140:	XK 140 (1955-57)
C4	C4/150:	XK 150 (1957-61)
C5	C5/E1:	E-Types, Series 1 (1961-67)
C6	C6/E2:	E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7	C7/E3:	E-Types, Series 3 (1971-75)
C8, C9	C8/SLS:	Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C10, 11, 12	C9/XJ:	XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1
C13	C10/XJ:	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1
C14:	C11/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1
C15A:	C12/JS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C15B:	C13/JS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C16A:	C14/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C16B:	C15/XK:	XK and XKR Coupe and Conv. (2007-On)
C17, 18:	C16/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C19A:	C17/PN:	Preservation Class (more than 35 years old)
C19B:	C18/PN:	Preservation Class (20 to 35 years old)
C20, 21	C19/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
C22:	C20/F:	F-TYPE (2013-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes ~~10, 11, 12,~~ **C9/XJ** and ~~13~~ **C10/XJ** according to their years, engines, and body styles. (Class Changes 2015 AGM)

JCNA AGM Information

Driven DivisionClasses

- ~~D1:~~ **D1/PRE:** All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
~~D2:~~ **D2/E1:** E-Types (1961-67)
~~D3:~~ **D3/E2:** E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
~~D4:~~ **D4/E3:** Series 3 E-Types (1971-75)
~~D5:~~ **D5/SLS:** Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
~~D6:~~ **D6/XJ:** XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**
~~D7:~~ **D7/XJ:** XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**
~~D8A:~~ **D8/XJS:** XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
~~D8B:~~ **D9/XJS:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
~~D9A:~~ **D10/K8:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
~~D9B:~~ **D11/XK:** New XK and XKR Coupe and Conv. (2007-On)
~~D10:~~ **D12/J8:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) **Note 1**
~~D11:~~ **D13/SX:** S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
~~D12,D13~~ **D14/FJ:** XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
~~D14:~~ **D15/F:** F-TYPE (2013-On)

Note 1: Majestic, DaimlerDaimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes ~~6,7~~ **D6/XJ** and ~~10~~ **D12/J8** according to their years, engines, and body styles. (Class Changes 2015 AGM)

Special Division Classes

- ~~S1,S2~~ **S1/PD:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition
~~S3~~ **S2/MOD:** Modified
~~S4~~ **S3/REP:** Replica (non-production, Jaguar powered)

JCNA AGM Information

Official JCNA Concours d'Elegance Competition Classes

Champion Division Classes

- C1/PRE:** Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
- C2/120:** XK 120 (1948-54)
- C3/140:** XK 140 (1955-57)
- C4/150:** XK 150 (1957-61)
- C5/E1:** E-Types, Series 1 (1961-67)
- C6/E2:** E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
- C7/E3:** E-Types, Series 3 (1971-75)
- C8/SLS:** Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- C9/XJ:** XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**
- C10/XJ:** XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**
- C11/J8:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) **Note 1**
- C12/JS:** XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- C13/JS:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- C14/K8:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- C15/XK:** XK and XKR Coupe and Conv. (2007-On)
- C16/SX:** S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
- C17/PN:** Preservation Class (more than 35 years old)
- C18/PN:** Preservation Class (20 to 35 years old)
- C19/FJ:** XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
- C20/F:** F-TYPE (2013-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.

JCNA AGM Information

Driven Division Classes

- D1/PRE:** All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
- D2/E1:** E-Types (1961-67)
- D3/E2:** E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
- D4/E3:** Series 3 E-Types (1971-75)
- D5/SLS:** Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- D6/XJ:** XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**
- D7/XJ:** XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**
- D8/XJS:** XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- D9/XJS:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- D10/K8:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- D11/XK:** New XK and XKR Coupe and Conv. (2007-On)
- D12/J8:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) **Note 1**
- D13/SX:** S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
- D14/FJ:** XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
- D15/F:** F-TYPE (2013-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes **D6/XJ** and **D12/J8** according to their years, engines, and body styles.

Special Division Classes

- S1/PD:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition
- S2/MOD:** Modified
- S3/REP:** Replica (non-production, Jaguar powered)

Club Information

Patricia (Pat) Lee Grossman

April 13, 1945 – March 14, 2015

Patricia (Pat) Lee Grossman of Golden, Colorado passed away peacefully at home on March 14th, just a month shy of her seventieth birthday.

A vibrant, curious and completely unique woman, Pat will be deeply missed by her friends and family.

She was born Patricia Lunday on April 13th, 1945 in San Antonio, Texas, where she lived with her father Donald, mother Charlotte and younger sister Linda. Rarely without a book in her hand, Pat took to horses and dogs at an early age.

As a girl, her favorite companions were a troublesome border collie named Smokey and lifelong friend Diane Shelton Russell.

She graduated from Douglas MacArthur High School and attended Texas A&M University. When her father opened a branch of Continental Water Systems Corporation in Colorado, she followed her family north to Denver. Pat enrolled at Colorado State University and joined the Chi Omega sorority. At CSU she met her first husband, John Gascoyne.

After graduating with a degree in microbiology, Pat moved with John to Albuquerque, where he attended law school and their daughter Shawn Stephanie Gascoyne was born.

During this time, Pat worked as a lab technician at Presbyterian Hospital and adopted a toy poodle named Alfie, the first of many dogs she would name after notable unsuccessful presidential candidates. Alfie (whose full name was Alfred M. Landon) was succeeded by Wendell Willkie, a mixed breed shepherd, and three Great Danes, Adlai Stephenson, Thomas Edmund Dewey, and George McGovern.

In 1970, the Gascoyne family relocated to Shiprock, N.M., where John worked as a lawyer for the Navajo Nation. After returning to Colorado few years later, the couple, had a very amicable divorce, remaining close friends throughout their lives.

Putting her science degree to work, Pat joined the family water purification business, which had been taken over by her mother when her father passed away in 1972. Pat started cleaning membranes and doing analytical work before moving into the sales department and eventually inherited and managed the business when Charlotte passed away in 1986.

An active member of the business community, Pat was the President of the Wheat Ridge Chamber of Commerce for a number of years, and was part of a ladies investment club with other Chi Omega alumni members.

Through the company she met her second husband, Robert "Bob" Grossman. Bob and Pat complemented each other remarkably well, doing things as a couple that neither would have pursued as an individual.

Members of the Evergreen Colorado Kennel Club, they showed a number of Great Danes and finished a grand champion Belgian Tervuren, Jamacia's Dancer.

Club Information

Patricia (Pat) Lee Grossman (continued)

In the early '80s, Pat suggested that they purchase an old Jaguar E-Type coupe that they drove past frequently in the mountains. Restoring that particular Jag took almost two decades but, in the interim, the couple passionately collected, raced, and showed a number of other Jaguars, with Bob doing the restoration work. Eventually the couple would build a large barn on their property to house the collection.

When Pat sold Continental Water, Bob's hobby of restoring classic Jaguars became a business.

Bob and Pat were members of the Rocky Mountain Jaguar Club and Rocky Mountain Vintage Racing Association. Keen to race her Jaguar MK II saloon with a group of peers, Pat was a founding member of the association's Ladies' Race Group.

Pat was equally passionate about architecture and design. She would extensively remodel every house she owned, adding solar and other energy efficient innovations as that technology became available. Her largest project is her stunning passive solar straw-bale home, named Suncatcher, in Golden.

Through her design projects, Pat became involved with a number of organizations, including the Colorado Renewable Energy Society and the Golden Tour of Solar Homes. Never able to fully leave the work world behind, Pat spent a number of years at Joe Kelsey's State Farm Insurance Agency in Arvada.

In addition to her husband and daughter, she is survived by step children Benjamin Grossman and Caryl Grossman, and grandchildren Rachel Septon, Lucy Bowman, Peter "Xander" Bowman and Manna Smith.

Memorial donations can be made to the Wildlife Sanctuary (Hudson, CO), Jefferson County Democratic Party, Planned Parenthood or the ACLU.

A pot luck memorial celebration in Pat's honor will be held at the Forney Transportation Museum, 4303 Brighton Blvd, Denver, CO 80216 on Sunday April 19th at 5pm.

Tom Miller

Tom Miller, a previous member of the Jaguar Club of Southern Colorado and the Rocky Mountain Jaguar Club passed away in December, 2014. No additional information is available at this time .

JCNA News

2014 Final Standings - Competition Awards, JCSC and RMJC winners.

North American Concours:

Division	Place	Name	Car	Score	Club
CO4	2nd	Gary & Dee Kerkow	1958 XK-150 FHC	99.88333	JCSC
CO6	3rd	Mike & Deborah Ramirez	1969 E-Type OTS	99.19667	RMJC
CO9	2nd	Chris & Capnola Brewer	1961 Mk II Saloon	99.23000	JCSC
C17	3rd	Rick & Michele DeWilde	2007 S-Type Sedan	99.76000	RMJC
DO6	1st	Jack & Debbie Humphrey	1986 XJ 6 VDP	9.97767	JCSC
DO1	2nd	Jack & Alice Braly	1955 XK 140 OTS	9.99367	RMJC

Rally: Drivers

T-2	1st	Bill Beeson	2001 XK-8 Coupe	10 pts	RMJC
T-2	3rd	Deanie Kennedy	2010 XKR Coupe	6 pts	RMJC
T-2n	1st	Randy Earley	1960 XK-150 OTS	10 pts	RMJC
T-2n	2nd	Steve Kennedy	2007 XJ8L Sedan	8 pts	RMJC

Rally: Navigators

T-2	1st	Betsy Beeson	2001 XK-8 Coupe	10 pts	RMJC
T-2	3rd	Cyndi Mumm	2010 XKR Coupe	6 pts	RMJC
T-2n	1st	Mimi Earley	1960 XK-150 S OTS	10 pts	RMJC
T-2n	2nd	Howard Mumm	2007 XJ8L Sedan	8 pts	RMJC

Slalom

B	3rd	Randy Earley	1960 XK-150 S OTS	50.313	RMJC
M	1st	Thom Buckley	2011 XF	46.413	JCSC
M	3rd	Keith Winton	2013 SF AWD	46.841	JCSC
R	2nd	Ray Horrall	2014 F-Type Coupe R	45.578	RMJC
SPL	3rd	Nicholas Wilson	1964 E-Type	42.699	RMJC

1989 Jaguar XJS

Part 2. Continued from the February issue of *Through the Windscreen*

Narration in black by Perry Miller / [Narration in blue by Mark Weiner](#). Photos courtesy of Concours Cars.

This second winter in the shop was certainly more challenging as Mark's team were determined to make the car reliable. I had given the instructions "that while you had the mechanics tore apart, if something



looks worn out or nearly worn out, replace it. Better now than a break down in some small town hundreds of miles away". The typical phone call from Mark usually went something like this: "Perry, the car is coming along well...but while we were (insert expected repair), we discovered (insert potential problem) and I just wanted to make sure you understood and we had your approval to go ahead". Of course my answer was always: "I want to have the car a long time, go ahead, I trust your judgment". I know, most people would flinch at such instructions to a

mechanic, but Mark and his crew had really earned my respect and trust.

Finally the call came from Mark. "We want to get the car detailed...but she is put back together and ready for your test drive". I really felt like a kid on Christmas Eve wanting to open just one present before morning. "Mark, I can come down today!...No I want it detailed for you first. OK next Monday if the weather is good". Of course it snowed, so we put the test drive off a week...it snowed again...finally a clear day, and I showed up early. Mark was having lunch next door with another client so I reluctantly walked across the street and joined them.

Finally time to see the car. It shined like it was new as the detailer had airbrushed in the few stone chips and buffed the entire car. Under the hood the engine looked amazing. New ignition and fuel components and everything that was made of British rubber had been replaced, improved and cleaned. Finally ready for the test drive, but still a little chilly to drive with the top down and I wanted to hear Mark's commentary as we drove. I turned the key and the engine immediately jumped to life and it responded to the smallest input from my twitching foot on the accelerator. The exhaust burbled and a low intake growl came from the engine bay. I looked over at Mark, he was wearing a wide smile and a satisfied look, the man obviously enjoys his work. Needless to say the test drive went well. We gained another 10 % or more in performance and achieved better

1989 Jaguar XJS

response from the transmission. The gas efficiency is pretty good for driving at altitude. The car runs a couple of clicks cooler than the gauge indicates as normal and always starts at the first turn of the key. New dampers throughout and the suspension easily handles aggressive curves. Maybe not as crisp as some stiffer riding sports cars, but firm yet comfortable. The cruise control works, the air-conditioning works, and to my Karen's delight; no more oil puddles on the garage floor.

There are a few more items that we may consider in the future. The current tires are nearly new but are more suited for a family sedan and don't meet the performance requirements recommended by Jaguar. Mark's staff was able to locate what may be the last set of original Jaguar aluminum 16 inch basket weave style rims in the U.S. These will give us similar styling and more performance options than the pretty, but heavier chrome plated 15 inch wheels that came with the car. We have had discussions about changing the rear end gearing or changing to a 4 speed automatic, maybe even a 5 speed manual transmission...but with the performance increase we already have achieved I have become comfortable with the original 3 speed automatic. Maybe



tweak the suspension a little more with performance bushings or a change in the anti sway bars, but again I am pleased with the way the car performs now. A few interior cosmetic issues will be addressed in time, the headliner is a little tired and the pilot's seat shows a little wear.

Perry returned the XJS for Phase 2 which started with: Fixing the oil leaks, installing the + Torque Kit from AJ6 Engineering, adjusting the valves and replacing all the 25-year-old under-hood consumables. The oil leaks were caused by leaking valve cover gaskets, leaking cam towers and the external oil supply pipe line to the cylinder heads.

To reseal the valve covers and cam towers requires removal of the intake manifolds. The valve cover gaskets have been significantly updated since the V-12's introduction. Paper gaskets have been replaced by a steel composite. The cam towers are sealed to the cylinder head by an anaerobic sealant.

We removed the intake manifolds and valve covers and discovered the right side camshaft's hardness had failed. We sourced a used camshaft and lifter set from John's Cars in Dallas. It took two tries to get a good camshaft.

At that point things went significantly downhill. To adjust the valves on the V12, the camshaft must be removed. To do that requires detensioning the timing chain. Jaguar has a tensioner holding fixture and a tensioner release tool. Access is obtained through a rubber plug in the timing cover for the release tool. Normally these rubber plugs have fossilized and turned to brick. Perry's wasn't – a clue. We also found numerous bits of loose hardware everywhere we went. A sure sign someone had been here before us.

1989 Jaguar XJS

We discovered the timing chain tensioner rail was broken. To get to it requires removing the timing cover and subsequently the cylinder heads. Most manufacturers' chain tensioners pivot or extend. The V-12 Jaguar's is a plastic rail that bends. After 25 years, it becomes very brittle and doesn't want to bend. I discussed this with



Roger of AJ6 Engineering and he said "it seemed like a good idea at the time."

Perry and I had a conference and I was given the directive to replace the tensioner, replace the head gaskets and anything else that should be done while you are there. We did! We also found several loose head and cam tower nuts and bolts on the engine. From the bottom up we replaced the cylinder head gaskets, checked the heads and valves – all looked good. We replaced the right side camshaft, adjusted the valves (a selective shim procedure which requires removing the camshaft and followers for each adjustment), resealed the cam towers to the cylinder heads, replaced the broken timing chain tensioner and smoke tested



the crankcase for leaks before continuing on. We installed "Speedostat" seals (an aluminum crush ring with an O-ring bonded to the inside) on the external oil pipe line to the cylinder heads. We filled the crankcase with oil and cranked the engine over to ensure we had good lubrication to both cylinder heads and checked the compression before proceeding on. The compression was 155 – 175 in all cylinders; OK to proceed.

The new intake manifold gaskets are one-piece as opposed to the original six per side. We ultrasonically cleaned and flow-tested the injectors. All flowed within 4% after being cleaned. We replaced all of the injector hoses and all under-hood fuel delivery and return hoses. We also replaced the upper and lower injector seals.

At this point, we noticed the radiator showed signs of leakage. We removed the radiator and the radiator support. As per usual, with the XJS, the face of the radiator was at least 30% blocked with road

1989 Jaguar XJS

debris. This is a common occurrence with these cars and causes a lot of “unsolvable” cooling problems.

Perry's radiator core was beyond repair. We had a more modern core installed in his old tanks. Moving forward with the cooling system, we replaced the heater valve (it was missing its mounting bracket and three heater hoses). We replaced the expansion tank, engine coolant filler pipe, bleed, lower radiator and numerous other cooling system hoses. If I remember correctly, there are 27 cooling system hoses!

We noticed the gasket between the inner and outer half of the water pump had failed. We extracted and replaced one broken and one damaged water pump mounting stud. We replaced both thermostats with 180°F units.



We had previously noticed a belt alignment problem. Parts for the “jockey pulley” are no longer available from Jaguar. We sourced a used jockey pulley arm that had the correct alignment, drilled out the pulley shaft and installed a new pulley with a nut and bolt.

We had a previous note about seeping transmission cooler hoses. Again, NLA from Jaguar. We took the originals off and had them rebuilt at a local hydraulic hose shop.

We replaced numerous vacuum and air injection hoses along with the air injection check valve. Both cylinder heads have an external water rail and block-off plates. They had numerous failed gaskets and seals which we replaced.

We replaced the fuel injector harness with an after-market replacement sourced from Zack at Engel Imports. Zack is a wealth of knowledge and a great source of parts for many Jaguars.

The + Torque Kit finally arrives from England. The throttle bodies are increased in size, the intake manifolds are cut open, velocity stacks installed and then the manifolds are welded back together.

The air filter's inlet size is increased at the throttle body. The air filter housings are given an additional air inlet and a velocity stack is installed on the original inlet.



1989 Jaguar XJS



We replaced the usually-failed throttle cross-shaft bushings on both manifold bellcranks. We replaced all of the O-rings for the under-hood A/C plumbing. We discovered and rebuilt a “cooked” wiring harness for the A/C compressor.

We replaced power steering hoses and installed heat-shielding as per original.

We filled it with fluids and fired it up. Sounded great, had good oil pressure and coolant temperature was normal.

Out for its first test drive, we returned very satisfied with the XJS' performance and throttle response. Normally on projects like this, a laundry list is created after the first test drive. The list was short and not engine-related.

Perry came by and we took the XJS up Ute Pass for his first test drive. Judging by his comments and expression on his face, the project was a success.

A lot of hard work, blood, sweat and tears went into Perry's Jaguar. In the end it was all worthwhile!

Respectfully submitted, Mark R. Weiner President, Concours Cars

After having the car back from Mark for several months, the XJS is now exactly what I was searching for. It is safe and reliable. The car is extremely comfortable on longer trips yet very sporty in performance. Although I would not put it in the “super car” class, it performs like a high end 12 cylinder Jaguar should have performed from the factory. It has turned me into a Jaguar fan, and I am looking forward to years of enjoyment.

1989 Jaguar XJS



Additional photos of Perry Miller's 1989 Jaguar XJS taken during his engine overhaul.

Our sincere thanks to Perry Miller for allowing us to highlight the work on his Jaguar and to Mark Weiner for providing access to a huge collection of photos detailing this project and for writing the excellent narration of the work performed by Concours Cars.



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 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:

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George Camp (803) 760-9460

SCJag@Juno.com

West Coast-

Tom Krefetz (760) 758-6100

TKrefetz@Classicshowcase.com

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PRESS RELEASE

NEW XJ8/X308 PARTS CATALOGUE RELEASED



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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2015 Jaguar XF V6 Sport AWD. Ultimate Black Metallic exterior with Charcoal interior. Stock #J59746. 6 cyl Auto. **Call for price.**

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

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2014 Jaguar XJ XJL Portfolio AWD. Caviar Metallic exterior with Ivory/Truffle interior. 6 cyl Auto. Stock #J78601 **\$90,450.00.**

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2014 Jaguar XJ XJL Portfolio AWD. Polaris White exterior with Cashew/Truffle interior. 6 cyl Auto. Stock #J70194. 3,412 miles Carfax one owner. **\$76,989.00.**

2014 Jaguar XF V6 SC AWD. Caviar Metallic exterior with Dove interior. 6 cyl Auto. Stock #22152. *Carfax one owner.* 6,838 miles. **\$44,989.00.**

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

1998 Jaguar XJ Vanden Plas. 8 cyl Auto. Stock #T25545. *Carfax report.* 72,861 miles. **\$12,989.00.**

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

3-30





Jaguar Club of Southern Colorado

Membership Form

Name (as you want it on your name tag)

Regular Membership Fee For 2014 \$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, 2014.
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 16 Dec 13