


JAGWire



May - June
2022

JAGWire is the Official e-Magazine of the Jaguar Club of Florida (JCOF)
"The Funnest Car Club in Florida"
Affiliated with Jaguar Clubs of North America (JCNA)



Meet 'Sir Charles' and 'Miss Kitty,' 1948 & 1947 MK IV Jaguars whose JCOF owners are restoring to their original grace & splendor. Read the first of their series of stories in this issue of JAGWire.





President's Message

President Pavel Vacata

646-265-5594 President@JaguarClubFL.com



About Our Jaguar Car Club

In 1977, a small group of car enthusiasts who shared a love of ownership, operation, and maintenance of the world's most beautiful automobiles founded the Jaguar Club of Florida (JCOF).

From that modest beginning with a handful of participants, JCOF has grown to almost 150 members and co-members, plus a number of 'dual' members who belong to other [Jaguar Clubs of North America \(JCNA\)](#) affiliates.

While Jaguars of all models and vintages are represented in JCOF, some of our members do not yet own one. Even so, JCOF welcomes anyone with an interest in these beautiful automobiles to *JOIN US FOR FUN!*

We encourage family participation, so bring children, grandchildren and friends to our events, such as:

- Our Annual Jaguar Only Concours d'Elegance
- Holiday and other "Just for Fun" parties
- Annual Slalom Competition & Freeloaders Lunch
- Road Rallyes and Fun Drives
- Monthly brunch or dinner meetings
- Other "pop-up" events such as car shows, Cars & Coffee and meetings with other car clubs.

Check out our "Best in North America" website, www.JaguarClubFL.com. Be sure to click the FUN PHOTOS Tab. You probably won't see anyone who's not smiling or laughing!

JCOF is proudly affiliated with [Jaguar Clubs of North America, Inc \(JCNA\)](#). More than 60 Jaguar clubs throughout North America belong to this organization. JCNA strives to provide the widest possible range of services and activities to those with an enthusiasm for Jaguars, both old and new. When you join Jaguar Club of Florida, you automatically become a member of Jaguar Clubs of North America.

So, if you're not already a JCOF member, why wait? Come [JOIN US FOR FUN](#) — we're waiting to welcome you!

Jana Vacatova

Membership@JaguarClubFL.com



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JCOF Officers & Steering Council



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Stay current with our online

Event Calendar

Join Us For Fun!



Carolina Jaguar Club invites all CatDrivers and friends to this JCNA sanctioned Concours d'Elegance and other COOL events, July 21 - 24, 2022, in Little Switzerland, NC. Registration to show closed June 18, but plan to attend and enjoy the cool company anyway.

Contact **Jerry Tester**, tester.xk@gmail.com
CarolinaJaguarClub.com



Saturday, July 30, 11:30 am



JCOF Luncheon Meeting with Spirits at Ashley's Haunted Restaurant, Rockledge, FL

1609 US-1, Rockledge, FL

This is an event you won't want to miss!
Read the intriguing story about this famous restaurant on pages 6-7 in this edition of JAGwire!



**35th Annual
Concours d'Elegance
St Armands Circle
Sarasota, FL**

October 1, 2022



International Jaguar Festival

October 12 - 16, 2022

Dallas, Texas

***Celebrating 100 years Grace, Space & Pace
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To Register please visit JOANT.CLUB/JF

Please Register Quickly



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Stay current with our online

Event Calendar

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November 4 - 6, 2022



Ponte Vedra Auto Show

Sunday, November 13, 2022

400 Nocatee Center Way, Ponte Vedra Beach FL

400 Nocatee Center Way, Ponte Vedra Beach, FL



The Show is open and free to spectators. It features up to 200 classic and collector cars, all vying for the show's awards. Gear up for what will be a great weekend!

Register to Show your Car!



Saturday, October 29, 2022

Lake County Tech Center

13000 Frankies Road

Tavavres, FL

Sizzlin Slalom and

Freeloaders Lunch

Test your driving skills (or lack thereof) by competing in this JCNA Sanctioned Slalom! Earn worthless prizes and dubious fame while enjoying a day of Fun with other CatDrivers! Be sure to stay for the Freeloaders Lunch in the park.

Click Here to register & pay online.



December 2 - 4, 2022

Tampa Bay Golf Course

5300 W Lutz Lake Fern Rd

Lutz, FL 33558

<https://gasparillaconcours.com/>





JCOF July 30 Luncheon with Spirits

at Ashley's Restaurant, Rockledge, FL

by George Cole

Prepare for an out-of-this-world encounter at JCOF's July 30 membership meeting in Florida's most haunted place, [Ashley's Restaurant in Rockledge, FL](#). Ashley's dates back to the 1930s depression era when 'Jack's Tavern' was built on the ashes of the former Rockledge train station. Constructed in post-prohibition 1932, the Tudor-style building was where men of distinction sported top hats and tails, and women were seen in their finest southern-belle gowns. Ashley's architecture, stained-glass windows, fireplaces, and decor give the ambiance of a Medieval English Pub.



However, history has not been kind to some in the past with an Ashley's affiliation. In 1933, nineteen-year-old Ethel Allen frequented 'Jack's'. She was last seen in the tavern prior to her mutilated and burned body being discovered several days later on the banks of the Indian River, three blocks to the east.

Psychics claim visions of Ethel being attacked on the second floor of the tavern, and dying in the ladies' room at the base of the service stairs. Her murder was never solved. Around the same time, a 5-year-old girl was killed by a hit-and-run driver in front of the restaurant. Some say she was autistic, and that night was trying to escape from something evil in the tavern when she ran into the street and was hit by a car. The driver didn't stop and was also never found.

There are stories of a local being killed on the train tracks, just feet from the rear of Ashley's.



As if that's not enough, legends abound of an elderly caretaker who lived on the second floor dying of mysterious circumstances inside the building. Their spirits...and more...are believed to be 'alive and well' in Ashley's.

In many places where multiple spirits reside, it seems they attract others...either transients or ones seeking new 'homes.'

In addition to alcoholic libations available at the bar, it seems Ashley's has an entirely different selection of spirits on tap. With the exception of Miss Allen's murder, none of the other events can be referenced.

Psychics and paranormal investigators have spent countless nights inside Ashley's documenting otherwise-unexplainable phenomena. Their visits have never been uneventful, recording hundreds of images moving throughout the building on different occasions. Multiple photographs have been taken of a young child in a long, white dress, as she moves throughout the building after hours.

Most agree she is the spirit of the little girl killed by the car out front. Dishes and other objects have been observed being moved with no one nearby. Miss Allen is believed to have succumbed to her attacker in the ladies' room. It is reported to be the most haunted place in the restaurant.

Patrons in the ladies room have caught a glimpse of her buttoned shoes in the adjacent stall, and her reflection has been seen in the mirror...but no one else is ever there. As employees close for the night, they frequently hear whispering. Customers and employees alike claim to have felt icy hands on their back while descending the service stairs.



Late at night, TVs and lights flicker on and off by themselves. Cold spots have been recorded moving about the building. The Rockledge Police Station was formerly located across the street from Ashley's. Officers at the station reported hearing blood-curdling screams coming from the building in the middle of the night, but upon investigation, no one was there. Patrons have reported a choking sensation while on the service stairs and in the narrow passageway to the men's restroom. This author's out-of-town cousin visited Ashley's, completely unaware of its dark and gloomy past. Inside the very small ladies' room (which is frequently colder than the rest of the building,) she felt the presence of someone being in there with her. She is sure she heard someone softly whisper her name. Then as she felt several tugs on her long, flowing skirt, she looked around, but no one was there. When she returned to our table, she was shocked to learn of Ashley's purportedly dark past.

There are countless personal experiences, and recorded video and audio evidences to confirm Ashley's paranormal activity.

Practically all of the Ashley's spirits seem friendly...with the exception of one male who is believed to be Ethel's killer. His spirit has been photographed entering the front door and walking throughout the building. Psychics feel his presence radiated negativity and hostility for losing control over Ethel. Fortunately, his spirit has not been felt or recorded there for a long time, so it's possible he has either moved on, or has been forced into peaceful coexistence.

Now for the brighter side... for the past 20-or-so-years, this author has dined at Ashley's countless times and has never experienced any paranormal activity.



Perhaps spirits

are more attracted to some than others. Above all else, their steaks are 'to-die-for' delicious. So, leave your headless-horsemen home, but bring your Cats...especially the black ones...and an open mind...to the 30 July JCOF monthly meeting at Ashley's Restaurant. JCOF President Pavel will provide details of Cat convoys from Winter Garden and Winter Park.

[Ashley's 1609 U.S. Hwy 1, in Rockledge, is approximately 1.6 miles south of King Street, S.R. 520, on the right, between the street and the train tracks.](#)

Did You Know: Jaguar's beginning was somewhat similar to Harley-Davidson's? William Harley and Arthur, William, and Walter Davidson grew up next door to each other in Milwaukee, WI. They teamed up in 1903 to build their first motorcycle, in a backyard shed behind the Davidson house.

The present Jaguar company was founded 4 Sept 1922 in Blackpool, England, as the Swallow Sidecar company. Neighborhood friends William Walmsley and William Lyons began the company building motorcycle sidecars in the Walmsley garage with initial funding from both of their fathers.



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JCNA Social Media Sites Enrich Your Jaguar Experience

We look forward to the 6x-a-year *Jaguar Journal*. Every week you will also find interesting pictures, stories, historical and technical information at Jaguar Clubs of North America's social media sites: [YouTube](#), [Instagram](#) and two Facebook pages ([visible to the public](#), and [members only](#)). If you already have Twitter, Instagram and Facebook accounts, you can just click on the links in this story. YouTube is visible to anyone. If you don't have accounts, this might be the time to give social media a try. And please contribute thoughts, pictures and videos to the pages. The Social Media Committee volunteers are scanning and posting helpful technical information, older brochures and other reference materials; posting current and historical photos and videos; JCNA-affiliated club events; pictures of member cars and other Jaguars from around the internet. The Social Media Committee encourages members to share their own items on the sites. If you have any questions or ideas, contact socialmedia@jcna.com

The photo shows where to find the buttons on every JCNA.com page that take you to the JCNA social media pages.



For those who use the QR code reader on their smart phones, you can turn on the camera and let it focus on the QR image and your camera will ask if you want to open the link to the JCNA social media page. You can access them by clicking on the symbols in the lower left corner of the JCNA website homepage: www.jcna.com



JCNA.com webpage



JCNA Public Facebook page



JCNA Instagram Page



JCNA YouTube channel



JCNA Members (only) Facebook page

Introducing 'Sir Charles' 1948 Jaguar Mark IV DHC and Proud Owners Roger & Patty Crawford Story 'Part 1' by Roger Crawford



Editor's Note: Roger and Patty Crawford live in Tallahassee, FL and belong to both the Jaguar Club of Florida and Jaguar Car Club of North Florida. It's 160 - 250 miles from Tallahassee to either club's events, so you're more likely to see them at the JCOF Concours, The Amelia, Hilton Head Island, or Ponte Vedra Auto Show. Roger is no relation to Ian Crawford (that neither knows of or might admit) but they're good friends from the Crawford Klan of Scotts. Roger and Patty acquired 'Sir Charles' about the time George and Theresa Cole acquired 'Miss Kitty.' Both cars need 'some' (a/k/a 'lots') of work, and both proud couples agreed to share stories and photos with readers of *JAGWire!* This edition features the first article in each series. We hope you enjoy and will send comments to Editor@JaguarClubFL.com.

Many Jaguar Club members know my wife Patty by her nickname of 'Red Line Patty' and her '74 E-Type Series 3 V12 Roadster named 'Audrey.' Patty and Audrey are constantly doing battle with concours judges and JCNA because they don't understand that the water pressure in a 1973 V12 is much greater than in the smaller E-Type 6 cylinder engines and too great for Chenny clamps to hold. Therefore, Chenny clamps are unsafe at high speed and hot temps ...**Red Line Patty KNOWS!**

Patty has 'Audrey' serviced at Glenn's MG by the wonderful/skilled mechanic, James Morris, in St. Pete...even though we live in Tallahassee. While at Glenn's six months ago for a regular service, James tells Patty that he has a client/friend who is now the executor of his deceased brother's estate. The gentleman had moved 3 cars out of a 14 car collection to North Carolina from California prior to the tragic Ventura forest fires. Papers for all 14 cars had perished along with the remaining 11 cars! The man's home ... everything burned!

Shortly after the fire, the owner succumbs to cancer, passes without a will, everything falls into a deep, dark hole. His brother, friend of James, becomes the executor of the estate and the surviving 3 cars are now in storage in a fabulous North Carolina home's climate controlled garage...but all the papers on all 14 cars are burned up in the fire

James knows that Patty loves the fancy concours shows so he "connects the dots" and tells Patty about this one car that could be her ticket to the most exclusive shows.



'Red Line Patty' & 'Audrey'



'Sir Charles' was moved from California to North Carolina just months before the Ventura fire destroyed his former home.



Roger, Patty & Sir Charles

The deceased had a special car that he never took to shows but only drove around his Ventura, California coastal estate that was later to be completely destroyed by the tragic Ventura fire.

He had completely restored this one car and kept it covered in a climate controlled garage. This car was one of the 3 he moved to NC before the Ventura fire and before he died. The surviving 3 cars, now in NC, were for sale.

The prized car was 'Charles'...a 1948 Jaguar MK IV, 3 1/2 litre, LHD (left hand drive), DHC (3-position Drop Head Coupe Cabriolet) ...restored in the mid 80's, but only for his personal use —no shows— and always kept covered in an air-conditioned garage.

All of the papers and history of Charles were destroyed in the Ventura fire, but Patty now has a duplicate California title and a proper Jaguar Heritage Trust Certificate.

Sooooo, James is telling Patty about this car and his friend and he shows her one picture on his phone. Next thing we know, Patty gets the friend's number, calls him right then, makes an "as is" offer to buy the car sight unseen! We go to NC two weeks later to meet 'Charles' for the first time and take him back to James at Glenn's Garage in St. Pete. 'Charles' is now in St. Pete getting the mid 1980's restoration refreshed! *Well, actually much more than that !!!*

Lots had/has to be done as 40 years of sitting around has taken its toll. Parts from across the pond were/are hard to get. Getting correct tires was a nightmare. Repairing two bent spikes on one wheel ...*oh wow!* On and on! Lots of searching, lots of time, lots of!

In 1948, post war, Jaguar only made 374 of these cars in left hand drive and drop head coupe.

The first major challenge was the damage done due to the remains of old and poor fuel throughout the car ...*you've got to be kidding!* It's a gas powered car...everything is about the gas! The gas tank had to be removed and thoroughly cleaned, and it's interior resurfaced ...no new tank for us.

There's lots more to tell so let's call the above story, "How Charles found his way to Patty. Part One."

The second installment will be a detailed account of "refreshing" Charles so he can roll again and so Patty can drive Charles just like she drives Audrey... often and fast!

The third installment will be an account of how 'Charles' and 'Red Line' do at some shows! For openers, I know Patty will have me wearing a chauffeur outfit!

Stay tuned for your next edition of *JAGWire*.

Amigo Roger

Roger S. Crawford

Husband of 'Red Line' Patty



Broken Brake Pedal



New Tailpipes and Mufflers



3.5 Litre engine is not exactly a roaring beast

Sorting 'Miss Kitty'

part 1, with more to come

by George Cole



Patiently Waiting to Go Home

Several months ago, Theresa and I purchased a 1947 Jaguar 3 ½ Litre Mark IV saloon car. An article on [pages 7-8 in the March-April 2022 JAGWire](#) details our

trip to Los Angeles and back to bring 'Miss Kitty' home to Cocoa Beach. This is the first in a series of articles documenting the trials and tribulations of sorting Miss Kitty into a safe and reliable fine British automobile.

Even though Miss Kitty was declared mechanically sound in a pre-purchase inspection, she was crying out for some much-needed TLC. Multiple issues required immediate attention. The first and most obvious issue to address was a missing upper radiator hose. Without the hose, there was no coolant circulating in the engine, so she could only be briefly run, or risk damaging her engine. The exposed engine and radiator cavities were also an invitation to unwanted guests. A borescope inspection did not show anything of concern, but we were still not satisfied. Prior to installing a new hose, a hot, chemical flush would ensure there was no blockage. Five-gallons of Evapo-Rust was cycled through the engine and radiator at a toasty 185-degrees Fahrenheit. Debris was captured in a nylon stocking attached to the bucket return line. Quite a few small particles were removed from the engine, but the radiator was surprisingly clean. After an overnight flush of each, the engine and radiator were rinsed with copious amounts of water. Shy of a complete engine tear down, Miss Kitty's innards were now as clean as they could possibly be. With new hoses and coolant, Miss Kitty was ready to purrrrr...*well, not quite yet!*



Hot Chemical Flush

Tires, tubes, and wheels were also an area of concern. The pre-purchase inspection described the tires as "satisfactory and expected to last for several years," but the inner sidewalls were marked, "Christchurch, NZ, 1-1976." Hmmm! Satisfactory-looking 47-year-old tires on a 75-year-old car. What could possibly go wrong? There's no doubt Miss Kitty or I would ever feel at ease with them at highway speeds...or at any speed for that matter. When inflated to their recommended 30-psi pressure, one blew its valve stem



completely out of the tire. That made it an easy decision...new tubes and tires all around. One wire wheel made the trip home with 3 bent sequential spokes. I straightened and tried to adjust them. No dice. All of the spoke nipples for that wheel were badly rusted. Surprisingly the other 4 wheels were okay. So that became another easy decision...a brand-new wire wheel from MWS International, in England. New tubes and Michelin tires with the factory-original double rivet design all-around from Universal Tire restored Miss Kitty's grip to the road.

In hindsight, the next priority should have been the first...the brakes. Sitting stationary and at driveway speed, Miss Kitty's brakes seemed okay. But appearances can be deceiving. Her first outing on an open road was a 26-mile trip to the Antique Automobile Car Association (AACCA) Winter Nationals show in Melbourne, FL. Miss Kitty accelerated to about 35 mph, and then as a test, the brakes were applied...hard. Heart failure here we come as Miss Kitty attempted an unplanned right turn. We carefully drove the rest of the trip using the brakes as sparingly as possible, and leaving lots of room ahead of us, while continually looking for an escape route in the event one was needed. Thankfully, it wasn't.

Did I mention needing to change shorts?

Back at home, brake inspection began at the pedal. Hidden beneath the carpet was a home window burglar alarm magnet attached to a bracket screwed to the floor, and its adjoining sensor zip-tied to the brake pedal. They were attached to a rat's nest of wires wound around the steering column and behind the dash. One of Miss Kitty's former caretakers had installed that mess to use as a brake light switch. Further investigation revealed the existing brake light switch was still mounted beneath the floor, but was missing its linkage. **(Note to self:**

"Meticulously inspect everything else looking for tractor-mechanic type repairs)." The ancillary wiring and attached devices were removed, and the search began for the correct linkage...a simple spring, which was available with a new switch from Moss Motors. Several days later Miss Kitty's brake light circuitry was restored.

Now to the actual brake functioning...or lack thereof. No need to check the brake fluid...Miss Kitty has none. She has rod-actuated, mechanical brakes. Depressing the brake pedal pulls the rods, which pulls a tapered cone, forcing the brake shoes apart at each wheel. Close inspection revealed significant longitudinal scrapes along the bottom sides of each front wheel inner hub, brake rods, and cone cylinders.

The rods were bent and the left cone assembly was mangled and inoperable. How on Earth could that have happened?



Miss Kitty's First Crossing of the Indian River to the Florida Mainland



Magnetic Alarm Brake Light Switch

Think back to the previous article on [pages 7-8 in the March-April 2022 JAGWire](#) where I mentioned Beverly Hills Car Club wanting to forklift Miss Kitty to turn her around. I watched them do that with a 1920-something Rolls Royce. The operator ran the forks under the front of the car, lifted it up, and pushed-pulled the car around with the front wheels off the ground. (Wish I had taken a picture). I wondered what damage they might be doing by handling cars that way. Now I know. There's no doubt that's how Miss Kitty's brakes were damaged.



Scrapes on Brake Backing Plate, Rod, & Cone

I tore her brakes completely apart and was able to re-round the damaged right brake cone assembly using a hydraulic press, a very large vice, and a half-round file. The brake shoes looked like new, so everything was reassembled and adjusted.

Viola! Miss Kitty's brakes now work better than ever...or more realistically, they're as good as they once were. Hmm! Wasn't that a Toby Keith song from years ago...*I Ain't as Good as I Once Was, but I'm as Good Once as I Ever Was.*

Okay...there's plenty more to come, but we'll save that for later. Until then, keep your mind on your drivin' and your paws on the wheel... Oh no! Not again: *Seven Little Girls sittin' in the backseat, huggin' and a kissin' with Fred*, by Paul Evans, 1959.



Trivia -Trivia - Trivia: 1. When was the Jaguar leaper first designed?
2. What three things did the Swallow Sidecar Company do during WWII?



Roger Wright gives his beloved 1961 Jaguar Mark II to the Coventry Foundation in Columbia, SC, May 28, 2022



Roger Wright at 2021 JCOF Concours d'Elegance

JCOF folks who attended our 34th annual Concours d'Elegance should remember meeting Roger Wright. Actually, Roger is a person who is mighty hard to forget. He was featured in an edition of *Jaguar Journal* after having completed his 8th cross-continental trip in his 1961 MK II -- no air-conditioning, no automatic transmission, etc., etc. — *but, after all, he was only 86 years of age!*



On the 60th anniversary of purchasing this still gorgeous Jaguar, Roger sent it on its final journey to Columbia, SC. There, on the 60th anniversary of its purchase, he gave his beloved Cat to a loving home. It was the weekend of Memorial Day and several JCNA luminaries and a number of members from the North Florida, Georgia and Carolina clubs attended the event.



Dick Maury, NGJC and former JCNA President



Gary Kincel, Coventry Foundation Chairman of the Board



George Camp, Coventry Foundation President



Gary Kincel, Coventry Foundation Chairman and Amos Kunkle Jr., Coventry Foundation Treasurer

Southeast Regional Director and Jaguar Car Club of North Florida (JCCNF) past president, Craig Kerins was the principal organizer, and he shared this story about Roger:

"I first met Roger Wright in Santa Barbara, California at the 2018 International Jaguar Festival. A group of us were searching for a worthy candidate to receive the first annual Coventry Foundation Award to honor the person and the car that represented the loyalty and love of the marque that is admired by all of us.

Word circulated around the show of a old guy who had driven a 1961 Mark II from Rhode Island, by way of Montreal, to the IJF on the West Coast. He had traveled alone, in a beautiful car without air-conditioning, with a long wave AM radio, There was no cruise. No automatic transmission. There wan't even a navigation system. The car had an incorrect fan belt, which squeezed with RPMs greater than 2500 and prevented use of the headlights.



We had found our man!

Roger Wright was then 86 years young, and had purchased this wonderful car in 1962 when it was one year old and had 15,000 miles on the odometer. It was the car's seventh time across the country with Roger behind the wheel. The car was almost entirely original, except for some replacement parts that are part of owning a long term daily driver. Roger had done almost all of the mechanical work himself, and there had been no cosmetic work performed.

Roger was born 88 years ago in Hargate, England and moved to Yorkshire when he was four. At seventeen he left home for a Rolls Royce apprenticeship, something we would now call a Co-Op program. It took six years. He worked four days a week and had college classes 2 nights and one day a week. He left at the end of six years with mechanical and electrical engineering degrees from Derby University, an institution which remains very highly regarded. Roger's specialty was jet engines.

He moved to Canada at 23 years of age and worked for a while with RR, primarily doing paperwork in the world of turbo prop engines. He spent a short time in New York City working for Pan-Am and then returned to the West Coast (Seattle) with Boeing.

That was when Roger bought his first new car, a 1961 Corvair station wagon. It had charm, and perhaps not much else. The light front end came up in heavy snow, and, much worse, you couldn't shift gears when going around a corner.

One wonderful afternoon Roger was motoring through Seattle with the woman who one day would become his wife. She suggested that Roger needed a new car (ed. Note, who wouldn't love this woman). They stopped at a British Car Dealer looking for an MGB. They left with a one year old Jaguar Mark II with 15,000 miles.

Roger bought this car on May 31, 1962. On May 31, 2022 he will turn it over to the Coventry Foundation to one day grace an important museum. He will have owned the car for exactly sixty years! He has driven his beloved Jaguar across the country eight times, as well as a Florida to Maine road trip a couple of years ago. In 130,000 miles the car has never left him stranded.

Roger has belonged to a lot of Jaguar clubs. He started with the Jaguar Club of Seattle, then the Jaguar Club of Southern New England, the Jaguar Club of Southwest Florida. Today he is an active member of the Jaguar Car Club of North Florida. He has participated in rallies, concours, and scenic drives.

Roger Wright is an example of everything that is great about our hobby. He loves automobiles. He loves to work on them and he loves to drive them. He appreciates the history and tradition of the Jaguar marque and he appreciates the new and cutting edge engineering as well. He is not a cut throat competitor, but participates in everything. He is open and friendly and at 88 is still looking for new friends and new adventures. We are very fortunate to have him as a JCCNF member.



Quite likely, there were tears in Roger's eyes as he signed the title to give his trusted and trustworthy Cat to the a friendly new home at the Coventry Foundation.

Craig Kerins

JCNA Southeast Regional Director





COVENTRY FOUNDATION

Become a Patron of the Coventry Foundation with a \$50 donation today

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 with the work that we started.

The foundation is anticipating opening museums, 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.

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 **Coventry Foundation** museums filled with vintage Jaguar® items. The **Coventry Foundation** will accept donations such as Jaguar® cars, Jaguar® parts, Jaguar® tools, Jaguar® books, Jaguar® memorabilia, and financial donations. Financial donations can be made online through the Foundations website, or by check. Become a patron of the foundation for a \$50 or more donation per year.

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

- Provide annual scholarships to students interested in Jaguar® Automotive Restoration.
- Provide tools of the trade to participating students in Jaguar® restoration programs.
- Be a resource for historical information related to the heritage of Jaguar® Automobiles.
- Provide a forum for the exchange of information and ideas for Jaguar® enthusiasts.
- A specialty tool loan program, with specialty tools available for students.
- Promote the hobby and encourage people of all ages to become involved with Jaguars®.



Coventry Foundation Patron Application

Name: _____

Address: _____

Telephone: _____

Email: _____

Jaguars® in your Collection: _____

Tax-Deductible Levels of Patronage:

For Individuals: Bronze \$50 Silver \$250 Gold \$500

Platinum \$1000 other amount \$ _____

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Corporate Patrons please email gkincel64@gmail.com for more info.

Payment Methods: Credit Card • PayPal • Check

Credit card type: Visa • MasterCard • AMEX • Discover

Credit Card # _____

Exp. Date & _____

CVC: _____

Coventry Foundation

7001 St. Andrews Rd. Suite 105 · Columbia, SC 29212

www.coventryfoundation.org

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PRESERVE THE JAGUAR® HERITAGE AND BECOME A PATRON

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 with the work that we started. The foundation is anticipating opening museums, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that Jaguar enthusiasts donate any classic Jaguar® related items they can to help form these new museums.

➔ [Click here to download a Patron form in PDF format with instructions on joining the Foundation](#)

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SNB BARRATT GROUP ACQUIRES HOLDEN VINTAGE AND CLASSIC

Holden Vintage and Classic has been acquired by SNG Barratt Group, the world's largest independent manufacturer and supplier of classic Jaguar parts and accessories.

The new relationship will bring more parts to more people. SNG Barratt is the exclusive distributor for Lucas Classic car parts offering a wide range of multi-marque products which will now be available to Holden's customers. Holden is an established general retailer that will bring a wide range of automotive apparel, parts and accessories to a larger global audience through SNG Barratt.



It will be business as usual in Bromyard for the team at Holden Vintage and Classic, but with more impetus and support. Former owner, Jeremy Holden will now step aside to pursue other ventures outside of the automotive industry. Meanwhile, Charlotte Holden has been appointed General Manager, maintaining a family presence in this long-established business.

For more information on Holden Vintage & Classic, visit www.holden.co.uk

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1/3 Page	\$50	\$300
1/4 Page	\$25	\$150
Bus. Card size	\$20	\$120

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All ads in full color

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Border Format: 0.5" on 4 sides

All ad submissions to JAGWire must be in .jpg for photographs; .png, .eps., .tif, or .gif for copy & illustrations. OR high quality .pdf files.

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JAGWire

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Archives

2021



2020





Jaguar Club of Florida (JCOF)
Membership Application/Renewal for
2022 Calendar Year



**2022 dues for JCOF and JCNA are \$65 per member
 + \$10 per Co-member/Spouse**

If you are a member of another JCNA affiliate club, you can also be a Dual Member in JCOF for just \$25/member + \$10/Co-Member/Spouse + your JCNA # _____

Click the JOIN/RENEW Tab at www.JaguarClubFL.com to pay online (*Highly Recommended*), OR to print & mail with your check to:

**Jana Vacatova , Membership@JaguarClubFL.com
 4269 Lagoon Cove Ln.
 Winter Garden, FL 34787**

Primary Member: _____ New Member
 Renewal
 Primary Member's Email: _____ JCNA # _____
 Primary Member's Address: _____
 City: _____, State: _____ Zip: _____
 Home Phone: _____, Cell Phone: _____

Co-Member/Spouse's Name: _____
 Co-Member/Spouse's Email: _____
 Co-Member/Spouse's Home Phone: _____, Cell Phone: _____

Jaguars Owned:

Year: _____, Model: _____, Color: _____
 Year: _____, Model: _____, Color: _____

How did you learn about "The Funnest Car Club In Florida?" _____

Signature: _____ Date: _____

Print, Sign & Mail

**Click Here to
 Join/Renew
 and Pay Online**

A festive graphic for the 4th of July. The text "Happy 4th of July" is written in a cursive font. "Happy" is in red, "4th of" is in black, and "July" is in blue. The text is surrounded by several stars in red, blue, and grey. The stars are scattered around the text, with some overlapping it.

Happy
4th of
July