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About The Club

Celebrating 38 years!

The Jaguar Club of Florida (JCOF) was founded in 1977 by a small group of enthusiasts who had in common the love of ownership, operation and maintenance of the world's most beautiful automobiles - Jaguars. From that modest start with a handful of participants, JCOF has grown to over 200 active members and spouses. JCOF is proudly affiliated with Jaguar Clubs of North America, Inc. (JCNA), an organization comprised of more than sixty clubs throughout the United States, Mexico, and Canada.

Membership in JCOF automatically includes membership in JCNA, subscriptions to both the award-winning JCOF *JAGWire* newsletter and the JCNA *Jaguar Journal* which are delivered bi-monthly, discounts on parts and service at **Jaguar Orlando**, discount on insurance from **Hagerty Insurance**, deep discounts on **JCNA Shoppe** purchases and **Jaguar Heritage Certificates**, discounts from other commercial suppliers such as **SNG Barratt**, and access to the **JCNA tool loan program**. JCOF members participate in a myriad of events including driving venues such as tours, rallies, and slaloms; monthly dinner meetings, Holiday and Summer Parties, annual Concours d'Elegance, and other 'pop-up' events such as car shows, Cars and Coffee get-togethers, and Breakfasts with other car clubs. We encourage family participation and many members bring children and friends to our events.

In addition to the newsletter, we communicate with members about local news and event information through electronic mail updates and our websites and webpages. After joining JCOF, you will receive your membership card from JCNA and a JCOF name tag after attending your first function. If you have any questions regarding membership, please contact the JCOF Membership Chairman:

Steve Handler
352-751-6760 or stevesc3@gmail.com

You can also call the JCNA hotline at:
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Do you have an interesting story to share? Have you taken a great photo at an event? We invite members to contribute articles, photos, items of interest and technical tips for publication. Share your story today... Contact: JAGWire@RobertDelmar.com

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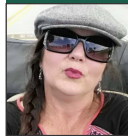
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President's Message



This Presidents message comes in the form of a *PLEA!*

We gained many new members the last several months. Some as a result of a partnership between the Jaguar clubs' and Jaguar dealers' rebate program. Also, some new members purchasing older collector Jaguar models. And even –but far too few-- joining to benefit from many of our club services and fun-filled events.

Having said that, I'd like to ask our members to become more familiar with our club's many services and offerings. Each month we hold a club meeting, usually the 3rd Thursday at one of the local eateries. JCOF also hosts many events throughout the year --rallies, car shows, slaloms, socials, even a marvelous Concours d'Elegance -- just to name a few. Many discounts are available to club members covering all aspects of Jaguar ownership. The club also has a very extensive library and a jaguar forum which is both educational and informative. Don't overlook our Jaguar Club of North America award-winning JAGWire magazine and a bi-weekly newsletter.

Our website (www.CatDriver.Org) and Facebook pages are chock full of articles and club news. We invite all members to share your stories and experiences. Along with our local club membership come all the benefits of Jaguar Club of North America. So I ask all our members to come to an event, submit one of your experiences or join a forum discussion. Find out what *your* club has to offer. Become more active and involved and I promise you'll have a good time and make some new friends. I speak first hand.

Thank you,
Jaguar Club of Florida
Joseph Tarnowski, President

Club Business

Jaguar Club of Florida Minutes and Understandings of July 16th, 2015 Meeting Elephant Bar Restaurant • Orlando FL

Officers Present : Joe Tarnowski (President), Juan Sierra (Vice President), John Falco (Treasurer) Pete Betterman (Secretary).

Members Present: Steve handler, Marina Tornowski, Dan Middleton, Tom Curren, Delilah Davis, Susan and Jeff Busch, Genie Sierra.

The Chairman called the meeting to order at 7:30 PM.

John Falco gave the treasurers report showing a positive balance of \$8,956.38

The club received notes of thanks from the Wheelers and the Michael J. Fox Foundation for our contributions. We also received a certificate from the Jaguar Foundation for our contribution.

Steve Handler gave the membership report. The club membership is 198, however, many of these are people who have joined only to get the new car discount offered to club members by Jaguar. We do not expect most of these to become active, which is a terrible shame in relation to all the activities and fun enjoyed by participating members.

Joe Tarnowski discussed plans for the 2016 Concours. Currently the plans are to go back to Celebration in the March 2016 time frame. However, we will look for a different banquet location in view of the unsuitable location and poor service we experienced at the 2015 banquet.

The annual Summer Splash Party was set for 22 August, 2015 at Tom Curren and Delilah Davis's house:

1715 Sunwood Dr., Longwood, FL. Thanks as always to Tom and Delilah.

The meeting adjourned at 7.50 PM .



FOR SALE

White Premium Luxury loaded XF in excellent condition with no known issues. Owner needed a 7 seater SUV. The Jag is on eBay, 321844995617 asking \$18.5K, but available to JCOF members for \$16.9K. In Orlando, off West Colonial near NOBT.

Editor's Corner

"Dog Days" officially ended August 11! Would someone please notify the weather man?

While temperatures are slowly cooling, JCOF's Events Calendar is warming up nicely. August 22, Summer Splash Party at Tom Curren's home in Longwood was reported to be a 'splashing' success. It was also reported that the splashing came from the beer tub and Marguerite machine, not the swimming pool. On August 29 many of our members "rallied" to St. Augustine's Fountain of Youth Tour and enjoyed a private showing of the Moody Car Museum. Time and space did not allow write ups and photos of those two events in this JAGWire, but look for full reports in the Sep-Oct edition.

President Tarnowski's 'Plea' for more new-member participation in our club events should not fall on deaf ears! If you are among the many who joined just to get a \$1,500 - \$2,500 discount on your new Jaguar, you've only tasted the cherry. The really, really GOOD STUFF is still waiting for you "at the bottom of the bowl." As President Joe reminds everyone, "Along with our local club membership come all the benefits of Jaguar Club of North America. So I ask all our members to come to an event, submit one of your experiences or join a forum discussion. Find out what your club has to offer. Become more active and involved and I promise you'll have a good time and make some new friends." All I can add is a great big AMEN!

Be sure to check out the Events Calendar in JAGWire and your JCOF News Updates. On Set 29, we've been invited to join members of the Jaguar Club of North Florida on a "Fun Run" Rally to Jekyll Island's Shrimp & Grits Festival. Some plan to extend the weekend by continuing on to Charleston for some She Crab Soup. Ummmm, Ummmm, GOOD!

October 17 is -- next only to Pebble Beach and Amelia Island -- probably one of the finest classic car shows in the United States. The park, gardens and streets surrounding Lake Mirror in downtown Lakeland provide a wonderful venue and, best of all, the Lake Mirror Classic is FREE! (www.LakeMirrorClassic.com)

We hope you enjoy this special edition of JAGWire and please do not hesitate to offer criticisms and comments by e-mailing: JAGWire@RobertDelmar.com



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About The Cover

Juan & Genie Sierra's Immaculately Restored 1960 Jaguar XK 150S OTS


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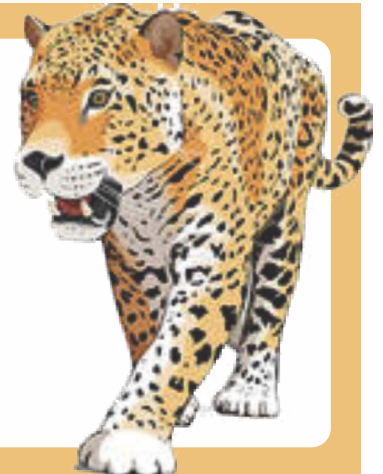


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Event Calendar

Official club activities indicated by *

Saturday, October 10, 2015
British Car Classic Mk XXV11
Green Cove Springs, FL

October 10-11, 2015
North Georgia
Concours d'Elegance
Chattahoochee Country Club
Gainesville, GA
Call: Mike Zavos, (858) 518-5989

Thursday, October 15, 2015, 6:00PM
JCOF Membership Meeting
Elephant Bar Restaurant
Millennia Mall, Across from
Jaguar of Orlando

October 17-19, 2015
Annual 8 Flags Car Show
Fernandina Beach, FL

October 16-18
Lake Mirror Classic Car Show &
Concours
Lakeland, FL
www.LakeMirrorClassic.com

~~Saturday, October 17, 2015
Jaguar Car Club of North Florida
Concours & British Car Show~~

**Cancelled
but watch for
this next year**

Saturday October 24, 2015
All British Field Meet and Autojumble
(To benefit Special Olympics Pinellas)
Safety Harbor, FL
www.tbahc.com

Thursday, November 19, 2015, 6:00PM
JCOF Membership Meeting
Elephant Bar Restaurant
Millennia Mall, Across from
Jaguar of Orlando



JCOF Membership Meetings:
Thursday, October 15, 2015, 6:00PM
Thursday, November 19, 2015, 6:00PM
Elephant Bar Restaurant
4054 Conroy Rd. Orlando, FL • 407-370-6412

Registration forms and additional JCOF events
are listed at www.CatDriver.org
& on facebook at www.facebook.com/JagClub.FI
JCNA events are listed at
www.JCNA.com/calendar/events.php



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JCOF Summer Slalom & Freeloaders Lunch

June 27, 2015

Article and Photos by Robert Delmar

View more photos at www.tinyurl.com/jcof2015SummerSlalom-Lunch



JCOF's Summer Slalom and Freeloaders Lunch were really, REALLY GREAT FUN FOR ALL! Rabeea Al-Mula Hussein Al-Hashimy, Delmar's new mechanic who has just become a U.S. citizen and works for Fields Jaguar of Jacksonville, arrived in his absolutely flawless 2005 XJ sedan.

'Robbie' didn't want to run the Slalom, so we put him to work as the Starter. Other Jaguar Club of North Florida (JCCNF) members, Linda Fisher Tallon and husband, Hans, also participated. Linda earned 2nd place in our Summer Slalom "R" Class, which JCNA recently established for F-Types. JCOF's newest member and president of the Rolls Royce Club of Florida, Simon White, took first place in the new "R" Class in his first Jaguar, a new 550 hp F-Type coupe.

Part of the fun of Slaloming is setting up the exacting course with pylons and the oh-so-tricky and verrrry temper mental lazers. Tom Wright II, Slalom Master for JCOF and JCNA, called upon everyone to help. He then competed in his beautiful XK150 -S roadster.

Two favorite Non-Jag competitors were Tom Wright III's newly acquired, but yet to be restored, Jensen and Danny and Dianna Bogdany's Corvette. Danny and Dianna actually competed against one another with Danny taking only a very slight lead. That's o.k. 'cause Dianna is much better looking.

The real show stopper and overall winner was Ian Crawford's "Green Rocket" – a British Racing Green XKE, stripped to weigh just 2,400 lbs. and winner of 2014 JCNA 1st & 2nd place Slalom awards However, it really takes balls to keep it dry when it rains.





Class Winners in the Slalom were:

Class B	1st Place	Tom Wright	Jaguar	XK150S	1958	49.371SE09-47366
Class F	1st Place	John Falco	Jaguar	XJ	2013	51.208SE09-33036
Class R	1st Place	Simon White	Jaguar	F Type	2015	47.489 SE09-57287
Class R	2nd Place	Linda Tailon	Jaguar	F Type	2014	56.589 SE
Class Z	1st Place	Thomas Wright III	Jensen	Interceptor	1972	49.09 SE09-
Class Z	2nd Place	Danny Bogdany	Corvette	Red	1993	49.301SE09-51114
Class Z	3rd Place	Diana Bogdany	Corvette	Red	1993	49.917SE09 51114
Class Z	4th Place	Juan Sierra	Lexus	LS 430	1996	57.334SE09-48478
Class H	1st Place	Ian Crawford	Jaguar	E-Type	1971	42.42 SE09-34422



Following this successful Summer Slalom, Ian and Hazel Crawford invited everyone to what was called a ‘Freeloaders Lunch’ at their beautiful lake house. This was a major event in itself with enough food to feed a small army. Lined space in this edition of JAGWire does not allow for a full report, but look forward to learning more in the Oct-Nov edition. Meanwhile, check out the photos –especially those of the Crawfords’ cars and garages by clicking here: www.tinyurl.com/jcofSummerSlalom2015



Hi All,

We have had incredible new member activity of the last 2 months as you can see from the list below. Again let me remind you that if anyone is interested in Jaguars they may join our club. Just give them my contact information as it appears below or cutout the application on the back page and give it to the prospect.

At this point I would like to welcome the following new members (thru Aug. 26th) If I missed you please contact me at stevesc3@gmail.com and I'll make things right.

We look forward to meeting everyone at our next function. See you there!!!

Steve Handler, JCOF Membership Chair



**W
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New Members

Name(s)	City	Jaguar(s)
Yuri Gomez	Orlando	2015 Jaguar XJL Black
Jajiv Patel	Longwood	2015 XJL Silver
Rita Huber	Lowndes	Winter Park 2015 XJL Italian Racing Red
Alan Schneider	Windermere	2016 F Type R Italian Red
Thomas & Karrie Houlton	Ormond beach	2007 XK Black
Toni Ann Russell	Tallahassee	2015 XF White
Craig Hurst	Clermont	
Mark Vergasaw	Sanford	2015 XF White
Lorroe Flanders	The Villages	2015 XJL
Beth Scarcella	Winter Park	2015 F type Firesand Orange
Fernando Gomez, MD	Orlando	2015 XF
Konda Bajaurishnan	Kissimmee	015 XJL
Anthony Balsam	Lake Mary	2015 F type
Mark Sperling	Orlando	2015 XF Sport
Angel Junquesa	Coral Gables	2016 Ftype Glacier White
Robert Schmidt	Lake Mary	2015 XJ Sport
Leelakrishna Nallamshetty	Tampa	2014 XJL Black, 2015 XJL White
William & Geraldine Bateman	Orlando	2015 Sport XF
Llandel Malave	Orlando	2012 XJL White, 2016 F type Black
Edwin Nassiff	Orlando	2015 XF Grey
Michael Shipman	Champions Gate	2015 XJ
Denny Hanson	Orlando	1966 E-Type Blue
Janice & John Daly	Sorrento	2004 XJ8 Blue
Clark Gorges	Orlando	2016 F-Type
Amy & Christan Demarco	Longwood	2015 XF, 2011 XF, 2010 XKR Coupe, 2012 XKR Coupe
Larry Washington	Orlando	2000 VDP, 2013 XJL
Rudolph Estrada	Clermont	2015 XF 2.0 Cavier/Barley
Ann & Timothy George	Mahwah	2016 F Type R Convertible , Ammonite Grey
Lisette Acosta	Kenansville	2015 XF 2.0
Randy Vera	Kissimmee	2015 XJ Ebony
Bertica & Brian Morris	Orlando	2013 XJ
William Jagers Jr.	Orlando	2015 F type R Coupe
Ruban Pagan	Orlando	2016 F Coupe S
John Manzella	Orlando	2016 F Type Conv R
Gloria Lozano	Oviedo	2015 XF White
Alexander Ramirez	Tallahassee	2015 XF Black
Carlos Burruezo	Orlando	2016 F Type White, 2013 XJ White
Joel Rios	Apopka	2016 F Type R Coupe
Gary Boyer	Polk City	2015 XJL
James Joseph Riola	Oviedo	2016 F type R AWD
Evelyn Dufner	Dunedin	
Jerry Harvey	Orlando	2016 F Type R Coupe Black
Carlos Mendoza	Orlando	2015 XF
Charlotte & Kevin Booth	Davenport	2015 XF White , 2013 XF Black
Tom & Mei Wright III	Orange City	
John & Lynette Sutton	Kissimmee	1936 SS100 Old English White
Mark A. Coolbaugh & Janice C. Garavano	Maitland	1965 MK2 3.4L Golden Sand
Tom Curren Via		
Mr. Angus C. Russell & Ms. Nadine Mercier	Ormond Beach	1955 XK140 Black/Biscuit, 1961 EType Coupe Gunmetal Grey/Red, 2004 XKR Conv. Midnight/Ivory

History and Restoration of a 1960 Jaguar XK 150S OTS

by Juan F. Sierra

All cars have a birth date. Usually in the US this is designated by the sticker or plate which the manufacturer provides and it is attached to the car, or the date the dealer sold it as new which is recorded by the Department of Motor Vehicles (DMV) of the state in which the vehicle was first sold.

This is the story of an old Jaguar which I have owned for 40 years and I always thought of it as a 1960 model since that is the date that it was first sold in California as a new automobile. These old cars did not have stickers or plates designating the day of their birth or assembly, so for a non connoisseur such as I was 40 years ago, I just took the DMV registration date as its birth date. However, in the last 3 years, I have learned many new things about this Jaguar that somehow escaped me for the first 37 years.

I always thought of my old Jaguar as just that, a reasonably nicely kept old car. I knew that I was the third owner of the car. The previous owner's name was Bill Beckett. He and I worked together. Bill also had a very nice white Mark IX and this OTS 150S. He was retiring and felt he could not afford 2 Jaguars on retirement pay and offered to sell me the OTS (he said he needed to keep the big car for the family). Bill sold me the car for \$2,500.00, which was a pretty fair sum for a car back in 1974, especially an old car with 57,000 miles that burned some oil.

Bill pointed to the S on the side of the door, and told me that S made the car pretty rare. He also said to never part with it; it will be a big piggy bank. Well, with the advantage of hindsight, I believe that after all these years it actually turned out more like a money pit. To the car's credit, glued to the leather over the glove box were 3 stickers. One of them was a silver plate which stated that the car had won second place in a 1966 Concours d'Elegance in California. The sticker remained there for many years and regrettably was lost before shipping to Muncie, all that remains are pictures of where it was once displayed.

Specifically, this is the story of Jaguar OTS XK 150S Chassis number T 831654 DN, Body number F16668, with Engine number VS 1660-9, with Gearbox number JLS 42434 JS. In addition, Heritage Certificate number 2684 provides additional information that tells us that this particular automobile left the Jaguar factory in Coventry England with the color of the paint (Costwold Blue), the Trim (Red) and the Hood (French Grey). The car today has been totally restored in its original color combination and with all the numbers matching. The book *Jaguar XK 1401150 In Detail* by Anders Ditlev Clausager tells us that



FIG. 1: Spring of 1977
Juan, Genie and children headed for an outing in the California mountains at a time before child seats were required.

there were a total of 9396 XKs 150 made from March 1957 through May 1961, of these a total of 2267 XK 150 OTS were made (pages 228-230). It also shows that with this particular color combination only fourteen XK 150 OTS ever left the factory at Coventry, this fact alone makes this car pretty rare. We further know from the book *Original Jaguar XK* by Philip Porter (page 375) that about 39% of all OTS XK 150s ended up with an S denomination. So if we apply that percentage to the fourteen XK 150s OTS that carried that color combination we see that perhaps as little as five or six XK 150s ever left Coventry with the S denomination and the color combination. As such there is a good probability that this automobile may be the only surviving Jaguar XK 150S OTS with all matching Heritage Certificate numbers and this color combination.

The Heritage Certificate also tells us that this car was built or placed on the factory line on October 31, 1958 and it left Coventry on November 24, 1958. The book by Philip Porter also tells us that this particular number 831654 was the last XK 150 to carry an October 1958 date. At that time all Jaguars entered the USA or were sold through New York. The car eventually made its way to San Francisco, California where the dealer sold it as new in 1960 (I believe April).

When I purchased this automobile I was not purchasing an heirloom or any such thing. I was young and I was just purchasing a sports car I liked, at a price I could afford (more or less). The car was smoking on the left side and needed a valve job. Mind you that the car only had 57,000 original miles then, and was reasonably well kept, garaged, etc. In the past 40 years, I have only added 13,000 miles to the car. The car sat with a cover inside a garage all the time. As I look back, this became my first involvement in rebuilding and restoring the car, a quest that would last four decades to the present. This effort culminated with a frame-

off ground-up total restoration that lasted almost 3 years. My first paint restoration came in the fall of 1976 when the car was completely stripped to bare metal and given 20 coats of acrylic lacquer paint in original Costwold Blue. It was truly magnificent for its time. (See Fig 1.)

In 1980, a total engine overhaul and rebuilt was done with new pistons, rings, radiator core, rebuilt carburetors, etc. It was at this point that Genie (my wife) suggested that I should donate the car, (not sell mind you, she knew I would not sell). When I asked her why I should donate the car, she simply replied that donation seemed to be the only way to keep me from spending more money on the car.

In the last 33 years, life took us to live in places like Mexico and the Philippines and the car was stored for many years in my brother's garage and eventually in my mother's garage. The car was a San Francisco-San Jose California Bay Area car all its life, and as such it was totally free of rust (except for the battery boxes). I was hesitant to bring the car to Florida and our tough weather. Well, I finally decided to have the car undergo a total ground up restoration and then have it move to a nice garage with central air conditioning here at home in Florida.

However, I must really be honest and tell all who read this story that in all my years of constant repairs and dealing with specialized mechanical shops that work on these old cars, nothing prepared me for the onslaught of bills and invoices that occurred over the 2 year 10 months of this total restoration. In the end, the question is: was it worth it? I suppose that it depends mostly on one's finances and point of view. For me it definitely was worth it, but it is not something I would recommend for anyone with a weak heart, or a tight budget. For me, I did not restore the car with the intention of flipping it or selling it. That is why I say it is not for the weak of heart. You need, lots of patience, and humor, as undoubtedly Murphy is always lurking around and something will go wrong and/or unplanned. It is at this point that you need to have a good sense of humor and patience.

Today is very different from 1977 when finding parts for this car was a literal ordeal, today there are many places that specialize in having or procuring parts for these cars. Even then it still requires many hours to be spent on the web and on the phone to find the parts and have them shipped. An example was the gas tank. I chose a new aluminum gas tank and had it shipped to the restorer, only to find out that the goose neck for the fuel line was close but not right. When we called the supplier we found out he had six other tanks on hand and everyone was equally wrong. The supplier had to contact the manufacturer in England and have the entire inventory re-done with the correct specs. These delays even when they turn out to be not expensive still require a little humor and patience.

Since I chose a restoration shop in Muncie Indiana, this meant frequent trips, some in winter with snow on the

ground and temperatures in the low single digits. For folks adjusted to Florida weather this can be a shock. (See Fig 2.)

The restoration process began with my shipping the car from San Jose California to Muncie, Indiana in May 2012. (Fig. 3)

Upon arrival and inspection, items easily visible to the restorer and other issues that were known to me were written up into a job list; this list ended up about 4 pages long. Once dismantling began this list and the process was eventually abandoned in favor of a simpler list. The new list consisted of taking the whole car apart, and fixing anything that is determined wrong or in need of replacement. This made life easier but it also took the cost estimate out the window. It became "just open up the checkbook and be happy."

The Restoration Process

I think that at this point in the story, I need to state that this car has never been in an accident and as such all body parts, bonnet, doors, fenders, all chromes such as bumpers, etc., are original to the car as it left the factory in Coventry, England.

Step 1. Disassembly

As stated above, the process begins with dismantling the entire car back to its original components. The interior was totally removed as were all mechanical parts. (See Fig. 4, 5, 6) I was asked if I wanted to powder coat the chassis and I chose not to do it, as the original cars did not come with powder coated chassis. However, being concerned with Florida weather they did give it a coat of some black paint that is supposed to prevent corrosion. Every chrome part in the car was sent to a plating shop for re-plating.

Step 2. Paint Stripping and Body Work

The entire car was stripped down to bare metal with all items such as bonnet, fenders, doors, gas cap lid, boot lid, etc., removed and stripped. All car body items were then straighten and repaired as deemed necessary. This was probably one of the most time-consuming steps in the restoration process, as all removable surfaces (bonnet, doors, etc.) were installed, removed, re-installed and checked for proper alignment many times; the bumpers and grill were matched to the bonnet. These were assembled and disassembled many times; the body was painted with flat black and then sanded with specialized sanders that would help determine whether there were any imperfections in the

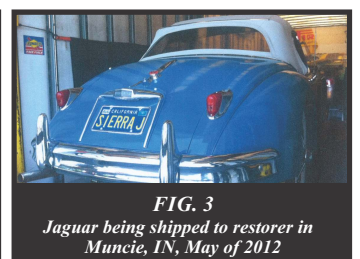
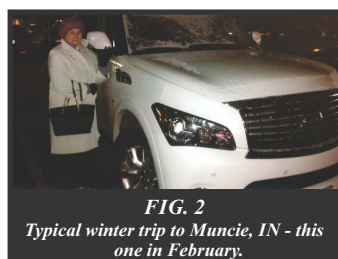




FIG. 4

Dismantling is the first step in the restoration process. Here we can see the beginning of the removal of the interior trim. Note the glove box cover as the spot can be seen where a silver plate stood for many years. The plate stated second place winner in 1966 of a Concours in California. Regrettably it was lost.

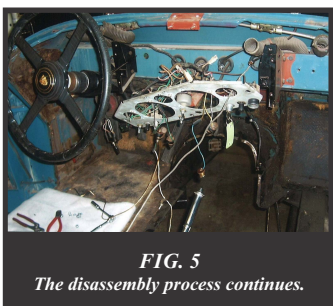


FIG. 5

The disassembly process continues.

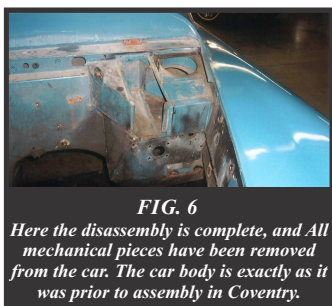


FIG. 6

Here the disassembly is complete, and All mechanical pieces have been removed from the car. The car body is exactly as it was prior to assembly in Coventry.

surfaces. In other words, if there was a cavity the black paint would remain; likewise, if there was a shiny spot it meant a high spot and it meant more body work repair was needed. This entire process was repeated 5 times until every piece, doors, bonnet, boot lid, front and rear bumpers, front grill, fenders, etc., were determined to be in perfect alignment. The point of this rather laborious exercise is that once the car gets painted, everything will go back in perfect position and no further body work is required. (See Fig. 7, 8, 9, 10,11)

Step 3. Painting

The painting process is a critical piece as it is what

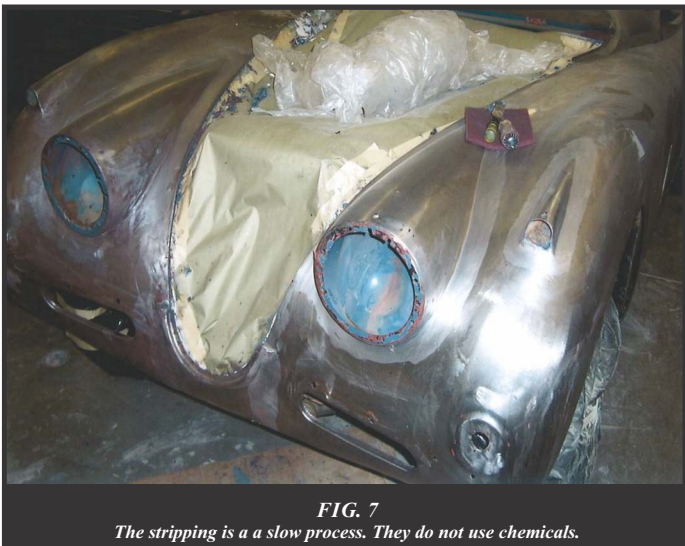


FIG. 7

The stripping is a slow process. They do not use chemicals.

everyone sees. I was impressed with the level of professionalism and dedication with which the lead painter approached this job. Muncie has all the modern conveniences of good painting companies; namely paint booth, temperature and humidity controlled, ability to handle car bodies that have no wheels, etc. The paint is applied and the clear coats added with sanding in between. The entire engine compartment was "beautified"; I believe that was the expression the restorer (Muncie-Imports and Classics) used. It basically means the engine area, chassis, including all mechanical pieces in the front end were stripped (originally in Step 2), then painted in either black or blue depending on the position within the engine compartment. All sections that were originally taken apart such as bonnet, doors, fuel lid, fenders, boot lid, etc., were painted separately (See Fig. 12, 13)

Step 4. Engine and Transmission Work

The rebuilding of the engine including the valves was done simultaneously with the stripping and painting. Once the engine was dismantled, I agreed that the engine block and cylinder head with valves be shipped to McGunegill Engine Performance (see mcgunegillengines.com), they are based right there in Muncie, IN. McGunegill is a company that specializes in high performance engines; they build Indy and Nascar high performance engines and work with incredibly tight tolerances. McGunegill bored, installed new piston liners using modern high performance materials, afterwards they bore them to the original Jaguar 150S specs. (See Fig. 14). They also performed a valve job and installed valve guides with new materials. Once this work was performed, the engine block and cylinder head were shipped back to Muncie-Imports where the engine was assembled. A rear main seal was also added to the end of the crankshaft. (See Fig. 15, 16)

The transmission was dismantled and it showed virtually no wear. (See Fig. 17). It was cleaned and reassembled with new gaskets. The rear end was also dismantled and it also showed no wear; it was reassembled



FIG. 8

The coat of flat black is applied and sanded to find out where all defects



FIG. 9

The process is repeated over and over.

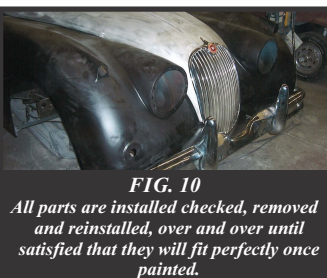


FIG. 10

All parts are installed checked, removed and reinstalled, over and over until satisfied that they will fit perfectly once painted.

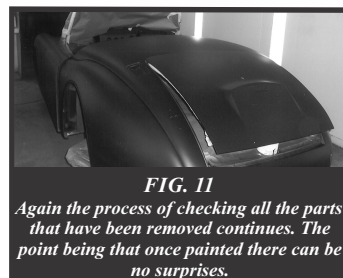


FIG. 11

Again the process of checking all the parts that have been removed continues. The point being that once painted there can be no surprises.

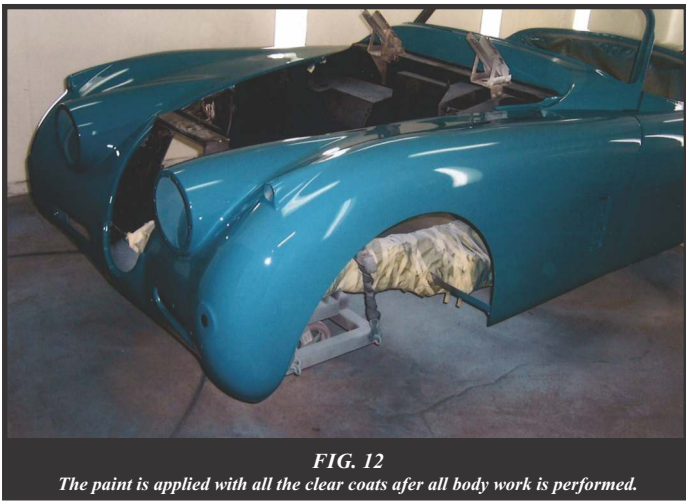


FIG. 12

The paint is applied with all the clear coats after all body work is performed.

and new fluids added. At this point, I also decided to go along with the restoration manager's advice and use Evans Cooling instead of anti-freeze. Evans cooling is a new product being used in Indy cars and more and more in the NASCAR's racers. It has a boiling temperature of 375 degrees. I believe that I made the right choice in coolants, I have had the engine idle during a recent photo shoot and the engine temperature was perfect.

Step 5. Assembly

Many of the disassembled parts go back together at this point just ahead of the mechanical work, for example the new battery boxes, the car doors, the new gas tank painted black, etc.

The mechanical assembly part is the most difficult and tedious work of all. Remember that this work is performed while the car is already painted, a scratch would send it back to the paint shop. During this facet, the new wiring harness goes on first. It is tested along with the new breaker box and the rest of the electrical system. (See Fig. 18). Little by little the lights (tail, front) are installed and tested. The front end assembly with all new parts, new rotors, break assembly and rack and pinion steering system is installed. (See Fig. 19), all the electrical wires, cables that go through the fire wall are installed. The engine is coupled to the transmission as they must be installed as a package unit. (See Fig. 20). At



FIG. 14

The engine block upon its return from McGunegill.

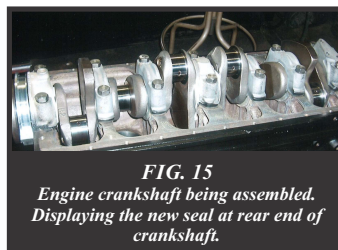


FIG. 15

Engine crankshaft being assembled. Displaying the new seal at rear end of crankshaft.



FIG. 16

Engine cylinder head painted pumpkin gold.



FIG. 17

Transmission gears being checked showed no wear.

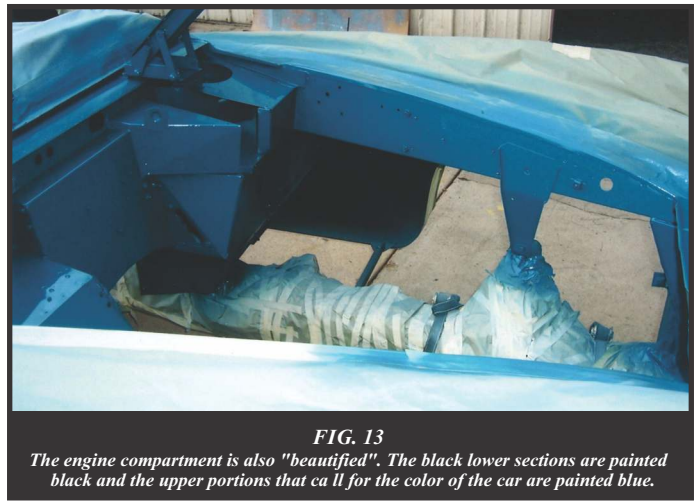


FIG. 13

The engine compartment is also "beautified". The black lower sections are painted black and the upper portions that call for the color of the car are painted blue.

this time, the rear end with new leaf springs were installed; along with the shocks.

In short, the assembly work alone is measured in many hundreds of man hours; that often cannot be performed simultaneously by several people but continuously by a true professional. (See Fig. 21). Again, once the large items are installed there is a myriad of smaller items to be installed and checked.

Step 6. The Trim Shop

There are only so many things that the Trim shop can do until they get the car into their shop. The Trim shop has been making the parts that make up items such as the dash and the seats themselves.

The hardware, namely the metal frame for the Hood and the frame for seats had been removed, blasted and a new powder coat of paint had been added. This work was done by the paint department. However, it is when they receive the body of the car that their work really commences. In this car we added KOOLMAT to the floor (under the red carpets) and firewall area to keep the cabin cooler. The rest of the car has DYNAMAT behind every covered surface which is for sound protection (noise abatement) (See Fig. 22). As a side note, I was asked if I wanted Kevlar installed, and I said no.

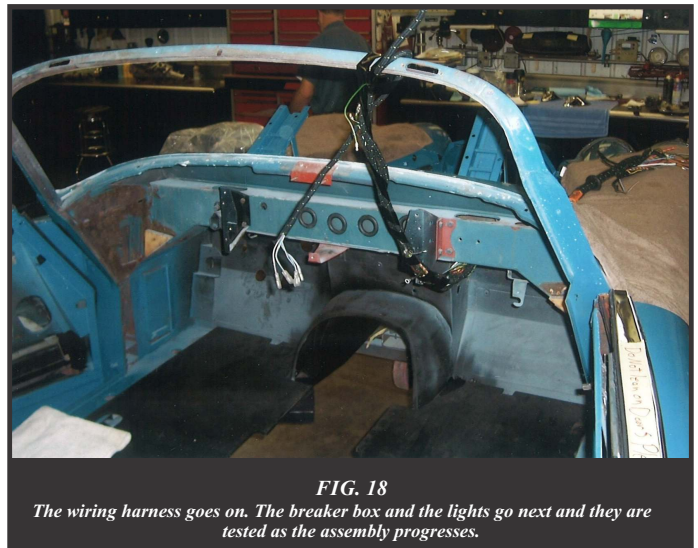


FIG. 18

The wiring harness goes on. The breaker box and the lights go next and they are tested as the assembly progresses.

One of the last steps in the Trim shop involved installing a new Hood which I had purchased from Bill Bassett. Once installed this hood did not look right. The flap that goes over the snaps on the rear sides did not lie down smoothly (perhaps because it had been made a year and a half earlier). At any rate, after another trip to Muncie to check this out, I decided to spend the extra money and have a whole new Hood made, this time by Gary, the Trim expert at Muncie (OSJI). This Hood came out perfectly. The Hood in this car is French Grey and the color is so rare that it is just not stocked and required a special order. (See Fig. 23, 24, 25).

Step 7. Summary and Final Thoughts.

The last step involves road testing to make sure that all equipment works as expected. This is an important step for the restorer as they use the road testing to make any last minute mechanical adjustment, such as carburetors before delivery. They also use this opportunity to do a last minute polish and overall check of the car.

My last trip to Muncie in February 2015 was in the middle of winter and they had just had a snow storm. For them, road testing the car proved difficult. They were justifiably concerned about taking the car on the road as all the roads were full of salt at that time. They wanted to put the first 500 miles on it. The Chief Mechanic wanted more time to check out the car and drive it under better conditions. However, I found myself wanting to bring the car home to enter it in our Jaguar Club of Florida Concours d'Elegance in March 2015. The car was shipped with only 160 miles on the engine and new odometer.

Before I end this article, it is fitting that I give thanks to many people who helped me along the way to complete the restoration project covered in this article. I specifically want to thank my beautiful wife of 47 years for being supportive over the many years I have dealt with this old Jaguar. We have owned many cars over the years; some new some not so new, yet this Jaguar always slept in the garage even when this meant another one of our cars had to stay



FIG. 23
The interior of the car shows the progress as the upholstery continues to go on.



FIG. 24:
The interior as it gets ever closer to completion.

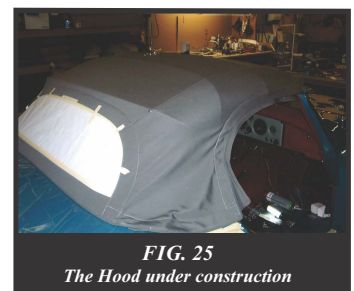


FIG. 25
The Hood under construction

outside. But as I stated previously, this total restoration called for a new level of support and understanding than anything previously encountered. This included many trips to Muncie in less than wonderful weather or travel conditions. Genie's support and encouragement is even more noteworthy considering that she does not drive a manual shift and cannot drive this Jaguar. I think the restored car now presents a new opportunity.

This history and story of my car, Jaguar OTS XK 150S Chassis number T831654 DN, is only offered as a record that while all cars have a birth date and regrettably some have ignominious endings, yet a few end up in good homes pampered and cared for. For us Jaguar lovers, I believe the happiest ending is to see a Jaguar that is well cared for and enjoyed.

Juan F. Sierra

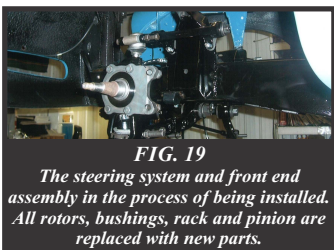


FIG. 19
The steering system and front end assembly in the process of being installed. All rotors, bushings, rack and pinion are replaced with new parts.



FIG. 20
The engine, clutch are coupled with the transmission and then installed in the car as one piece.



FIG. 21
As the mechanical parts come together, there are a myriad of items that need to be assembled, this is a very time consuming task performed only by the highest skilled mechanic.

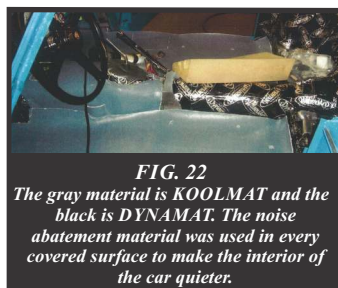














FIG. 22
The gray material is KOOLMAT and the black is DYNAMAT. The noise abatement material was used in every covered only surface to make the interior of the car quieter.



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JCNA Association General Meeting (AGM)

Reported by Tom Wright

Jaguar Clubs of North America held its Annual General Meeting (AGM) in Philadelphia PA on March 20 and 21, 2015. The AGM is composed of a series of business meetings conducted for the purpose of making policy and financial decisions governing JCNA for 2015 and following years. The Board of Directors (BOD) met on Friday the 20th starting at 8:00 AM to review each item proposed to be on the agenda for the General Meeting held the next day. Some agenda matters are the sole responsibility of the BOD and are decided that day. The BOD is able to spend more time discussing individual agenda items in depth than would be possible at the General Meeting with its much larger group.

Important decisions made at the 2015 AGM on Saturday March 21, 2015 include:

- A new Southwest Florida Jaguar Club was approved. (Phil Mannino has joined this Club and will be a great help to them in their organizational phase.)
- The Concours Rules Committee had proposed Rule changes on the agenda at the 2014 AGM, but decisions were deferred until 2015 so that the proposals could be reviewed by a newly created Concours Committee. Changes approved by the General Membership for 2015 include:
 - Consolidation of some Concours Classes reduced the total number of Classes.
 - All Concours Judges must be certified.
 - Judging teams for operational systems need only one certified Judge who may be assisted by one or more non-certified apprentice Judges.
 - JCNA is a not for profit corporation. It is in good financial condition and has been able to build up its reserve fund. This surplus is attributable to good financial management and expanded membership.
 - The newly revised JCNA website was discussed and its implementation was authorized. (Some months later it is still a work in progress, but it holds promise to be a big improvement.)
 - Beginning in 2016 the JCNA Challenge Championship will be re-named the International Jaguar Festival (subject to approval of JLR) and will be held every year.

Complete information on actions taken at the 2015 AGM including Concours Rules changes can be found on the JCNA.com website (www.tinyurl.com/2015jcnaMarchNewsletter).

There was a late March snowstorm in Philadelphia and Liza saw snow falling for the third time in her life.

JCNA MONTE CARLO RALLY CHAMPIONS

June 21, 2014

View "Phantastic Photos" at
<http://www.tinyurl.com/jcofRheinlanderRally2014>

Article by John Falco

With me in the driver's seat and my wife and co-member Janice as navigator, we managed to win the highest North American score in the JCNA 2014 Monte Carlo Rally! Just 15 penalty point deductions! How did we manage this you may ask of a couple who have been married 38 years and never seem to agree on much of anything? -- With the exception of how much we love our cars, each other, our children and our grandchild, Kingston.

To make a long story short it was just a matter of me keeping my mouth shut and listening to Janice tell me to stay at the speed limit, turn when told to turn, hold off and wait until told to proceed through the timing gates. It was quite hard for me, to tell the truth, but in the end we prevailed victorious! It is amazing what a little team work, and listening, and not questioning can accomplish.

A hint to all future participants in this event: It is all about time, not how fast you get to the next check point.

During my very first rally competition at the Championship Challenge, September 2005, in Georgia they had to send out a search party to find me and my brother, Rocco. We got so lost on the back Georgia roads, we were the last to show up for the lunch at the finish. So, there is always hope! Never get discouraged and keep participating in Jaguar Club of Florida "never-a-dull-moment" events.



Editor's note: JCOF's "Rheinlander Rally" was sanctioned by JCNA as a "Monte Carlo" competition. This was one of the most fun and viciously competitive events of the year. Check out the article on pages 7-9 in the Jul-Aug 2014 edition of JAGWire newsletter which is available on the internet at <http://www.tinyurl.com/2014JAGWire4Jul-Aug>



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