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About The Club

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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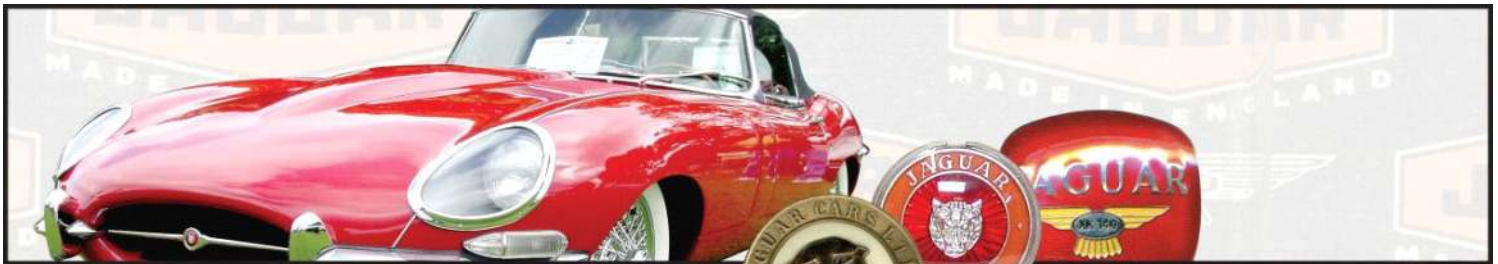
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President's Message

**OK Jaguar Club of Florida, are we having FUN yet?
YES! Great weather, fun events, great CATS
and wonderful fellowship!**

Not long before writing this message we had just held JCOF's JCNA Sanctioned Summer Slalom in Tavares. What a terrific day it was! Look for Ian Crawford's article here in this edition of JAGWire and learn. I can tell you that the Slalom challenged my driving skills. It was highly competitive and a real blast!

Out of five runs, I either spun-out or ran off course at least twice. Those runs didn't count, but I believe those two runs were the most fun! Thanks to all who helped Tom Wright III, our Slalom Chairperson, plan and set up this event. If you couldn't attend we hope to see you at the next Slalom, generally held in the winter in concert w/our sister club, Jaguar Car Club of North Florida (JCCNF), in Jacksonville.

DID I MENTION WE ARE HAVING FUN?!

Coming up in August is our JCOF 'Summer Splash' Pool Party at Delilah Davis' home in Longwood. There will be lots of food, drink and more FUN there too! Speaking of FUN, don't forget that Jay Hixson, our JCOF and JCNA Rally Master, is planning a Mid-to-Late Summer JCNA Sanctioned Road Rally for us. He's not giving any hints, so attend our meetings and stay tuned to Will Hoehndorf's e-mail updates for more on this and other FUN stuff to do w/our CATS. The Rallies are way FUN! Yes, I said "way."

Continued special thanks to all 2017 JCOF officers, committee chairs and members (you know who you are), and to all of our loyal sponsors for the enthusiasm, direction, and dedication committed to making this fine group FUN!

Please come to our next brunch meeting at La Madeleine Café 4175 Millennia Mall Blvd, Orlando on July 15, then plan to attend the Summer Splash at Delilah's, August 12. Get caught up on what's up w/ the JCOF family and join in the spirited banter during our new segment "**What I Broke or Repaired on my Jaguar this Month!**"

Speaking of meetings, we have blended week-end brunches and lunches and week-day evening meetings. It seems to be working nicely, There will be varying meeting venues coming in the near future.

Finally, thanks to Robert Delmar as editor and photographer of this fine rag. Also to authors of other interesting articles in JAGWire. Delmar is always in need of articles and photos which might be of interest to JAGWire readers, so don't hesitate to submit your contribution to JAGWire@RobertDelmar.com.

See you at the next event!!!

Danny Bogdany

President, Jaguar Club of Florida (JCOF)

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About The Cover

Ian Crawford's XKE Green Rocket is the JCOF and JCNA #1 Slalom car in North America.

Be sure to read the Summer Slalom story starting on page 12 of this issue!

JAGWire Disclaimer: The Jaguar Club of Florida (JCOF), its officers, editors, and contributors expressly disclaim any warranty or endorsement of any services or products contained in any advertisement or article. The opinions expressed by contributors are their own and not necessarily that of the JCOF, its officers, steering committee members, or the editors.

Editor's Corner

By Robert Delmar
Editor & [Mis]Information Officer
Jaguar Club of Florida (JCOF)



When Ian Crawford contributes an article to JAGWire, you can safely bet that edition will be a "keeper!" He and photographer wife, Hazel, earned awards from JCNA for sharing their unique Jaguar experiences and photos about their trip to the Pantanal in Brazil on pages 7-14 in the November-December 2014 online edition of JAGWire. Be sure to read it: <http://www.jagwirearchives.com/2014Nov-Dec.pdf>.

Ian's contribution to this month's edition has been eagerly awaited. After earning #1 Slalom Car and Driver awards in –not just Florida, not just the U.S., but in all North America—he chats jovially about JCOF's most recent Summer Slalom in Tavares. He then shares the history of his Green Rocket that he says started as a 'junky' 1971 E type 6 cylinder coupe which former owner and multi-year JCNA president, Dick Maury, stripped for lightness to just 2,200 pounds.

As our worthy JCOF president, Danny Bogdany mentions in this edition's President's Message, this humble editor is always appreciative of articles and photos contributed by JCOF members (or anyone). During the summer and fall months especially, there's not much happening in Florida's automotive world. If you come across something which might be of interest to other Catdrivers, be sure to let me know – as did John Falco who brought my attention to the XKE Hearse.

One event that will be of interest to our readers is going on even as this message is being written. The Great Race started in Jacksonville on Saturday, July 24, and continues for 9 days over 2,300 miles to wind up in Traverse City, MI. JCOF's Vice President and News Update Editor, Will Hoehndorf, together with Jay Hixson, JCOF and JCNA Rally Master Extraordinaire, formed the H&H Racing Team to compete in this exciting event. They were awarded a trophy and \$250 for winning the Rookie Division on the first day! BUT will they hold up for the next eight days?

Jay and Will are competing with 122 other cars, nothing newer than a 1973 and many with questionable parentage! We'll just have to wait 'till the next edition of JAGWire when it's published in September to get the full report! ENQUIRING MINDS WANT TO KNOW!

Please keep in mind that this and many prior editions of JAGWire are always available on the internet at: www.JAGWireArchives.com. Use those editions to help recruit new or renewal members to JCOF and JCNA, but only if they're people who like to have FUN!



Robert Delmar

Editor and [Mis]Information Officer • JAGWire Newsletter
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Membership



Editor's Note: *Membership Chairperson, Steve Handler, had no new members to report for this issue of JAGWire. That's not unusual at this time of year, but it should serve as a reminder that it's every member's responsibility to help JCOF enroll new members.*

Earlier this year, you received 4-5 business cards to use to invite others to join Jaguar Club of Florida. Whenever you see an unfamiliar Jaguar but don't recognize the car or owner, you should simply place the card in the driver's side window (not the windshield) to extend the invitation. Make sure your name and phone # are written on the back of the card so the prospect can call you for more information.

How many of those cards have you used? How many Jaguar owners have you told about the many FUN events we enjoy as members of JCOF?

Also, keep in mind that membership is not limited to drivers and owners of Jaguar automobiles only. Perhaps a more descriptive qualifier would be to invite only those people who enjoy having FUN! Chances are they'll wind up buying a Jag anyway.

Why not invite one, or even both, of your friends to check out our merry group. A great get acquainted party will be our annual Summer Splash at Delilah Davis' home in Longwood on August 12. Lots of good food and great company. Did I mention Margaritas?

If you've used, misplaced or just plain 'ol forgotten where you put the JCOF membership invitation cards, call Steve Handler at 352-751-6760 or JCOF president Danny Bogdany at 407-348-9424 to get a fresh supply.

We'll look forward to meeting you and your guests at the Summer Splash!

Cheers,

Steve Handler

Membership Chairperson & Advertising Manager
Jaguar Club of Florida (JCOF)
stevesc3@gmail.com



*Thirsty for more
Jaguar and JCOF information?
Check out our website!*

www.CatDriver.org

JCOF EVENTS CALENDAR



July Membership Meeting - Brunch
10:00 am - 12:30 pm
 La Madeleine Café
 4175 Millenia Blvd.,
 Orlando, FL

October 13 – 14, 2017
SunCoast Jaguar Club ‘Wilde on the Water’ Concours d’Elegance (Dan Ligas Memorial Concours)
St. Armands Circle, Sarasota, FL



Watch for registration and more information at:
<https://www.suncoastjaguarclub.com/concours>

JCOF Membership SUMMER SPLASH PARTY
August 12th, 2017, 2:00 pm until ???

Home of Delilah Davis
 1715 Sunwood Drive,
 Longwood, FL
 Covered Dish – Call Delilah to find what’s needed:
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Saturday, October 21, 2017
Lake Mirror Classic Car Show, Lakeland FL
<https://www.lakelandautoshow.com/>

Over 650 classic cars of various vintages, marques, shapes and colors surround beautiful Lake Mirror and throughout downtown Lakeland. You’ll recognize many classic autos and many of the hosts and judges from the famous Amelia Island and Hilton Head Island Concours d’Elegance but this one is FREE!



2017 Atlanta Concours d’Elegance
Sept 30th and October 1st

Chateau Elan Winery and Resort
 This is the second year for what promises to be one of the most elegant and exciting Concours Car Shows in the eastern U.S.

Learn more and register to show your classic car at:
<http://AtlantaConcours.org/>



Friday, October 27 – Sunday, November 5, 2017
Hilton Head Island Motoring Festival & Concours d’Elegance

Check the website for the many, many great events taking place in Savannah, GA and Hilton Head, SC:
<http://www.hhiconcours.com/>

October 12, 13 & 14, 2017
2017 JCNA International Jaguar Festival
 Lanier Islands Legacy Lodge,
 Buford, Georgia
<http://www.jcna.com/2017-jcna-international-jaguar-festival>



JCOF EVENTS CALENDAR



Saturday, March 10, 2018 -- FREE

CARS & COFFEE at the Amelia Island Concours

Advance Registration to show your car is required. The Registration Form will be available in September, 2017 and posted at: www.JAGWireArchives.com



March 9 – 11, 2018

Amelia Island Concours d'Elegance
Amelia Island, FL

Thursday, Friday and Saturday events are often free. Sunday's Concours requires tickets to what has become the most outstanding automotive event in the eastern U.S.



2017 AMELIA ISLAND CONCOURS d' ELEGANCE

JCOF 31st Annual Concours d'Elegance
JCNA Sanctioned & Jaguars Only
Saturday March 17th, 2018



March 23 - 24, 2018
JCNA Annual General Meeting (AGM)
San Antonio, TX

Be sure to watch for more info in future editions of JAGWire and Jaguar Journal



Saturday, April 7, 2018
All British Car Show
in Mead Gardens
Winter Park, FL

Saturday, April 15, 2018
Jaguar Club of Southwest Florida
2nd Annual JCNA Sanctioned Concours d'Elegance
Time and Place to soon be announced



2018 Jaguar XF Sportbrake Arrives this Winter Comes standard with supercharged V-6

Kelly Pleskot Words June 14, 2017

MOTOR TREND BETA

Those looking for a midsize luxury wagon will have one more option to choose from this winter. Set to battle the Mercedes-Benz E-Class Wagon and Volvo V90, the 2018 Jaguar XF Sportbrake is marked above its competitors with a starting price in the low-\$70,000 range.

The XF Sportbrake has plenty in common with its sedan sibling. Not only does it feature the same front face and aluminum-intensive architecture, but it also promises the same



cornering ability thanks to software functions such as Intelligent Driveline Dynamics. Although the lines running through the XF Sportbrake make it appear bigger than the sedan, both models share the same overall length of 195 inches. The model comes with 20-inch wheels, a body kit with gloss black extended side sills and trunk lid spoiler, and taillights in the half-roundel motif similar to the units on the new F-Pace SUV.

Only one engine option is available for the XF Sportbrake sold in the U.S. This is a 3.0-liter supercharged V-6 shared with the F-Type, producing 380 hp and 332 lb-ft of torque. All models are paired with all-wheel drive and an eight-speed automatic transmission. Jaguar says the XF Sportbrake can hit 60 mph in 5.3 seconds, just 0.2 second behind the automaker's estimate for the XF sedan equipped with the same engine.



To enhance performance, Jaguar calibrated the suspension specifically for the needs of the wagon, which is 275 pounds heavier than the XF S sedan. The front suspension was made light

and stiff and uses a double-wishbone architecture, and in back, a standard self-leveling rear air suspension enhances performance. These air springs replace the steel coils on the sedan to improve ride quality and counteract the weight of heavy loads. Drivers can adjust settings for the suspension, throttle mapping, steering, and the gear shift. Adaptive Surface Response allows the XF Sportbrake to tackle anything from wet grass, snow, ice, or gravel.



Inside the cabin, you'll notice familiar cues from the XF sedan, including an available 10-inch center touchscreen. The cabin also benefits from a split folding 4:20:40 rear seat, four-zone climate control as well as optional cabin air purification system, 12.3-inch digital instrument cluster, heated seats, and a full-length fixed panoramic sunroof. Jaguar even offers a wristband vehicle key in addition to the standard key fob, so owners don't have to have their keys in their pocket when enjoying outdoor activities.



Drivers can open the tailgate with the swipe of the foot underneath the bottom of the rear bumper. They can also set height limits for the tailgate opening via the center touchscreen. The hatch opens to provide a healthy 31.7 cubic feet of trunk space.

Safety features include autonomous emergency braking, lane departure warning, lane keep assist, traffic sign recognition, blind spot monitor, reverse traffic detection for maneuvering in parking lots, and adaptive cruise control that can maintain a set distance from the car in front even when traffic comes to a full stop.



A configurator for the new wagon is already out, and it lists two available models: the XF Sportbrake S and XF Sportbrake First Edition. The S model starts at \$71,445. First Edition models, priced from \$73,095, gain extra features including a gesture-controlled sunblind.

Source: Jaguar

Spectacular Sizzlin' Summer Slalom!

Article by Ian Crawford, Photos by Robert Delmar

View more Phantastic Photos of JCOF's Summer Slalom at: <https://goo.gl/photos/xANsbD3CgTWAHXB79>



I am the President...
Take me to your leader!



After days of rain, Saturday turned out to be hot and dry; ideal for some first timers to get their feet (or tires) wet. The three stooges, Tom Wright III, Ian Crawford, and Jeff Wheeler with his wingman, Brendon Younglass, set up the course in a record time after carefully avoiding some large puddles. Our President, Danny Bogdany, turned up just in time to give his official stamp of approval.

Ribald jokes about Lawyers, Engineers, and Architects were tastefully suppressed, but in the end after finally completing the paperwork, we agreed that all three disciplines were necessary to create a slalom. 'Z' Group cars --all owned by Jaguar Club members-- fought a significant battle. Jeff Wheeler brought along a turbocharged Miata, undoubtedly the sleeper of the group, and challenged the slalom-optimized Green Rocket E type Jaguar. With a class winning time of 42.8 second, the Miata's time was just 1.227 seconds behind the Green Rocket (GR).

Jeff shared driving privileges in the Miata with his friend, Brendon Younglass and it was obvious who owned the car! Brendon drove smoothly and carefully while Jeff pushed it to the limits!



I THINK THIS IS JEFF,
BASED ON THE
RED HAIR



DEFINITELY BRENDON



DANNY & DIANA BEFORE DANNY SHREDED
THE REAR TIRES ON THE 'VETTE

Danny Bogdany's much better half, Diana, arrived in her resplendent white Corvette and foolishly allowed Danny to share her car in the slalom competition.

I suspect Danny is now on the hook for a set of new rear rubbers, but I am sure he considers that worthwhile, coming within 1/10 second behind Jeff. Diana was the fastest (and only) lady with a respectable 45.3 seconds, with Brendon --taking care of his buddy's wheels--just a tenth second later.

This event was the coming out party for the Wrights' new wheels. JCNA Southeastern Representative, Tom, brought his perfect, gleaming, newly restored, maroon XK150S fixed head coupe.



Tom III arrived in his self-refurbished Jensen Interceptor.



The Jensen's engine was bigly refurbished for sure, forcing the modern hi- performance tires to scream in agony, smoke and burn with jut a light touch of the right foot,and they thought they were going to get an easy ride in this posh British gentleman's touring car! Tom III finished in 44.6 seconds; an outstanding performance for a heavier luxury classic GT with a 440 cubic inch (7.21 litre) engine.

Tom Senior mastered an initial aggressive axle-hop off the line to push that late 1950's classic baby around in 52.8 seconds. It will be interesting to see if he will again place in North American Triad of Slalom, Rally and Concours competitions in class B.

Juan Sierra and Will Hoehndorf fought it out in their XK's with a 1-2 knockout. Times steadily improved as they mastered the course.



**A LITTLE CAMBER ADJUSTMENT
IN THAT FRONT RIGHT?**



Past president Jay Hixson brought his beautiful blue F type roadster with an impressive exhaust burble. Jay led all others in that class by an incredibly impressive margin with a 46.2 second time. (Editor's Note: saying that Jay "led all others in 'that' class" is correct. There were no other competitors in Class R).

Joe Tarnowski brought his S type saloon to compete in his first slalom and found it to be a new experience and great fun.



Here are the standings:

Class	Name	Car	Time	Position
B	Tom Wright	XK150S	52.848	1
H	Ian Crawford	E-Type	41.757	1
P	Juan Sierra	XK	50.114	1
P	Will Hoehndorf	XK	53.789	2
R	Jay Hixson	F-Type	46.212	1
M	Joe Tarnowski	S-Type	64.361	1
Z	Jeff Wheeler	Mazda Miata	42.849	1
Z	Danny Bogdany	Corvette	42.984	2
Z	Tom Wright III	Jensen Interceptor	44.692	3
Z	Diana Bogdany	Corvette	45.381	4
Z	Brendon Younglass	Mazda Miata	45.482	5

Last but not least, the real power and kudos belong to the scorekeepers and support volunteers: Bob Lewis, Sandy Lewis and Genie Sierra.

I kept the chat about the Group H entry until last as I wanted to tell a little about the history of this unique car, the Green Rocket; last year the fastest car in North America JCNA Sanctioned Slaloms. On my best timed run, bigfoot here caught the accelerator in the braking box and in a role reversal took out the grim reaper cone. Ah well, there is always the Last Chance slalom.



"JUST WATCHING THESE DRIVERS MAKES US SMILE, ...OR SHOULD WE JUST LAUGH?"



The Green Rocket makes it all so easy to win. It was created by Dick Maury of Coventry West in Lithonia, Georgia. Dick was a multi-year president of JCNA and runs a well-respected Jaguar parts business. Like Frankenstein, the Green Rocket, was created from a motley assortment of broken parts and a lot of effort and TLC -- if not some high voltage creationism.

Starting with a 1971 E type coupe, Dick stripped it bare for lightness, added Perspex windows, rewired it, and started on a list of modifications that makes the JCNA qualification list for class H a multipage essay. The changes include a carbon fiber bonnet, triple dual side draft Webbers, a high lift cam, straight through headers, adjustable shocks, and a lightweight dash panel with the battery in the trunk for good weight distribution. On the braking side, an extra pair of calipers was fitted on Jaguar's innovative inboard rear brakes to correct a small front rear braking imbalance. Two sets of tires are available, but the only ones you will see are the slick Hoosiers.



Innovative touches include multiple ventilation holes in the rear and side windows, with squeezable colored balls to insert in rainy weather. As our illustrious photographer, Robert Delmar, correctly said... "This car has balls." Robert is also to blame for the photographs included in this article.

When testing, Dick found that the straight through exhausts caused his business to lose productivity from noise pollution, so a pair of minimalistic cherry bombs was added as a concession to humanity. Finally, Dick ran out of space for his slalom trophies and I became the proud owner of the GR.

Just to be sure, I got Dick's helmet and driving shoes as well and promised to keep the hula girl a rockin' on the front dash. Amazingly, we both have big heads and feet and the 9* helmet fitted well. I declined the offer for the gloves just in case.



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DRIVING A JAGUAR

It's not for anyone.



The 'Harold and Maude' Jaguar E-Type Hearse

By Ted Gushue, Editorial Director @ www.Petrolicious.com

Photography by Ted Gushue with permission to republish in JAGWire

April 21, 2017



Editor's Note: Thanks to JCOF treasurer, John Falco, for bringing this article to our attention. You are encouraged to sign up to receive more interesting on-line automotive articles at www.Petrolicious.com



Seeing a Jaguar E-Type today is a treat.
Seeing one that's been turned into a hearse though?
That's truly rare!

The morbid machine first came into existence in the cult classic film *Harold and Maude*, and, wanting a movie car of his own, Ken Roberts decided to recreate the famous slab of black Jag for his collection. With years and untold amounts poured into bringing this car to life, it is now touring the country, reincarnating the movie car's aura for new audiences. Is it a little macabre? Sure, but it's also just plain old cool too. Purpose aside, doesn't the shape of the thing just, work? It's at least as close as we'll get to an E-Type shooting brake, and anyone with a pulse should take an interest in that.



Ted Gushue: How did this whole project get started, Ken?

Ken Roberts: Well, the way the thing came about- I knew George Barris for 13 years. The Batmobile was of course a big part of his life, and around the time of its sale I really started to fall in love with the idea of having a "Movie Car." I'd always loved *Harold and Maude* and the little Jag hearse from that film, and I was in a position to take on a new project, so we got started with my friend Don Kessler. We started by scouring the United States for what we assumed must have already existed, we wrote letters to Jaguar clubs, looking for somebody who may have made one already. Couldn't find anybody though, so Don and I said stupidly, "Why don't we build our own?" That's what got it started. In the movie, Harold builds his in about two days. Well, it took us four years, and more money than I even want to admit to.



TG: So, for the movie hearse, who built the actual car they used?

KR: The same guy that built the Batmobile. Most people think George Barris built that





Batmobile. He did not. He owned the title to it, and sold it for a handsome profit. He didn't even design the Batmobile. He contracted that out to another builder in Hollywood, and he was just a teenager at the time. They built the Batmobile in three weeks, and a few years later, the same person built the *Harold and Maude* Jaguar, not knowing it was for a movie company. He built it simply for a client, which ultimately was the production company that was operating out of Europe for some reason, perhaps to throw people off. But it took him six months and \$32,000 to build it.

KR: I asked him at one point if I could use his name in promotion with the car, and gave him some legal papers to sign. He's never signed them, so I can't give you his name unfortunately. We've actually become very good friends though. He's attended two shows with the car. In fact, the Jaguar club flew this guy in for the international Jaguar festival because we were screening *Harold and Maude*. It was a sellout. We only had 150 dinner movie tickets, but 350 people showed up for the event. We couldn't fit them all in! He got up and delivered a speech that was very well received before the movie started, and the interesting thing is that this was the first time he's ever even seen the movie. The very first time he ever saw it was that Sunday night when we screened it for the club. Incidentally, it's a little off the subject, but he also built the motorcycles for *Easy Rider*. To this day he's never seen that movie.

TG: That's quite the portfolio of star cars, and bikes. So, how did yours start its life though?

KR: I bought a little Roadster from a Jaguar dealer in Las Vegas, out of his private collection. A little black, 1970 Roadster, with the thought that I was going to convert it into the hearse. Once I got it home to Arizona, we started doing our research and discovered that Paramount Pictures actually used a 1967 2+2 Jaguar, which is the extended hard top version E-Type, and it's 13 inches longer than the Roadster. So, then we had to go out and find ourselves a 2+2 Coupe and start in again.

TG: What were some of the biggest challenges in building the car?

KR: Finding competent people. The group that I got involved with initially turned out to be very incompetent, and crooked besides. Because I'm not giving you their names, I'm not slandering them, but that was a bad experience. I finally joined the Jaguar Club, and thanks to them I was guided and steered toward some people who knew what they were doing. The cost of the car was astronomical, partly because of the false starts that we had in the beginning.

TG: How does it drive, compared to your regular E-Type? Must be quite a bit heavier.

KR: How does the hearse drive? It actually drives better than the Roadster! It was a little stubborn this morning, but it hadn't been started in a couple of weeks, and I forgot to put the choke on. Normally when I get in it and hit the button, it fires right up, so it's a sweet running car. It really is.

TG: The reactions you must get driving this thing around must be priceless.

KR: Frequently, somebody will recognize the significance of it, especially with the license plates on it—Harold abbreviated and Maude abbreviated: HAR+MOD. Kind of gives it away. But truthfully, I have other cars in the collection that get more attention when I go down to the gas station. The little Jaguar hearse, it's sort of like a black paneled truck. It's not as flashy as my 1934 Mercedes Benz, or my 1987 Rolls Royce, or my wife's Corvette to be honest. They're very flashy cars, and truthfully, they get more attention than this on average.

TG: This is certainly more understated than some cars, but there's so much to take in as well. When can people see this car next?

KR: We'll be showing the car in Culver City in a few weeks at what used to be the George Barris Show. I think that's the one



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he started. It no longer has his name on it, but it's in Culver City. I'm doing a private showing the next day, and those people are sponsoring the trip. I'm actually getting paid to show up on this one! Then after that, six days later, we're due in Kansas City, so we're going to go 2,000 miles across the country in six days, and we're going to do a sanctioned Jaguar show in Kansas City on May the 20th, then we're going to go on the road, have a little fun in Branson, end up in Oklahoma City, and finally put the car in storage for a little while. Then we'll fly home, fly back to Oklahoma City, and we'll go to another Jaguar sanctioned Concours d'Elegance on June the 10th, and from there we come back to Phoenix, which is our home. We'll rest up for a while, and then we're doing the Jaguar show in San Diego. We did it last year and not only took first place, but we also took best of show, which was unusual for a club to hand that trophy to somebody that's an "interloper" from another state and another club. Needless to say, we like to show the car, share the build, talk to those who appreciate it. It is certainly a unique thing to see at a Jaguar show or otherwise.



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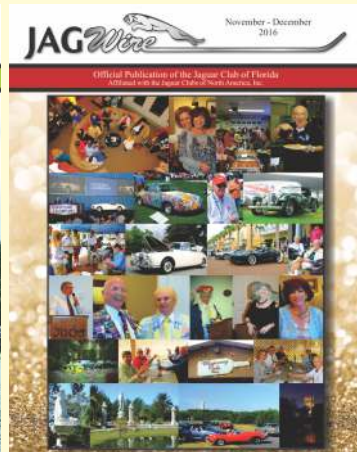
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