

JAGWire is the Official e-Magazine of the Jaguar Club of Florida (JCOF)

*"The Funnest Car Club in Florida"*

Affiliated with Jaguar Club of North America (JCNA)



Hilton Head Island 2021 Concours d'Elegance celebrated the  
60th anniversary of the Jaguar E-type (a/k/a XKE)  
Photos and Story on pages 7-12



## President's Message

President Tom Orlando

646-265-5594 [President@JaguarClubFL.com](mailto:President@JaguarClubFL.com)



### *Christmas and Holiday greetings to all!!*

Our Club year will come to a close with our upcoming Holiday Party Extravaganza in January and election of officers. It's been a bounce-back year for all and we tried to include some new things in our Concours, Slalom, and Monthly Events and Meetings.

Our Photo Shoot will culminate our year with a Calendar to be given to Members only at the Holiday Dinner Party. Which brings us to the directive from JCNA... **Anyone not renewing by January 1st MUST be DROPPED from The Membership Roster.**

Please don't let it happen. Renewals are easy on our website and will keep you as a Jaguar Club Of Florida AND JCNA!! We have had our challenges during the year but have pushed through them to make our Club Stronger and poised to move forward. New Membership Coordinator, Webmaster, Chief Judge, all help to Strengthen Us. I consider serving as your President this year as a Great Honor, and Privilege, and hope we grow in size and add many other beautiful Jaguars to our group of dedicated Friends. In my final thoughts, I hope as many of you consider Volunteering your unique skills to the tasks that make this The Funnest Car Club you could find!!

*Tom Orlando*

[President@JaguarClubFL.com](mailto:President@JaguarClubFL.com)



*We hope you will join fellow CatDrivers at*

### **JCOF Holiday Party**

**Saturday January 8, 2022**

**6:00 pm - 10:00 pm**

**Marriott Hotel, Lake Mary, FL**

**1501 International Pkwy, Lake Mary, FL**

- ◆ **\$75/person to savor and enjoy:**
  - ◆ **Sumptuous Epicurean Gourmet Buffet**
  - ◆ **Lively/Fun 'Elephant' Gift Exchange (Optional: Bring one wrapped gift to participate, \$30 suggested value).**
  - ◆ **Induction of 2022 JCOF Officers**
- [Click Here to Register and Pay Online](#)**  
**Or contact Delilah Davis: 407-415-4941**  
**[featherations@gmail.com](mailto:featherations@gmail.com)**

**Reserve Marriott Room at JCOF Discount**

***If you haven't done so already, it's***

**Time to renew for 2022!**

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# JCOF Officers & Steering Council



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**VICE PRESIDENT and**

**WEBMASTER**

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**CHIEF JUDGE and  
JCOF IMMEDIATE PAST PRESIDENT**

**Erik Klerholm**



**SECRETARY**

**Genie Sierra**



**JCOF TREASURER,  
PAST PRESIDENT  
JCOF CONCOURS SCRUTINEER**

**Danny Bogdany**



**CONCOURS d'ELEGANCE**

**CHAIRMAN and  
Past President**

**Will Hoehndorf**



**CHIEF JUDGE EMERITUS  
& PAST PRESIDENT &  
FORMER JCNA DIRECTOR &  
COVENTRY FOUNDATION CHIEF COUNSEL**

**Tom Wright**



**JCOF SLALOM MASTER**

**Tom Wright, III**



**MEMBERSHIP CHAIR EMERITUS  
and 2018 & 2019 CONCOURS  
d'ELEGANCE CO-CHAIRPERSON**

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**JAGWire e-Magazine**

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**[MIS]Information Manager**

**Robert Delmar**

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## ABOUT OUR JAGUAR CLUB

The Jaguar Club of Florida (JCOF) was founded in 1977 by a small group of enthusiasts who had a common 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 almost 200 active members, affiliate spouses and friends. 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 *JAGWire* newsletter and the JCNA *Jaguar Journal* which are delivered bi-monthly; discounts on insurance at Hagerty Insurance; deep discounts on JCNA Shoppe purchases and Jaguar Heritage Certificates; discounts from other commercial suppliers, 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 brunch or dinner meetings; Holiday and Summer Splash parties; our annual Jaguar Only Concours d'Elegance, and other 'pop-up' events such as car shows; Cars & Coffee get-togethers, and breakfasts with other car clubs. We encourage family participation and many members bring children, grandchildren and friends to our events.

In addition to *JAGWire* newsletter, we communicate with members about local news and event information through electronic mail updates, websites and webpages. Check out prior editions of our award-winning newsletters at [www.JaguarClubFL.com](http://www.JaguarClubFL.com). After joining JCOF, you will receive your membership card from JCNA, and after you've attended your first JCOF event, you will receive a JCOF name tag.

If you have any questions regarding membership, please contact the JCOF Membership Chairperson:

*Jana Vactova*

[Membership@JaguarClubFL.com](mailto:Membership@JaguarClubFL.com)



*Hello Fellow Cat Drivers.*

## **TIME TO RENEW FOR 2022!**

**With its worldly wisdom, JCNA has decreed that:**

***Anyone who doesn't renew by December 31, will be dropped from membership on January 1!***

**Your Jaguar Club of Florida makes it easy: Simply go to [www.JaguarClubFL.com](http://www.JaguarClubFL.com) and click the Join/Renew Tab.**

**OR [Click Here to RENEW AND PAY ONLINE](#)**

**OR [Click Here to FILL THE FORM, PRINT & MAIL](#)**

**Why not add \$10 for a Co-member/Spouse? Be sure to include his/her email to remind you of upcoming events!**

**Your Jaguar Club is known as “The Funnest Car Club in Florida!” With your prompt renewal we hope to soon be called:**

***“The Renewingist Jaguar Club in North America!”***

**If you have doubts about paying just \$65-\$75 to renew, please take a few moments to review [Archived editions of JAGWire e-Magazine](#) as a reminder of the fun we've had. Also check the [Fun Photos on our award winning website](#).**

**For additional information, please don't hesitate to contact me.**

*Jana Vactova*

[Membership@JaguarClubFL.com](mailto:Membership@JaguarClubFL.com)

**Editor's Note:** Steve Handler recently retired as Membership Chairman and is now Chairman Emeritus. Steve served faithfully for more years than most members might remember. He was often assisted by his wife, Iris. Long before *JAGWire* became an e-Magazine, Steve and Iris are said to have picked up copies from the printer, then hand-labeled and stamped and mailed to members.



Steve and Iris, we hope you'll be joining us at future events. ***STAY WELL AND STAY VERTICAL!***



# Editor's Corner

By Robert Delmar

[Editor@JaguarClubFL.com](mailto:Editor@JaguarClubFL.com)



## Unbeivable!!!!

After over a year of Covid stay-at-home syndrome, our Jaguar Club came alive and once again became **The FUNNEST CAR CLUB IN FLORIDA!**

Many thanks are due JCOF president, Tom Orlando for giving this "resuscitation!" He brought us out to Dezerland's Orlando Auto Museum, then to the fun-titled Photo Shoot at The Villages, followed by their incredible monthly car show. Check out the [Fun Photos](#) at our JCNA Award Winning website, [www.JaguarClubFL.com](http://www.JaguarClubFL.com).

For the first time ever, this edition of JAGWire is 36 fun-filled pages of articles and photos in which your fellow Jaguar Club of Florida members participated in just the past two months!

My friend (some say "only" friend),

Dr. Maarten Rotman from the Netherlands contributed an 'enlightening' article (despite the morning's rain) about the Hilton Head Island 19th Annual Concours d'Elegance. (This is my favorite Auto Show, so be sure to read it to find out why).

Next is a reprint of an article from the Seattle Club about the international Jaguar Festival (IJF). Editor Kurt Jacobson did a much more complete job of reporting this major event than I published in the previous edition of JAGWire, so be sure to read it.

**WHAT?** You didn't attend

## the Ponte Vedra Auto Show?

Thanks to our friends at Jaguar Car Club of North Florida (JCCNF), this has become the premiere FREE event in North-east Florida! If you weren't able to attend this year, be sure to check updates on our website Event Calendar for next year. Meanwhile, enjoy the article by JCOF member, "Mac" Ballard, on pages 26-27 in this edition of JAGWire.

## !!!HELP NEEDED!!!

While Covid-19 and Delta, Omicron and other deadly virus mutations keep us wisely wary, your overworked and grossly underpaid JAGWire editor needs interesting articles and photographs to share with other JCOF member! **WHERE HAVE YOU BEEN ? WHAT HAVE YOU DONE? And/or WHAT ARE YOU PLANNING OR WANTING TO DO?** Please let me know:

[Editor@JaguarClubFL.com](mailto:Editor@JaguarClubFL.com)

## Archived Issues of the JAGWire

JCOF members receive their JAGWire e-Magazines via hyperlinks in e-mail messages from the editor. E-editions include live links to interesting articles and photos in this and other automotive publications. Previous editions of JAGWire, together with the current Event Calendar and Event Registration Forms are always available online at [www.JaguarClubFL.com](http://www.JaguarClubFL.com) You can also [Click Here to view earlier editions if JAGWire e-Magazine](#)



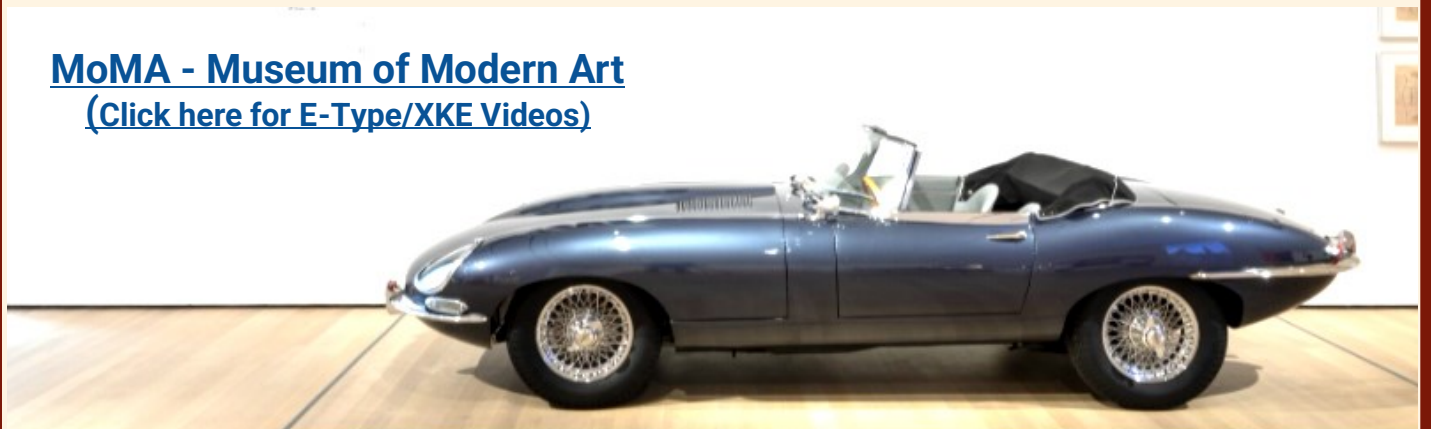


“The E-type really had it all. It was a fast supercar, relatively affordable, uber-trendy and blessed with simply stunning styling.

The 60th anniversary of Jaguar’s iconic E-Type is being celebrated worldwide, including at the Museum of Modern Art in New York.

Unveiled at the Geneva Auto Show in 1961, the E-type –better known as the XK-E in the U.S.– was designed by Malcolm Sayer, a Jaguar stylist since 1950. Sayer was trained in aerodynamics and aircraft design and had designed the C-type and D-type cars which dominated the prestigious Le Mans races in the 1950s. Jaguar founder and president Sir William Lyons, however, maintained the title of Chief Stylist to assure himself final authority on all designs.

[MoMA - Museum of Modern Art](#)  
[\(Click here for E-Type/XKE Videos\)](#)



Introduced to the U.S. at the April 1961 New York Auto Show, the XK-E caused an immediate sensation: “The Most Exciting Sports Car News of 1961,” *Car and Driver* reported.

“Jaguar Adds a Minor Miracle by Selling Such A Machine At An Incredible price!” (The first XK-E roadsters cost approximately \$5,500 in 1961, about half the price of Ferrari, Mercedes or Aston Martin). *Road and Track* added: “The Car Comes Up to And Exceeds All Our Expectations!”

MoMA’s exquisite opalescent dark blue roadster was purchased from JCOF members Jerry and Janice Wise in 1995 by Jaguar Cars President of North American Operations, Michael H Dale and Mark S Miller Vice President of Public Affairs, who arranged the purchase and donation to MoMA on behalf of Jaguar founder Sir William Lyons, E-Type designer Malcolm Sayer and chief engineer at the time, William M. Heynes.





Article by Maarten Rotman, PhD

Photos by Robert Delmar, DA



The 2021 Hilton Head Concours d'Elegance and Motoring Festival, back after a COVID-19 enforced break in 2020, was slated to culminate in the official Concours with over 200 exquisite cars and motorcycles. Gates were to open at a reasonable nine o'clock in the morning. The venue is located, as hinted in the name, at Hilton Head Island, South Carolina, which unfortunately is just shy of a 3 hour drive from home in Ponte Vedra Beach, FL. Not complaining – anymore – but just pointing out that in order to arrive at Hilton Head at that reasonable 9 AM, your faithful Chief Editor and Chief Photographer Robert Delmar and I aimed to depart at a much less reasonable 6 AM.

A 9 AM arrival would coincidentally mean that we would be able to strut around the beautiful cars in the tail-end of the torrential rain that has been relentlessly plaguing this 19<sup>th</sup> edition of the Concours throughout the November 5 – 7 Festival “week.” Not before 10 AM, according to the infallible weather report, would it stop and show the more appropriate clear skies and sunny disposition that befits this amazing Concours d'Elegance.

So, to make all of this a little more palatable, Robert and I took advantage of setting the clocks back one hour [end of Daylight Savings]. Consequently, while our watches (and alarm clocks) said it was 6 AM, our bodies felt it was kinda like 7 AM; still early, but certainly more acceptable.

As driver/chauffeur, I had set the GPS in Robert's luxurious Jaguar XF to a generic Hilton Head Island address (a.k.a. the wrong one) making us drive around in circles while proclaiming that “that golf course should really be here somewhere nearby.” We finally asked directions for event parking, but at the entrance to the parking lot stood a veritable guardian angel, disguised in the livery of a wet parking attendant. With a big smile he asked for our purple VIP parking pass that we didn't have. We tried to explain that we hadn't picked up our press passes yet, but the words “press passes” were not magic enough for admission to the VIP parking lot. Instead, we were told to park at the public school parking lot on the other side of the golf complex.

Robert admitted that the VIP lot wasn't the first place from which he's been kicked out, so off we drove to the free parking for plebeians. There were plenty of shuttle busses driven by very friendly drivers who took us right to the front entrance of the elegant Port Royal Country Club just past 10 AM when the rain stopped and the skies cautiously opened up —just as the weatherman predicted— cunningly successful planning on our part.\*\*



[Editor's Note: Dr. Rotman is from the Netherlands where they apparently communicate in lvery ong sentences].

At sign-in we received our Press Passes and joined the masses via the stately clubhouse. As in years before, the first exhibit one happens upon is the HHI Pinnacle Collectors. This year those cars came from the imposing collection of Steve and Susan Babin-sky who brought several incredible vehicles to show; including a 1932 Cadillac La Salle Sport Phaeton, and a similar vintaged Stutz DV-32 Le Baron.



Then there was a 1925 Packard Merrimac Coupe.





**1925 PACKARD MERRIMAC COUPE**

STEVE & SUSAN BABINSKY  
LEBANON, NEW JERSEY

It is a coupe body and was built by Merrimac and is a one off and it was built for a mill owner in Massachusetts.

It remains very original and still has its original tool set. The body is gray and the fenders are black and the interior is Spanish leather.

The original plating is in very good condition and the car still runs and drives like a new Packard.

In 2006 the car was driven on a tour from Seattle to Monterey, California including driving up Mount Hood and Mount St. Helen's.

It only has 15,000 miles on it.

My eyes, now trained to smugly observe the tiniest paint imperfection on an otherwise 100-point vehicle, immediately noticed the significant number of lacquer-related lacerations on some of these gray-haired cars.



I may have slightly lifted an eyebrow, as if to say, "If I had a 1928 Lincoln model Locke Phaeton in my care, it would be in perfectly restored condition."

And I would know a guy who could do it too: Steve Babinsky is the talented owner of Automotive Restorations, Inc. He won the coveted Pebble Beach Best of Show Award twice with his immaculately restored vehicles!

What was going on here at the Pinnacle Corner? It turned out that what makes the motorized artworks even more spectacular is the fact that they are in perfect *unrestored* condition: original paint, original upholstery, fully functional – and of course-- original engines!



Onward to the newer cars, as we passed the all electric Porsche Taycan Turbo parked in front of a big show screen.



Right after the Porsche, we nearly overlooked the down-to-earth 2021 McLaren Elva, a neat 804 HP, \$1.7M hypercar.



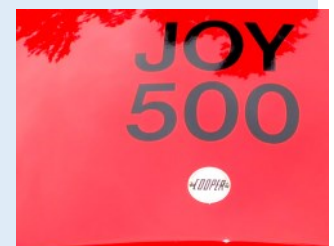
It has no side-windows, no roof, and for some reason the windscreen isn't actually a standard feature. It's an option, only offered to make it street legal in five states in the US.



The rear-view mirror is appropriately sized: absolutely miniscule, because when you're driving the McLaren Elva it really doesn't matter what's happening behind you.



After the McLarens, we happened upon truly Rare English "Class 04." They are so rare that there are only 4 cars in that class: a 1950 Healey Silverstone, a 1950 Lester MG T 51, a 1965 Lotus Super Seven, and the happiest of the class, the 1951 Cooper MG Barchetta Sports Racer called "Joy 500" [Luck of the draw: actual original British registration name and number] owned by Howard and Diane Banaszak from Fernandina Beach FL.





The Barchetta (pronounced 'Bar-ket-ta') refers to the fact that, like the McLaren Elva, the Cooper MG doesn't have a roof, not even a provision for a removable or foldable one. It means *little boat*, but make no mistake, this little boat is well powered for its size. It was meant to be a true race car with a modified, bored out 1500cc MG motor. Between 1952 and 1953 it did nothing but race, earning 23 1<sup>st</sup> places, and 24 2<sup>nd</sup> places. At this year's Hilton Head Island Concours It earned yet another trophy: *HHI 2021 Best Road & Track Award!*

In celebration of the 60th anniversary of the Jaguar E-Types (better known as XK-Es here in 'Merica) 16 "closed" coupes and open two seaters (OTs) were proudly displayed. All were amazing and awe-inspiring – naturally – and some had very interesting backstories.



This exact car was wanted to be owned by Frank Sinatra. He tried to buy it off the showroom floor but the dealer refused the sale as it was the only one he had to show. Among its records, James Strickland's XKE-006 can now add winning the 2021 Palmetto Award in the Class 07A | Open Jaguar E-Type in Hilton Head SC.



JCOF member, Jerry Wise, also earned a coveted Palmetto Award in HHI's Class 07C | Closed [Coupe] Jaguar E-type. Jerry & Janice's previously owned OTS E-type is currently owned and displayed in New York's Museum of Modern Art (MOMA). See page 6 in this edition of *JAGWire*.



This year HHI honored a new classification, "Future Classics of the 20th & 21st Centuries," a departure from the tradition of refusing entry to anything younger than model year 1973. JCOF members Ian and Doug Crawford won the inaugural BEST IN CLASS award with their 1993 Jaguar XJ220 mid-engine super car. Only 275 XJ 220s were built . The Crawfords own two.



For example, the 1961 Jaguar E-type that James Strickland brought from Marietta, Georgia is the 6<sup>th</sup> LH drive E-type Open Two-Seater made, with 'vin'-number 875006, It's also the oldest restored E-type in the US AND the first E-type painted in the impressive Opalescent Bronze color, the authenticity of which often a judges' debate. The point is always swiftly settled by the owner's meticulously kept records.



The entire boot of the car is filled with documented evidence in case anyone might doubt the authenticity of any part of his exquisite classic..





Many of the cars in this new HHI classification brought back fond memories for many onlookers. Robert Delmar was delighted to see a concours winning 1960 Plymouth Valiant like the first new car he purchased many [many, many] years ago. (His Madras sport coat was from the same era, or "error" as some may recall).



Fins from the Fabulous Fifties were well represented by this 1956 Chrysler St. Regis Coupe with push-button transmission and wire wheels.

This writer was especially taken by the 1953 Arnolt Bertone MG Coupe, personal vehicle of 'Whacky' Arnolt with 2,500 original miles.



An elegant 1957 Cadillac Eldorado Biarritz Convertible won the coveted Paul Doerring Award for Best Performance/Production vehicle.



A major recurring exhibit at the HHI is the electrified vehicle. Not only the newest ones such as the previously mentioned Porsche, but also very old ones such as the 1903 Columbus Electric Folding Top Runabout or the rare 1922 Detroit Electric Model 90B Town Sedan, powered by 14 Thomas Edison Rechargeable NiFe batteries.



Thomas Edison Rechargeable Nickel-Iron (NiFe) Batteries were an option on Detroit Electric cars  
14 Batteries = a \$600 upcharge  
(More than a Model T Ford)

**Rare 1922  
Detroit Electric  
Model 90B  
Town Sedan**

There were 143 Detroit Electric cars made in 1922 and this is one of nine known to still exist. A total of 13,000 Detroit Electric cars were produced from 1907 to 1939; it has been estimated there are only 94 left in the world today.

Most people think that electric cars are a recent phenomenon. The truth is that in the early 1900's the electric car was a very common sight on the American road. In 1900, 38 percent of American automobiles were powered by electricity, 40 percent by steam and 22 percent by gasoline. 33,842 electric cars were registered in the United States in 1900. Electric cars were used in a large part by women and doctors. Doctors needed a car that they could get in and go and gasoline engines were not that easy to start or reliable. Because hand cranking a car was difficult (to say the least) and could be downright dangerous, the electric cars were very popular with women. In fact, one of the downfalls of early electric cars is that they were thought of as a women's car and men did not want to be seen driving them. The real demise of the electric car began with the invention of the first practical electric starter in 1911 which was first used in 1912 by Cadillac.

*Detroit*  
ELECTRIC





**SPECTACULAR,  
SPECTACULAR, SPECTACULAR**  
**STUTZ, 1911 - 1934**

*Honored Marque featured on the Port Royal  
golf course fairway.*

Many thanks are due the custodians of the exquisite examples of excellence from American automotive history. We hope that these photos reflect the beauty and quality of cars selected for showing.





All in all, yet another very successful Hilton Head Concours d'Elegance. We'll overlook the fact that they neglected to put up a media tent next to the awards stage (COVID really seems to have changed things I guess. A speaker near the food & beverage tent at the very end of the venue would be a nice addition in future years.

HHI has an outstanding [website](#), where we later learned that the 2021 *Best of Show & Best Rolling Art* was awarded to the 1932 Packard 903 Deluxe Victoria of Mr. and Mrs. Richard Lambert of Port Orange, FL.



Though I preferred the new electric motorcycle, the 2021 **Best Motorcycle award** went to the 1937 Sunbeam Light Solo Sports, owned by

Richard and Marsha Daughenbaugh of Aiken, SC.



And finally, the **People's Choice** this year went to the 1957 Mercedes-Benz 300SL Roadster of Ed and Tina Knoll, St. Louis, MO.



Editor's Note:

In my opinion, the Hilton Head Island Concours d'Elegance and Motoring Festival is probably the finest annual automotive event in the eastern U.S. The variety and quality of cars is incredible, often comparable to or better than even The Amelia.

What helps make HHI so great is the greatly reduced number of spectators. Not only does that make it possible to inspect the cars up close, but you can actually visit with their gracious owners.

As a photographer at auto shows, I often get lots of "butt shots." It takes lots and lots of patience to get clear shots of the cars. Not so much at the Hilton Head. Click on the photo folders below to recall HHI events of recent years.



**Next year, 2022 is the 20th Anniversary of the Hilton Head Island Concours d'Elegance and Motoring Festival.**

**Mark your calendars for November 5-6, 2022 and [JOIN US FOR FUN!](#)**



## 1961 Jaguar E-type The First E-type OTS 77 RW



At the launch of the E-type at the Geneva Motor Show in March 1961, two cars served as press demonstrators. One of them was this car, 77 RW, built in February 1961 as the first production open two-seater.

It was famously driven out to Geneva in a dramatic 17 hour overnight run by Norman Dewis, then Jaguar's Test and Development Engineer. 77 RW was later used by *The Motor* for their road test, published 22 March 1961 and it is now the oldest surviving open E-type.

The E-type was in many ways developed from Jaguar's successful racing which had won the Le Mans race three times from 1955 to 1957. Originally intended as a racing car, the E-type eventually emerged as a road-going sports and grand touring car, although many E-types also distinguished themselves in motor racing. The style of the E-type was clearly based on the D-type, the work of the aerodynamicist Malcolm Sayer.

Originally the E-type was available either as an open two-seater, or as a fastback fixed head coupé. Both cars shared the same basic structure, a monocoque with a front subframe, and were powered by a 3.8 litre version of the proven Jaguar XK engine, developing 265 bhp. In 1964 the 3.8 litre engine was replaced by a 4.2 litre version, with uprated brakes, better seating and a Jaguar designed and built gearbox replaced the aged Moss box. Then in 1966 a third option was launched – a 2+2 on a slightly longer wheelbase providing rear seats for two children.

The E-type's looks were sensational, and it quickly became a symbol of the 1960s. Thanks to its unbeatable combination of price and performance, offering a top speed of close to 150 mph (241 km/h) at little more than £2,000, it became an instant success, particularly in the vital American market.

In 2000, Mr Michael Kilgannon, the long-term owner of this historic car, kindly put 77 RW on permanent loan to the Jaguar Daimler Heritage Trust. The car was then completely restored with the generous assistance of Martin Robey Limited of Nuneaton.



**JAGWire Editor's Note:** In the Oct-Nov edition of *JAGWire* on pages 5-7, I published an article about events at the International Jaguar Festival (IJF). I had not been able to attend several events and felt my coverage was inadequate. Fortunately, Kurt Jacobson, president and editor of the Seattle Club's *JagMag* newsletter attended almost all IJF events. He made some terrific photos and published an outstanding article that is reproduced below for your reading pleasure.



## **The 2021 International Jaguar Festival, Fort Meyers FL** *Photos by Robert Delmar, Bob Matejek and Kurt Jacobson.*

On Friday, October 22<sup>nd</sup>, when Puget Sound had scattered rain and a high of 57 degrees, 2,600 miles to the southeast near Fort Meyers on the International Jaguar Festival concours show field, the temperature was 96 degrees with no cloud cover. And there was virtually no cooling breeze off the Gulf of Mexico, just 50 feet away from the show lawn.

Heat was one of the differences between our Seattle Jaguar Club events and the similar International Jaguar Festival (IJF) events. Another was the proximity and suitability of the IJF Slalom, only 4.5 miles from the host hotel on a level, 2.5-acre unused shopping center parking lot with no curbs, plantings, light poles or any other obstructions and that cost only \$500 to rent for the day.



For months you have seen the International Jaguar Festival ad in *JagMag*. Because I volunteered to be on Jaguar Clubs of Northwest America (JCNA) board, I decided to attend most or all events. So, Cheryl and I combined the IJF with a visit with our son and his husband in the Orlando area. Our club's Austria Gracey also planned to ship her modified F-Type R down for the concours and record the experience. But the classes were closed when she applied. She would have enjoyed the cars and events.

The festival was a success, with about 200 attendees and volunteers, 37 cars on the scenic tour, about 17 on the rally, and 64 judged cars in the concours judged by 12 teams of three, plus 22 display cars. Participants drove, and in a couple cases trailered cars from Michigan, California, Wisconsin, Colorado, Pennsylvania, Maryland, Texas. Many were local from Florida. The most unusual plates (*Photos at right by Robert Delmar*) were on the two XK120 coupes shipped in by a friendly couple from Bogota Columbia.



*(Middle: SS1 Roadster. Bottom left: Cheryl Jacobson in sunglasses hung out with Nedra Rummels from San Diego who handles, and distributes to the clubs, inquiries to JCNA about membership.*



*Bottom right: former JagMag cover story subject Art Patstone, owner of a Primrose yellow XK 140 Coupe, sitting with Cheryl and Kurt Jacobson.*





The highlight for me was being a judge. It was challenging, instructive, fun, exhausting and hot!. Some of us met on the field at 5:45 a.m., well before sunrise, and didn't leave the field until 2:30 p.m. with only about 30 minutes to find a place a place in the shade to sit and wolf down a sandwich. We started the Operation Verification in the dark (*above*) as cars started arriving at a little after 6:00 a.m. The darkness made checking the license plate lights a snap. By 9:30 a.m. all the cars were on the field. 11:30 it was rags down and entrants could only quietly groan when they found the residue and dirt they missed and hoped the judges would miss too.

My anxiety was high because I was on the preservation division judging team with an XJS, XK140 OTS, a "Series 1.5" E-Type OTS and "Series III" OTS (in quotes because there is no such actual designation). Mike Trnovich, who lives near the event venue, and I were lucky to have as our judging team lead, Dean Cusano who is a highly-regarded E-Type restorer who is often on television shows and videos discussing all the variations between the first E-Types through the last. He was a knowledgeable resource, coach and great when talking with the entrants. We also judged Deanie (and Steve) Kennedy's striking red F-Type that they drove from Colorado. It was nearly flawless at 99.940. Some Seattle club members know of the Kennedys.





There were many spectacular E-Types, including a couple that Dean Cusano restored (but cannot judge), classic XKs (including the two from Columbia), one-only 100-point car (a Mark IX), an XJ220 (*above left*), an SS 1 Roadster and SS1 Coupe (*opening page of this article*), and many unjudged display Jaguars, including what had to be a nearly quarter-million dollar custom aluminum-body XK120 with the kind of interior work you would find in a Detroit Autorama Ridler winner (*top and above right*).





The slalom was a short drive down the road in the back parking lot of a mostly unused shopping mall. A little more than a dozen cars ran the course, including JCNA President John Boswell's 1938 SS 3.5 Litre DHC (*above*) that he trailered from Milwaukee and Art Patstone's XK140 FHC that he drove 225 miles from the Daytona area. The owner of an early 2000s Thunderbird argued *ad absurdum*(b) that that they should allow it to be entered as a Jaguar because at that time Ford owned the brand. Another non-Jaguar was JCNA Secretary Bob Matajek's C7 Corvette that he drove from Michigan, part of a long road trip. *Jaguar Journal* Editor Peter Crespin threaded his XJ8 precisely through the cones, some of the smoothest runs of the day.





*Top: F-Types rule. Middle: A right-hand-drive E-Type with a Webasto sunroof and trailer hitch was fast; Jaguar Journal Editor Peter Crespin in his XJ8. Bottom: The Thunderbird Jaguar wanna-be, and Art Patstone's XK140 passes the start timing sensors.*





Organizers gave participants a choice of a scenic drive or the JCNA IJF Rally. Other than your GPS and the written directions, there is no visual way of knowing where you are because in this part of Florida, there are no hills or mountains for reference. And our club has not had a JCNA-sanctioned time-speed rally in recent years. Because Cheryl and I valued our marriage more than a tense navigator/agitator team experience, we chose the tour.

**Cheryl and I valued our  
marriage more than a tense  
navigator/agitator team experience**

We drove over the causeway adjacent to the host hotel to Sanibel Island and the J.N. Ding Darling National Wildlife Refuge full of birds we never saw, just the restroom and five minutes in the souvenir shop. Then the seemingly endless two-mile drive along McGregor Boulevard lined by about 1,800 royal palms planted in 1901 by Thomas Edison who wintered there with Henry Ford and whose estate we drove right past. We then drove over to Pine Island for a box lunch next to Randell Research Center at the 100-acre shell mound site that we never saw, then back to our hotel.

The scenic tour was a lot of driving to interesting destinations that we didn't stop to experience. The rally teams basically zig-zagged over a route trying to receive the fewest penalty points for being early or late at the four checkpoints. There was a novice group for teams driving two or fewer rallies, and an experienced group with more.

In addition to the car events, there were excellent receptions, dinners and breakfasts at the Marriott. The Jaguar Club of Southwest Florida did a superb job of hosting the event.





*Above, the preserved as-raced Briggs Cunningham E-Type that raced in LeMans. Below right, the Cunningham D-Type.*

Another highlight was a tour of the REVS Institute about 40 miles south in Naples. This was really worth traveling across the country to see. REVS says it is “a working educational institution dedicated to the study, preservation, conservation, and restoration of historically significant automobiles. Explore the rich historic materials and images that define the automobile’s role in society and sport.” Although it features exquisitely restored cars, the most compelling were preserved, a core value of the Institute. In fact many of the racecars are cleaned up, but just as they last left the track.





Of particular interest to Jaguar enthusiasts are the two racers on the previous page, the Briggs Cunningham E-Type that raced in LeMans and the team's D-Type (both preserved), plus a cutaway classic XK six-cylinder, DOHC engine with moving parts. The cars are perfectly lit for photographs. A major role of the REVS Institute is collecting and digitizing a growing body of photographs and other materials.

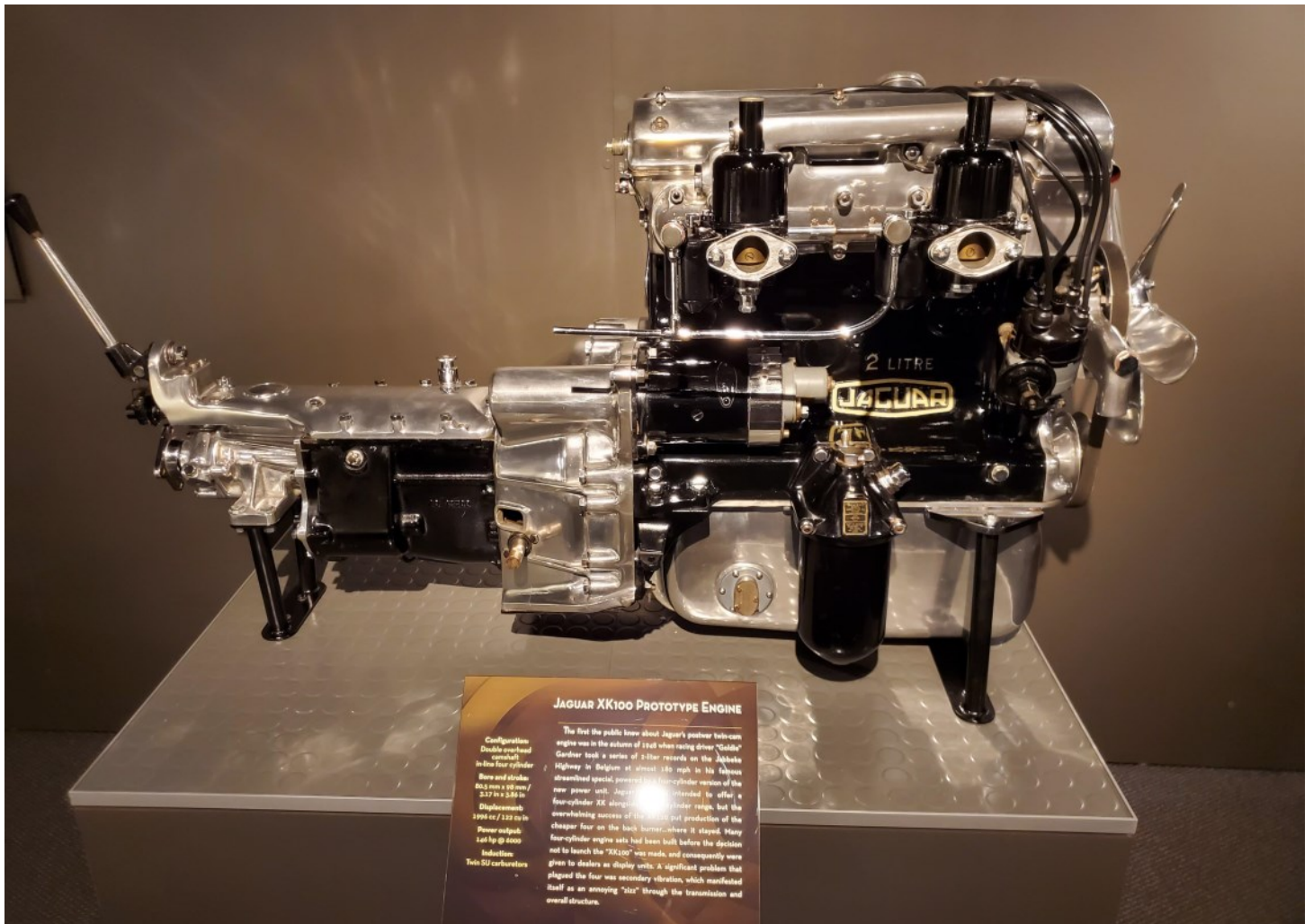
One car that is just as it left the track is the Porsche 917K. These are only a couple of the dozens of significant cars, such as the 1927 Lancia Lambda that pioneered a single-overhead-cam V4, independent front suspension and what *Autoweek*



says is “the first production car to use what we would consider a monocoque chassis/body construction method.” There is no ladder frame underneath this car; body panels are attached directly to a metal skeleton structure, becoming an integral part of its structure. This makes the car both light and rigid.”







**JAGUAR XK100 PROTOTYPE ENGINE**

The first public know about Jaguar's postwar six-cylinder engine was in the autumn of 1948 when racing driver "Gubby" Gordon took a series of 2-litre records on the Jubbeks Highway in Belgium at almost 120 mph in his fastest streamlined special prototype four-cylinder version of the new power unit. Jaguar's management intended to offer a four-cylinder XK straight-six cylinder range, but the overwhelming success of the XK120 put production of the cheaper four on the back burner, where it stayed. Many four-cylinder engine sets had been built before the decision not to launch the "XK100" was made, and consequently were given to dealers as display units. A significant problem that plagued the four was secondary vibration, which manifested itself as an annoying "titz" through the transmission and overall structure.

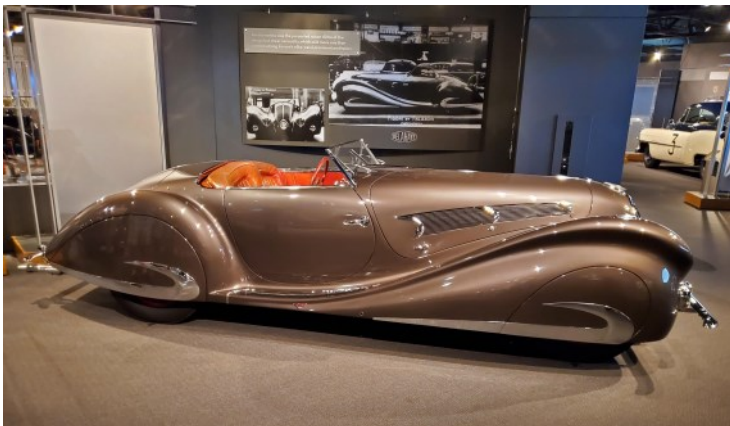
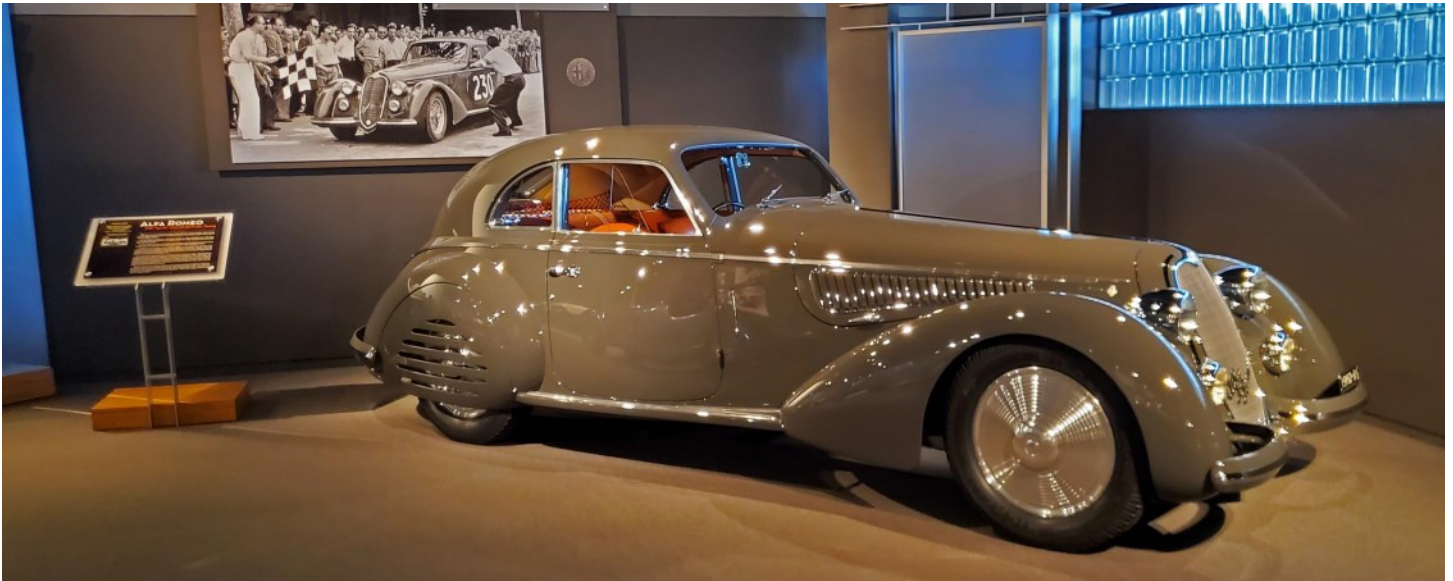
**Configuration:** Double overhead camshaft  
**In-line four cylinder**  
**Bore and stroke:** 83 mm x 91 mm / 3.27 in x 3.58 in  
**Displacement:** 1970 cc / 120 cu in  
**Power output:** 105 hp @ 5000  
**Induction:** Twin SU carburetors

The REVS Institute has a rare a XK100 engine (*above*), the planned four-cylinder XK engine debuted in the XK120.

We all know the facts about the engine, right? Right? Here's a refresher thanks to several sources: The XK-100 had the same bore (83 mm) as the XK-120, but the stroke was shorter (91 mm vs 106 mm). Capacity of the XK-100 engine was 1970 cc and developed 105 bhp @ 5000 rpm. The head was a 70-degree twin OHC (same as the XK-120). Crankshaft rode in 3 main bearings.

When the XK120 was advertised for sale in late 1948 the brochures included the alternative of an XK100 - a four-cylinder XK version. But the XK100 did not go into production and only a few of these smaller engines were built and even less were kept for display purposes. Jaguar's management was dissatisfied with the engine and the project was cancelled prior to production.





Every car and display is worth photographing. Here are a few. *(Top)* A 1938 Alfa Romeo Tipo 8C 2900B Berlinetta, winner of the 1947 Mille Miglia. *(Middle left)* 1937 Delahaye Type 135MS Special Roadster bodied by Figoni et Falaschi. *(Middle right)* 1995 McLaren F1, the model that replaced the Jaguar XJ220 as the fastest production car at 240 mph. *(Bottom left)* The 1950 Cadillac Series 61 Le Mans-entered “Le Monstre,” rebodied to reduce weight and wind resistance. Essentially stock underneath. *(Bottom right)* 1962 Lotus Elite Series II S.E. with a stressed fiberglass body. The model won its class at LeMans six times.





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***Saturday January 8, 2022***

***6:00 pm - 10:00 pm***

***Marriott Hotel, Lake Mary, FL***

***1501 International Pkwy, Lake Mary, FL***

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***Renew JCOF & JCNA Memberships for 2022***

***BEFORE December 31, 2021 or your memberships and benefits will expire!***

***Happy Holidays***



# 2021 PONTE VEDRA AUTO SHOW

Article by Robert "Mac" Ballard  
[PhotosByDelmar.Net](http://PhotosByDelmar.Net)



At the suggestion of our entertaining editor, Robert Delmar, I attended the 2021 Ponte Vedra Auto Show. It's in the master planned community of Nocatee, FL which is a Timucuan Indian word meaning peaceful river. I was thankful I was able to find a peaceful route there that avoided all but a few miles of crowded interstate travel.

It was bit of a gamble to travel so far for a car show, so I was glad I encouraged a friend to join me. The Ponte Vedra area is attractive with lots of good restaurants for after the show.

This year's show paid special tribute to Jaguar and the 60th anniversary of the E-type, known as the XKE here in the US. We were delighted to find several JCOF club members and their motorcars on the field, as well as other JCNA members from other southeastern region clubs.



JCOF members Dan and Tim Middleton's '63 XKE "BlingMobile" was a hit of the show!

In addition to our favorite motorcar from England [Jaguar of course], there were cars from various other nations including an unexpected, VW powered, Puma GT from Brazil. While my friend of German heritage was admiring the cars of his home nation, I enjoyed the unexpected, including a one year only, west coast import only, 1971 Toyota Crown Coupe.



From the domestic auto makers the selection ranged from a very early 1900's Cadillac to Mustangs and Corvettes of our youth, whatever decade that youth might be.



The registration cut off for the show was 200 cars. That was apparently reached as registration was closed before the show. There were some very show-worthy cars in the spectator parking area.

Though the quality and variety of cars was nothing less than spectacular, there was little doubt that Jaguar was the featured marque. Members of Jaguar Car Club of North Florida (JCCNF) brought 27 Cats together from all over the state, including eight (8) E-types.

Recently moved to Ponte Vedra was "Samantha," a remarkable 1951 MK V Drop-head Coupe.





**Editor's Note:** Sponsored by the St. Johns County Chamber of Commerce, the Ponte Vedra Auto Show has grown to become one of the premier events in northeast Florida. Perhaps "Free Admission" is a major attraction, but more likely it's the quality and diversity of automotive art that makes the PVAS increasingly popular.

Watch for show dates in 2022. Meanwhile, since 2021 featured the 60th anniversary of the Jaguar E-type --and since this is the e-Magazine for *THE FUNNEST CAR CLUB IN FLORIDA*-- enjoy the following photos then check out [Fun Photos](#) of this and other JCOF events at [www.JaguarClubFL.com](http://www.JaguarClubFL.com)



JCOF member Alan Winer proudly showed his XK 140 OTS Portfolio Edition, one of only 12 in Pacific Blue with light gray interior. Gorgeous!

Alan was parked next to JCOF member Art Pastone's Primrose XK140 Coupe and captured a remarkable reflection in the highly polished D-type racer.



Straight from winning Best in Show with his "new" 1960 Mk IX Salon, AND in proper period attire, was JCCNF president elect, Ed Lewis. Someone said he had seen less real wood in a furniture store than in the interior of this elegant Jaguar.



Dr. Craig Kerins, JCNA SE Regional Director and President of JCCNF; Harold Kelly, JCCNF Rallye Master; and Jay Lander, JCNA Certified Judge were three primary movers and shakers who made the Jaguar entry and the Ponte Vedra Auto Show such a stunning success. That's Harold's Jaguar Racing Green E-type.







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**27th ANNUAL AMELIA ISLAND**



**Saturday, March 5, 2022**

**2022 Event Information Coming Soon**

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***We'll be back at the popular Marriott Hotel, 1501 International Parkway, Lake Mary, FL for this JCNA sanctioned Concours d'Elegance, PLUS a Gourmet Awards Banquet, PLUS a Sunday Road Trip! Check our website Event Calendar later this year for car registration and hotel reservation info.***

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**Carolina Jaguar Club invites all CatDrivers and friends to this JCNA sanctioned Concours d'Elegance and other COOL events next July.**

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

**CarolinaJaguarClub.com**





## The Coventry Foundation

7001 St. Andrews Rd. Suite 105

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<https://coventryfoundation.org>

### **“Preserving Jaguar History”**

The Jaguar Club of Florida was a founder of the “Coventry Foundation Club Patron” concept and remained steadfast supporters of this worthy organization.

There are now fifteen JCNA affiliated clubs as well as one independent club that have signed up to meaningfully support the Foundation on a continuing annual basis.

Since the inception of this program the Coventry Foundation has grown exponentially. We now have 9 Classic Jaguar automobiles, enormous amounts of literature and reference material, the largest Jaguar tool collection in the world, and a wealth of art work and memorabilia. The scholarship program continues to support a needy student in the art of automotive restoration.

The Foundation is very active in loaning tools to members and serving as the “go to” source for technical and historical information. The storage space for all this material has tripled. All of this growth, as well as the expanding mission of the Coventry Foundation has come with growing expenses.

We would like to count on our loyal Club Patrons to supply the Foundation with a reliable source of income to support a portion of the fixed costs. A yearly donation of \$250 (or more) will greatly add to the stability of the organization and enable our continued growth in the future.

Most clubs allocate some funds to annual donations. The Coventry Foundation (thanks in large part to Tom Wright) is a 501 3 (c) charitable organization with extremely low overhead that directly supports your hobby.

Midway through this awful year is a terrific time to do something good for our Jaguar community by renewing the commitment and making the \$250 donation.

Thanks again, your support has been invaluable to us.

Sincerely,



## COVENTRY FOUNDATION

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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.
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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



## TIME TO RENEW FOR 2022

With its worldly wisdom, JCNA has decreed that:  
***Anyone who doesn't renew by December 31, 2021 will be dropped from membership on January 1, 2022!***

JCOF makes it easy for you to renew. Simply go to [www.JaguarClubFL.com](http://www.JaguarClubFL.com) and click the Join/Renew Tab.

OR [Click Here to RENEW AND PAY ONLINE](#)

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Why not add \$10 for a Co-member/Spouse? Be sure to include his/her email to remind you of upcoming events!

Our new membership chairperson, Jana Vactova hopes to soon have "The Funnest Car Club in Florida" be called: "The RENEWINGEST Jaguar Club in North America!"

If you have doubts about paying just \$65-\$75 to renew, please take a few moments to review [archived editions of JAGWire e-Magazine](#) as a reminder of the fun we've had. Also check the [Fun Photos](#) on our award winning website

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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](http://www.holden.co.uk)



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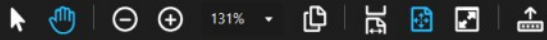
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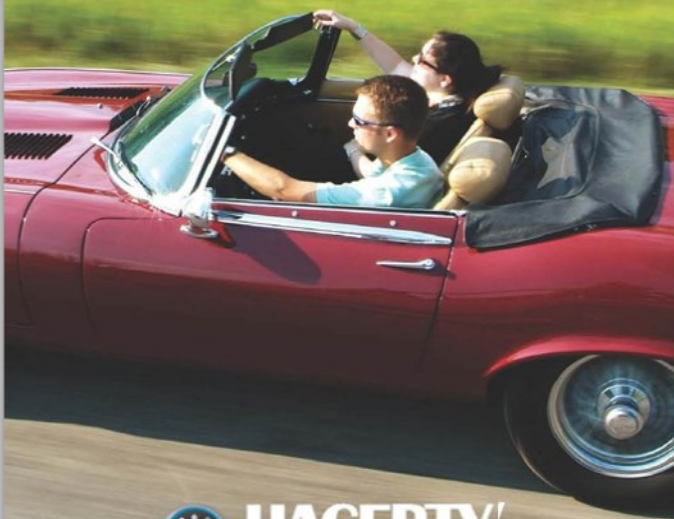


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**34<sup>th</sup> Annual**

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**Lake Mary, Florida**



**When:**  
March 25 - 27, 2022

**Where:**  
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1501 International  
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**Friday Night Meet and  
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**Saturday:  
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**JAGUAR CLUB OF FLORIDA**

**Will Hoehndorf**  
Concours Chairman  
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The Villages, FL 32259  
352-753-6461

[wHoehndorf@comcast.net](mailto:wHoehndorf@comcast.net)



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**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](http://www.JaguarClubFL.com) to pay online (*Highly Recommended*), OR to print & mail with your check to:

**Jana Vacatova , [Membership@JaguarClubFL.com](mailto: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: \_\_\_\_\_

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