



# THE JCM ANNUAL PICNIC

# PRESIDENT'S CORNER



Dear JCM Members and all Jaguar Enthusiasts,

Summer has gone by in another blink of an eye. So grand that we have three other seasons to look forward to.

This year has been filled with great weather for all but one event. We were rained out of the Stone Arch Festival for one day and a bit iffy for the other. A few of us diehards did make the first day. John, Daniel, Dick and I had a wonderful time sitting on the veranda watching it rain and waiting for the sun to come out.

If you missed out on our new events I hope you hear how much fun we had. We added blueberry picking, a cruise on the Minnehaha and a very nice dinner to commemorate our 41st year. A Huge thank you to Rich Leistico and Kathy Adamek, Mike and Gloria Lynch, and Jeff and Peggy Cotter for going the extra mile to plan these events.

We had our largest attendance to date at our Annual Picnic. All our members involved in planning and execution deserve our thanks and so much more.

Well done to all the organizers of the new Cars and Caves at the Auto MotorPlex. Every month was a new charity to support and new members to meet and get to know.

I feel blessed to be involved with such an amazing group of people.

Fair Winds and Smooth Roads to All,  
Holly Richmond

# JAGUARS INVADING ISANTI



On June 23rd 2018, BMC British Automobile and the Jaguar Club of Minnesota offered a quiet and relaxing alternative to overpriced parking, 10,000+ mostly American cars, expensive tickets, never-ending crowds and greasy food at the Back To The 50's car show.

'Spring into Summer' offered free car entry, free food, and a free rally at BMC British Automobile in Isanti. All donations went to The Harbor Room at the Cambridge Medical Center, a charity that offers support, resources, classes, wigs, hats and prosthetics as well as financial aid for cancer patients.



Cars included about a dozen of our Jaguars, an SS-100 Replica, MGs, Triumphs, Aston Martins, a Callaway Corvette and a Mexico VW Beetle. In the afternoon a Mike Lynch and Jeff Flynn joined the rally to Wisconsin and promptly won. Small car shows can be fun.

Text: Andy Schmiegl





# CAR SHOW AT THE BRIT'S PUB



The Brit's Pub & Eating Establishment has been Minneapolis's own little corner of the United Kingdom for over a quarter of a century. With no dedicated British grocery store in town, Brit's Pub is one of the few places where British people can get away from those Americans, drink a pint of Guinness, watch a real football game with a round ball (soccer), and enjoy a game of lawn bowling on the rooftop. Nevermind, this place is full of Americans, too.

On June 22nd 2018, the Brit's Pub hosted a small special invitation car show with Jaguars including a Mark V Drop Head Coupe, a Lotus Elan Plus 2, a late MG B with a V8 engine, a 1955 Ford Popular and a 1956 Ford Thames Van.

One nagging question I forgot to ask: Why is soccer played with a round balanced ball that goes arrow-straight, but lawn bowling is played with unbalanced balls that go everywhere but straight? Cheers!

Idea & Photos: John Shorrock, Text: Andy Schmieg



# THE BRITISH ARE COMING!



On August 11th 2018 the British invaded Hudson, Wisconsin for Britfest 2018. Meeting point for the Jaguar Club was the parking lot at Dairy Queen. Then dozens of Austin Healeys, Jaguars, Lotus, MGs, Minis, Rolls Royce and Triumphs poured into Walnut Street for a packed display of British motor history. My personal highlight was the sighting of a rare late-seventies pre-H.E. Jaguar XJ-S in Cotswold Yellow.

Breakfast at Pudges was great as always, but forced some tough decisions. (Which one goes better with Savory Breakfast Bread Pudding, Lobster Eggs Benedict or Philly Prime Rib Omelet?) A sunny day made a stroll down Hudson's own bridge to nowhere very enjoyable. And the restaurants and shops on Second Street provided plenty of opportunity to get rid of any extra money. (The German Winzerstube and St. Croix Shoes did some serious damage to my wallet.)

Everyone was allowed to vote for their favorite car with tickets that benefit Big Brothers Big Sisters of Northern Wisconsin and everyone got a chance to win door prizes.

Text: Andy Schmieg





# BIG FESTIVAL – SMALL CAR SHOW: THE STONE ARCH BRIDGE FESTIVAL



The Stone Arch Bridge Festival is a weekend of art and music on the Minneapolis riverfront. It happens every father's day weekend in June. Besides a beautiful view of downtown Minneapolis and a stone arch pedestrian bridge across the Mississippi, the festival offers plenty of artists, crafts, vendors, food, ice cream, and live music. If you love unique art, this is the place to meet local artists and buy your favorite piece.

The festival also included a small car show on Main Street SE. A very small car show to be precise. With rain on Saturday morning, the number of Jaguars on Saturday was: One (or two?). Despite more rain on Sunday

morning, the number of Jaguars on Saturday was five, plus a few dozen German and American cars. The number of visitors was great and so was the food on every corner.

Text: Andy Schmieg



# THE JCM ANNUAL PICNIC

The Jaguar Club of Minnesota Annual Picnic on July 8th 2018 was located at a gorgeous four-season park pavilion on top of a wooded hill overlooking a small pond owned by Emerson Automation Solutions in Eden Prairie. About one hundred Jaguar enthusiasts, friends and families enjoyed a wonderful afternoon full of cars, yummy food, drinks, door prizes and good conversations.

Cars included lots of Jaguars like an F-Type R, several XK8 convertibles, a blood red XF R-S with a black Crown Rally vinyl wrap, XJ6s and XJ8s, an XJ-S, a few E-Types, a 420 and a Mark V. As well as a Cobra, a Corvette, a Ferrari and a Porsche.

The weather cooperated with cloudless sunshine and warm temperatures. Did I mention the food yet? There was lots of yummy food. Nobody left hungry, that's for sure.



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After the food there were enough door prizes for everyone. Highlight was a gift certificate for a stay at the Home Sweet Home Seaside Resort in Negril Jamaica, sponsored by Charlie Rossley (check it out at <https://www.homesweethomeresort.com/>). Other nice door prizes included two \$50 gift certificates from Mama's Pizza in Saint Paul (<https://www.mamaspizzaparlor.com/>), four \$25 Visa gift cards from Hatzung Insurance (<http://www.hatzunginsurance.com/>), lots of Jaguar books, apparel and memorabilia, car care products and delightful home goods. The two jars of Lucas Replacement Wiring Harness Smoke did not find a new owner.



Even more amazing than the beautiful location was how smooth and effortless the annual picnic was humming along. The entire event was extremely well-planned, well-stocked, and well-executed. Everyone that helped knew what to bring, where to unload it, where to bring it, how to setup, how to prepare the hot food and cold beverages and where to put the door prizes. A big THANK YOU! to all the many helpers and to Mike Lynch's event management skills.

I am sure everyone had a wonderful (and tasty) afternoon.  
Text: Andy Schmiege





# BLUEBERRY PICKING IN STILLWATER



On July 15th 2018 a small group of Jaguar enthusiasts met in Stillwater to go blueberry picking. Blueberry Fields of Stillwater is located just seven minutes North-West of downtown Stillwater. The sun was shining, the buckets were full and the blueberries were tasty. Together with coffee, cake and cookies it made for a beautiful afternoon. For great blueberry recipes or next year's season, go to <https://www.blueberry-fieldsofstillwater.com/home.html>.

Text: Andy Schmieg



# MEXICAN FIESTA AT CASA HERRADURA

On July 29th 2018, Mike and Gloria Lynch's Casa Herradura (Spanish for Horseshoe) opened its doors for Lynch's Mexican Fiesta. They like to cook and we appreciate good food. So almost two dozen people poured into the Lynch residence and ate so many Mexican tacos and enchiladas that there were no tacos left for Mike. What better compliment can a chef get? And Wendy's tasty desserts called for seconds.

There was plenty of space for plates, drinks, people and good conversations on the beautiful wrap around deck and the car lift turned dinner table.

Text: Andy Schmieg





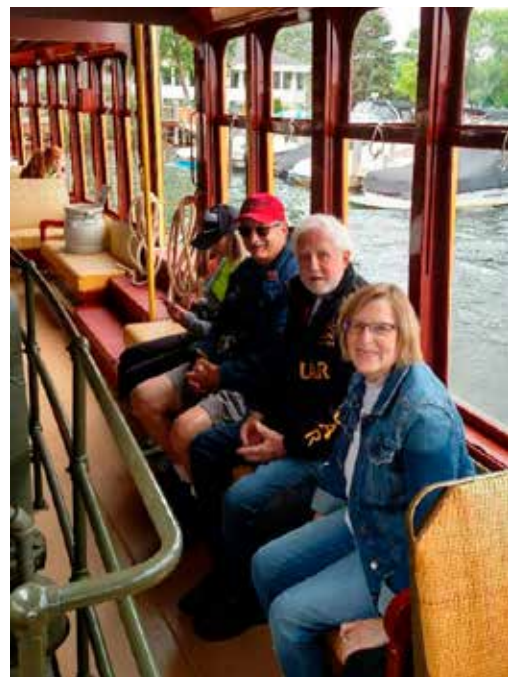
# ANCHORS AWAY... MINNEHAHA STYLE!

I have been away from the club's inner circle for awhile, but still impressed with how some of our best events come about. Jeff Cotter put this one together.

Yes, it was a Thursday opportunity, tough for most. But the twenty-six of us who managed a slog through Minneapolis road construction to make it to Minnetonka the morning of July 26th were in for a treat.

The Steamship Minnehaha was exclusively scheduled to give the Jaguar Club of Minnesota a private chartered run around the lake. It is certainly a piece of history. Thank you Jeff Cotter and John Palmer!

These two gentlemen are part of a preservation crew that keeps this 1906, 70 foot boat looking spectacular and operating in peak shape. Got to hand it to them. Think of the potential challenges! No, it's not fiberglass. It's wood. No, it's not powered by a diesel or petrol marine engine. It's powered by a double action, triple expansion period designed steam engine. What?? I'll use a paragraph to explain part of that.



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Most know what a 4-cycle engine is. Your Jaguar has one. Compression, power, exhaust, intake. A two cycle cleverly combines these into two cycles. But this steam engine has power on every stroke, each direction, so maybe it could be called a one cycle engine. "Double action", the term used, sounds more impressive.

If you are still lost on that brief explanation it's my fault. I wondered if anyone has ever tried this system with a gasoline engine? (That shows an ignorance of the laws of physics, or chemistry, or both). Don't forget it's a triple expansion system as well. I'll not try explaining that. RPMs? About 140 at normal cruising. No reduction gears. It's direct, so that's how fast the prop is turning. All the guts are exposed...crankshaft, push rods, rockers, whatever all that stuff is. Keep your hands in your pockets!

All hail steam!

Anyway seven of these beautiful boats were constructed courtesy of Twin Cities Rapid Transit. They were used for twenty years on strict schedules around Lake Minnehaha servicing 125 miles of shoreline, twenty seven landings. Remember, automobiles were not common in the early nineteen hundreds, not to mention roads. And if you are really old you might recognize that these boats all resembled the contemporary and attractive TCRT street cars.



Eventually the needs for this transportation service declined. You know why. In 1926 three of the boats were scraped and three scuttled, sunk in deep water. One was left in service for a few more years then scuttled as well. The four sat, rotting on the bottom of Lake Minnetonka for about seventy years.

In 1979 the best of the submerged boats was discovered and salvaged, The Minnehaha. Legal troubles kept it in dry-dock for ten years, then it went under a six year meticulous restoration. That brings us up to 1996 when it returned to service. Even that was 22 years ago, and it still looks magnificent and absolutely original. I even checked the "head".

Many thanks to Jeff Cotter for arranging this complementary run, and to both Jeff and John Palmer for helping keep this wonderful piece of Minnesota history available for all to see and enjoy.

Check the web site <http://www.steamboatminnehaha.org> for more information, and make use of the cruise schedule!

George Arthur  
Jaguar Club of Minnesota





# JOHN SHORROCK AT THE LAKELAND MOTOR MUSEUM

John Shorrock discovered this little treasure on his travels through England. The Lakeland Motor Museum offers a unique collection of 30,000 exhibits including 140 classic cars and motorbikes, all carefully assembled over 50 years. Nestled in the scenic Leven Valley and open seven days a week, the Museum isn't just about cars. The entire collection is presented in a social context, with a host of rarities to awaken some special motoring memories.

The Lakeland Motor Museum is located in the Old Blue Mill, Backbarrow, Ulverston LA12 8TA. It is about a one hour drive from Preston, a three hour drive from Coventry or a five hour drive from London. Learn more at <http://www.lakelandmotormuseum.co.uk>



Idea: John Shorrock, Text: Andy Schmiegl



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# THE ORIGINAL GANG

Jack Crane found this old photo of the Jaguar Club of Minnesota original board members that used to meet monthly in Ken Smith's office. Here are the names clockwise around the table (no guarantee on the spelling):

Ron Pensinger, Bill Fraser, Lee Bowman, Ken Smith, Dave Ziskin, Warren Erickson, Pam Stiles, Lynn Crane, Gene Berghoff, Fellow with Jaguar Sweater, Mike Jacobsen, Jack Crane

Idea: Jack Crane



## WHY WE CALL SODA POP & WHY WINDSHIELD WASHER FLUID CAN POP

Ever wondered why Minnesotans call sweet carbonated beverages 'Pop'? Simply put a twelve pack of Coke in your car and park it outside in the winter. Your cans or bottle caps will 'pop' before the beverage is completely frozen and spill the sugary mess all over your seats or carpet. Then, just to be difficult, it will finally freeze solid. You can imagine the fun of cleaning frozen pop out of your car (don't ask ...).



The same can happen if you buy windshield washer fluid that is only good to PLUS 32 degrees rather than MINUS 32 degrees. Sometimes windshield washer fluid destined for warmer climates ends up in stores in Minnesota. This can easily ruin your windshield washer pump and holding tank when freezing. So check the label before you buy and if you buy a car from a warmer climate, use up any old windshield washer fluid before winter.

Idea: Mark Harris & Maggie Fruetel, Text: Andy Schmieg





# THE COVENTRY FOUNDATION

The Coventry Foundation is a North American charity headquartered in Columbia, South Carolina. The foundation's mission is to preserve the Heritage of Jaguar Cars in North America. It is a 501c3 public charity and all donations are tax deductible to the donor as allowable by law.

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. They aim to leave a legacy for our children's children so that they will be able to appreciate and continue with the work started. The foundation is anticipating opening museums, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public.

Besides monetary donations, the foundation is collecting Jaguar specialty tools, memorabilia and classic cars. They plan to be a resource for documentation, repair instructions, a lender for specialty tools and even hope to endow a scholarship for the purpose of helping talented men and women who are taking restoration arts as a curriculum.

The number of Jaguar-related items and documents the Coventry Foundation was able to assemble in a rather short time is very impressive. In July 2018 someone was searching for the correct measurements for their 1965 Jaguar E-Type and the foundation was able to provide a copy of the original blue prints from that year. Vehicle donations so far include a Jaguar XJ6, a pre-H.E. Jaguar XJ-S and a Jaguar E-Type. Turns out there are quite a few Jaguar enthusiasts that want to ensure that their collection survives.

One of the newest supporting club members is the Jaguar Club of Minnesota. Individual memberships start at \$50 per year. Club memberships start at \$250 per year. Learn more at <https://www.coventryfoundation.org/>.

Idea: Dennis DeGroot, Text: Andy Schmiegl



# THE ELECTRIC TYPE

Debbie Gibson already knew it in 1989 with her album 'Electric Youth'. And no matter where you stand on electric cars, three facts are undeniable: 1. Electric cars work. 2. Electric cars sell. 3. Electric cars are here to stay. (Whether they really save our planet ... we will see about that.)

Jaguar Classic Works introduces the E-Type Zero. 'The Electric Type' is not a new car, it is a fully factory restored original E-Type with a fully reversible electric powertrain conversion. Now that is a mouth-full.



The idea of factory restored classic cars by itself is revolutionary. So instead of finding a small restoration shop that hopefully knows what it is doing and possibly waiting three years for the result, you simply ship your E-Type to Jaguar Classic Works and they restore it in a professional environment. Why didn't any other automaker think of that?

The powertrain conversion is an all-electric lithium-ion motor comparable in size to the original Jaguar straight six engine that is located in the same place for optimum weight distribution and handling. A sophisticated single-speed reduction gear produces maximum power for a 0 to 60 mph sprint in under seven seconds. Jaguar promises that it rides and brakes like the original. Fully reversible, in case you change your mind.

To find out how to purchase a Jaguar E-Type Zero or convert your existing E-Type to an electric powertrain, contact Jaguar Classic Works: +1-888-248-49501.

Idea: Dennis DeGroot, Text: Andy Schmieg





# 50 YEARS OF JAGUAR XJ



The Jaguar XJ is a full-size luxury automobile introduced on September 26th 1968. Early Series I four-door saloons offered a 2.8 liter (140 hp) or 4.2 liter (186 hp) six cylinder double overhead cam engine, 4 speed manual or 3 speed automatic transmission, power steering, four round headlights (introduced with the Mark X), leather upholstery, wood trim and optional air conditioning.

A few select highlights of its 50 year lifespan include the Jaguar XJ 12 with a 5.3 liter V12 engine, the beautiful no-post Jaguar XJ Coupe and the long wheel base Daimler version that Her Majesty The Queen prefers. The original design of the XJ still shows the handwriting of Sir William Lyons who called it 'the finest Jaguar ever'. And if you ever have the pleasure of driving one, you will know he was right.



Happy 50th Birthday! Still looking good.

Text: Andy Schmieg

# 2019 JAGUAR I-PACE SMOKES TESLA MODEL X 75D

Not interested in electric cars? How about if you could win a race against a Tesla with an electric Jaguar? That is exactly what the new Jaguar I-Pace did several times now. Jaguar has a history of redefining speed. Being faster than a Tesla puts the Jaguar I-Pace on the map for electric car buyers.

Starting at \$69,500, the 2019 Jaguar I-Pace is a stylish four-door sedan with a 394 hp lithium ion electric motor that develops a whopping 512 lb-ft of torque. (For comparison, a 1997 Jaguar XJ6 develops 289 lb-ft of torque. A 2019 Jaguar F-Type R develops 502 lb-ft of torque.) This torque monster accelerates all 5,886 pounds of gross vehicle weight from 0 to 60 mph in 4.5 seconds. If you drive reasonably, the I-Pace has a range of up to 240 miles. If you leave a Tesla in the dust at every traffic light, the range will be significantly less.

Several car magazines compared the Jaguar I-Pace to the Tesla Model X and - you probably guessed it – the new Jag wins every time. The Car Connection.com gives the I-Pace a rating of 9.4 out of 10 and the Tesla Model X a rating of 7.7 out of 10. For more details on the comparison, go to [https://www.thecarconnection.com/news/1117316\\_2019-jaguar-i-pace-vs-tesla-model-x-75d-compare-electric-cars](https://www.thecarconnection.com/news/1117316_2019-jaguar-i-pace-vs-tesla-model-x-75d-compare-electric-cars). To read more about five key differences between the Jaguar I-Pace and the Tesla Model X 75D, go to <https://www.motortrend.com/news/jaguar-i-pace-vs-tesla-model-x-ev-tech-5-key-differences/>.



Idea: Beth Pursley, Text: Andy Schmieg





# RARE OPPORTUNITY: THE VERY FIRST LHD JAGUAR XJ-S

The current owner of the very first pre-production left-hand-drive Jaguar XJ-S Coupe is considering giving up his rare treasure. The vehicle with serial number 2W50001BW was completed on January 31st 1975, seven months before the car was officially launched on September 10th 1975 at the Frankfurt Autoshow.

The car is all original, complete and will be in running condition. All numbers match. Significant rust took its toll on the floor boards, rockers, trunk floor and body. Some areas are as crumbly as British Weetabix cereal. So the XJ-S will need a full restoration. It is located in Täby, Sweden. The owner is looking for a Jaguar enthusiast with the resources to restore this very rare car rather than going for top Dollar.

There are only two XJ-S prototypes known to survive that are older than this car. One is a RHD XJ-S prototype in Australia. The other one is a LHD XJ-S prototype likely built in 1973 that carries 'XK-F' lettering on the trunk lid and was used for wind tunnel testing. The first pre-production right-hand-drive Jaguar XJ-S Coupe has never been found.



So what would it be worth? Here a few reference numbers. The owner of the 'XK-F' prototype rejected a \$30,000 offer as low-balling last year. LHD XJ-S 2W50026BW is restored and currently for sale for \$50,000 in Switzerland. LHD XJ-S 2W50028BW, a certified Jaguar experimental car, also in very rusty condition, recently sold for \$10,000. If you have any interest in this very rare car, please contact Andy Schmiege at [schmiege\(at\)gmx.com](mailto:schmiege(at)gmx.com).







## Living Up to the Legend

The E-type was Jaguar catching lightning in a bottle

BY MARK J. McCOURT • PHOTOGRAPHY AND VINTAGE ADVERTISING COURTESY JAGUAR CARS, AND AS CREDITED

Jaguar was on a roll. The small automaker at Browns Lane in Coventry, England, had racked up five wins at Le Mans by 1960, twice with the XK120C, popularly the C-type, and three times with the ferocious D-type. Although the company was officially out of competition in 1957, CEO Sir William Lyons allowed his engineers to proceed with a further evolution of the 1954 D-type for the early 1960s, a racing car that would become a de facto prototype for the street car that rocked the world and became arguably the most famous British sports car ever built: the E-type.

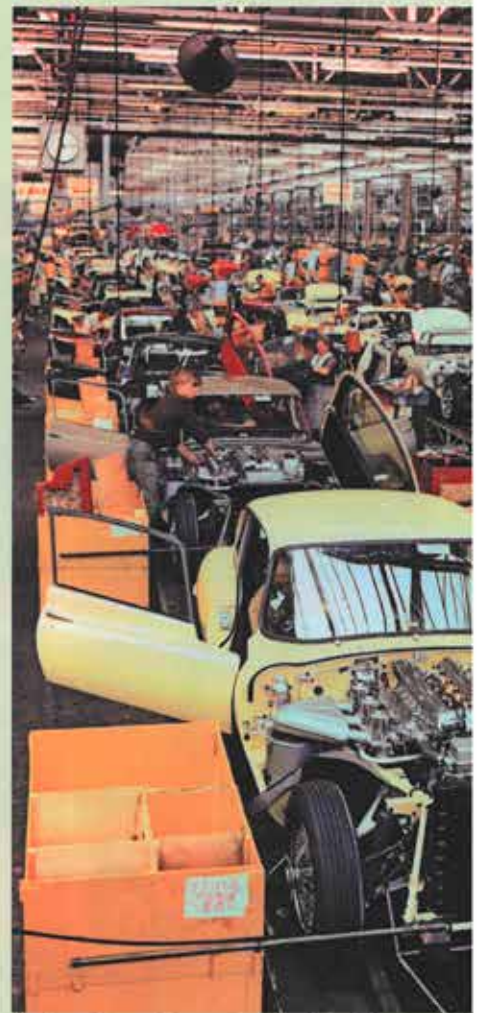
It was 57 years ago, on March 16, 1961, when the fifth production E-type, a Fixed-Head Coupe prepared to show standards, made its public debut at the Geneva Motor Show in Switzerland. An identical left-hand-drive FHC, internally considered "Prototype No. 7/Fixed Head No. 2" and bearing the registration 9600 HP, had already taken part in a top-speed test for *The Autocar*. As tested on the M1, with seven runs from Northampton to Aston Martin's home of Newport Pagnell, it pulled to 143 mph, and after a bit of tuning, reached a best of 147 mph.

But this was not enough, because the car's advertising and promotional materials would all claim a 150-mph top speed. 9600 HP was taken to Belgium to run on a 9-mile stretch of the E39 highway. The *Autocar* testers recorded a 0-60-mph time of 6.9 seconds, and the FHC reached a top speed of 150.4 mph. While the car used

a few non-standard bits like a painted-on front number plate, R5 racing tires, light Perspex side and rear windows, and front bumpers without overriders, it had achieved its goal to become the world's fastest production sports car. And that FHC would soon be driven at a frantic pace overnight from Coventry to Geneva, to be introduced by Jaguar's Swiss importer to the press at the Parc des Eaux Vives on March 15, arriving with just 20 minutes to spare for cleaning.

The car that made such an impression on the press and public alike was in some ways an evolution of previous Jaguar sports cars, and in other ways a completely new animal. Aerodynamicist Malcolm Sayer had created a shape that owed much to the D-type racer and its road-going XK SS counterpart, and William Lyons ensured its detailing was beyond reproach. The production car's triple-SU-carbureted 265 (gross rated) hp, dual overhead-cam, 3.8-liter inline-six had been used under the hood of the XK150 'S,' but the E-type's monocoque body structure, with its tubular space frame ahead of the cowl, was a radically modern departure from the body-on-frame XKs. Its rack-and-pinion steering and four-wheel disc brakes were innovative applications proven on the C-type racer, but its sophisticated, subframe-contained independent rear suspension was revolutionary, and would be used on Jaguars into the 1990s.

The new car, also available as an Open Two-Seater (popularly, roadster), wore just



Workers at Jaguar's Browns Lane plant banded together to build a fleet of new E-types.

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two badges outside when it arrived—the small “growler” medallion centered in the grille opening, and the word “JAGUAR” on the rear deck. But its feline design made identification superfluous—it couldn’t be anything but a Jag. Interestingly, the car’s identity was altered when it made its American debut the following month at the New York Auto Show. Despite it bearing the “E-TYPE” moniker on its steering wheel boss, the car was renamed by Jaguar’s U.S. branch as the XK-E, in reference to the well-known XK120/XK140/XK150 line of sports cars. Despite the addition of an “E-TYPE” badge on the decklid of 4.2 and V-12 models, the car would be advertised to Americans as an XK-E throughout its life.

The early 3.8-liter OTS and FHC were marked by a flat floorpan and small, barrel-backed bucket seats that compromised comfort for taller or larger occupants. Even if they were pinched, they enjoyed the view of the real aluminum trim on the dashboard and center console. Welcome upgrades in the forms of internal hood lock releases, revised floor pans incorporating footwells, and ready availability of a fiberglass detachable hardtop for OTS models

came in 1962. Aluminum-rim wire wheels were standard, with chromed wires being a popular option, and most U.S. delivery cars wore whitewall tires.

The next E-type development appeared in the fall of 1964 as the 4.2-liter. Its 4,235-cc engine, which was created by increasing the 3.8’s 87-mm bore to 92.07 mm, retained the same 265-hp rating, but was credited with boosting torque from 269 to 283 lb-ft. This engine was mated to



Series 1 Open Two-Seater and Fixed-Head Coupe have glass-covered headlamps until 1967.

JEFF KOCH

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MARK J. MCCOIRT

Series 2 cars have larger air inlets, uncovered headlamps set forward in their scoops, and larger parking and taillamps moved below the bumpers.

an improved, all-synchromesh four-speed gearbox that replaced the sturdy-if-aged Moss box, with its non-synchro first. An alternator replaced the generator, bringing negative ground, and a Lockheed brake booster replaced the bellows-type Kelsey-Hayes unit. Increasing passenger comfort were flatter, more comfortably padded seats with adjustable seatbacks, and in left-hand-drive cars, air conditioning became available.

Bowing to the market's call for a four-place coupe, Jaguar added the Two Plus Two body style in 1966. This version featured a 9-inch-longer (105- versus 96-inch) wheelbase, a subtly taller roofline for improved headroom, and a small, fold-down rear bench seat designed for children or pets. The added length allowed for the E-type's first optional automatic gearbox, a three-speed Borg-Warner Model 8; manual gearbox 2+2s featured a 9-inch tail shaft extension.

In late 1967, the car that some would dub the "Series 1½" arrived, and it was notable for combining the exposed headlamps that would characterize later cars with the original, delicate above-bumper front parking/turn lamps and taillamps and small air inlet. In deference to safety, this car's steering column received GM Saginaw energy-absorbing sleeves, its wheels no longer used "eared" knock-offs, and its dashboard toggle switches were replaced with rocker switches. Under the hood, the famous polished-aluminum cam covers were replaced by crackle-finish black units with polished ribs, and USA-spec cars saw their triple SU HD8 carburetors replaced with Zenith-Stromberg CD carburetors, bringing 246 hp and 263 lb-ft of torque.

The formally named "Series 2" E-type arrived as a 1969 model, exhibiting a wider air inlet with a thicker badge crossbar incorporated into the front bumper, revised headlamp buckets with lamps moved forward 2 inches, improved engine cooling, and upgraded brakes that featured new three-piston front and two-piston

rear calipers. 2+2s received a more steeply raked windshield (53.5 degrees versus 46.5 degrees) that used two wipers instead of the former three, and larger front and rear lamp clusters were moved under the bumpers. Power steering was optional, and new federal mandates inspired the front-seat headrests and Lucas side marker lamps, also used on cars like the MGB, that sprouted on the fenders.

Jaguar debuted its game-changing V-12 engine in March 1971, in the "Series 3" E-type. While the XJ6 was engineered to contain it in the form of the forthcoming XJ12, the flagship sports car showcased the 60-degree, 5,343-cc V-12, which featured all-aluminum construction, the new Lucas OPUS electronic ignition system initially devised for Formula 1 racing use, and four emissions-compliant Zenith 175 CD 2SE carburetors. The 272-hp, 304 lb-ft of torque-producing V-12 was available with the four-speed manual or new Borg-Warner Model 12 three-speed automatic, and it could only be had in OTS and 2+2 styles, the FHC dropped due to low demand.

The E-type required much revision to fit this new engine, the most important being that the two-seat OTS was now based on the 2+2's long wheelbase. Other changes included a larger air inlet covered by the E-type's first grille, lightly flared

wheel arches accenting wider front and rear tracks, standard chromed steel wheels with hubcaps, larger ventilated front disc brakes and cooling-ducted rears, and a 15-inch Springall steering wheel actuating standard power steering. Federal bumper regulations brought collapsible hoop-type steel and rubber overrides in 1973, and 1974 cars featured front impact bumper tubes with Enersorb hydrocarbon rubber overrides, which were also fitted to the tail.

Pundits complained about Jaguar allowing the E-type to "go soft," about the nose-heavy V-12 being less a sports car than a Grand Tourer. While the Series 3 grew into this new role that its XJ-S successor would soon personify, it retained its sporting genetics. Jaguar Cars North America's vice president of sales and marketing, Mike Dale, encouraged Bob Tullius' Group 44 and the Huffaker Engineering teams to turn the Series 3 OTS into racers that would rack up major victories in 1974 and, in 1975, would win the SCCA B-production championship.

Production ended in the fall of 1974, with more than 70,000 E-types of all series having been built. Jaguar's pretty kitty went out as it came in—with a bang. ❄



Series 3 cars have eggcrate grilles, flared wheel arches, and three styles of impact bumpers on U.S.-spec cars.

continued on page 22





JEFF KOCH

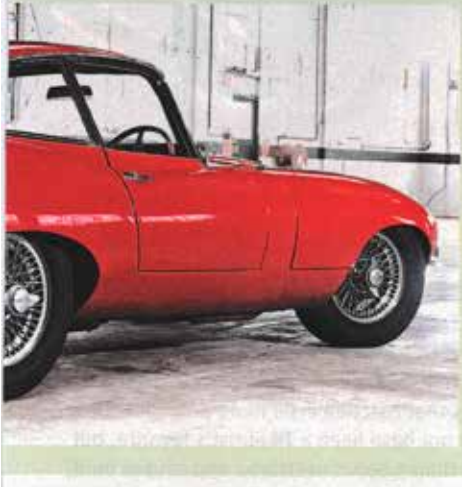


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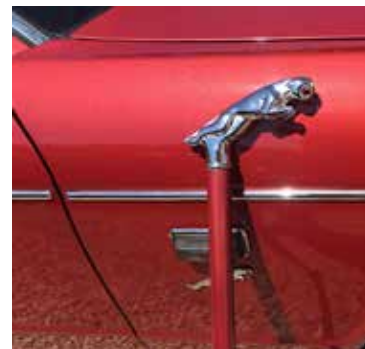
Below the forward-tilting bonnet, Series 1 E-types boast triple SU carburetion. Inside, early cars have aluminum dash and console trim.



# FASHIONABLE JAGUAR CANES



The inspiration for this article came from Kevin Jones in the United Kingdom that had to learn how to walk again after a terrible car crash. For his birthday a close friend got him a new cane with a Jaguar leaper as a handle and a custom-painted shaft that matched his burgundy Jaguar XJ40. So I did a little research and found that there are various different options of Jaguar canes available.



Thirty years ago canes were simply functional walking aids and most of them looked the same. At 87-years-old my grandma still carried a cane camouflaged as an umbrella because she didn't want to look 'like old people'. Today canes are cool, fashionable and come in dozens of colors, shapes and materials. And more and more young people use them after accidents, sports injuries, knee replacement or spine surgery. Sorry grandma, you were wrong.

For a Jaguar cane you can choose between a shiny chrome or a shiny golden brass leaper as a handle, shaped either like the Jaguar logo or smoother and more rounded. Or you can choose a more rugged grooved silver leaper. For the shaft you can select from different materials like brown or black wood, or even blue or laser-etched. Or maybe a folding shaft that fits in a small bag? Or how about a hollow shaft filled with five small flasks of brandy? The standard size for a cane is 37 inches. Some companies also offer custom-sizing to shorter lengths.

You can find Jaguar canes at various online retailers like Amazon, Bonanza, Creations and Collections, eBay, Etsy, Elderlux, Fashionable Canes and Walking Canes. You can either search for your favorite Jaguar cane across multiple websites and the best price yourself, or you can simply remember that Jaguar canes are very 'fashionable' (hint, hint).

Inspiration: Kevin Jones UK, Text: Andy Schmieg



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# JAGUAR AT LE MANS - THE ORIGIN OF THE WORD DETAIL



The 24 Hours of Le Mans (French: 24 Heures du Mans) is the world's oldest active sports car race in endurance racing, held annually since 1923 near the town of Le Mans, France. It is considered one of the most prestigious automobile races in the world and has been called the "Grand Prix of Endurance and Efficiency". The event represents one leg of the Triple Crown of Motorsport; other events being the Indianapolis 500 and the Monaco Grand Prix.

In 1951 Peter Walker and Peter Whitehead took home the first Le Mans win for Jaguar in a Jaguar C-Type (XK-120C) on Dunlop tires driving 267 laps or 2243.7 miles. In 1953 Tony Rolt and Duncan Hamilton brought home another win for Jaguar in a Jaguar C-Type while Stirling Moss and Peter Walker took second place in their Jaguar C-Type.

In 1955, 1956, and 1957 drivers Mike Hawthorn, Ivor Bueb, Ron Flockhart and Ninian Sanderson won Le Mans three years in a row in a Jaguar D-Type. The win in 1955 was overshadowed by the Le Mans disaster in which 84 spectators lost their lives. In 1957 positions one, two, three, four and six were occupied by a Jaguar D-Type. All the devastated competition got to see that year were plenty of D-Tails. Inspired by the overwhelming success of the D-Type, William Lyons considered developing a civilian version later named the E-Type.

1958 brought new engine regulations which ended Jaguar's dominance. It would be another thirty years before a Jaguar would win Le Mans again in 1988 driving a Jaguar XJR-9LM with a 7.0L V12 engine.

Idea, Text: Andy Schmieg



The Fifth Jaguar Victory in Seven Years

## LE MANS

24 HOUR GRAND PRIX D'ENDURANCE - 1957

**1st JAGUAR**  
from Mike Hawthorn, Ivor Bueb, Ron Flockhart and Ninian Sanderson

**2nd JAGUAR**  
from Tony Rolt and Duncan Hamilton

**3rd JAGUAR**  
from Stirling Moss and Peter Walker

**4th JAGUAR**  
from Stirling Moss and Peter Walker

**6th JAGUAR**  
from Stirling Moss and Peter Walker

As a race where only 21 cars finished out of 34 starters

**3 JAGUARS STARTED . . . 3 JAGUARS FINISHED**

Exaggeration in Book Entry on a night entry list

**RECORD DISTANCE . . . 2,732 MILES**  
**RECORD RACE SPEED 113.84 m.p.h.**  
(using 40 cars number 10-40, 41-80, 81-120)

**JAGUAR'S LE MANS RECORD**

1951	1st
1952	1st, 2nd, 4th
1954	2nd, 4th
1955	1st, 3rd
1956	1st, 2nd, 4th
1957	1st, 2nd, 3rd, 4th, 6th

# UPCOMING EVENTS

**Jag Club Fall Color Tour**

October 13

**Wine & Cheese Party**

November 11

**2019 Planning Breakfast**

December 8



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Model Shown: 2017 Jaguar F-PACE S, European license plate shown. For complete details regarding Jaguar EliteCare coverage, please visit [JAGUARUSA.COM](http://JAGUARUSA.COM), call 1.800.JAGUARUSA / 1.800.324.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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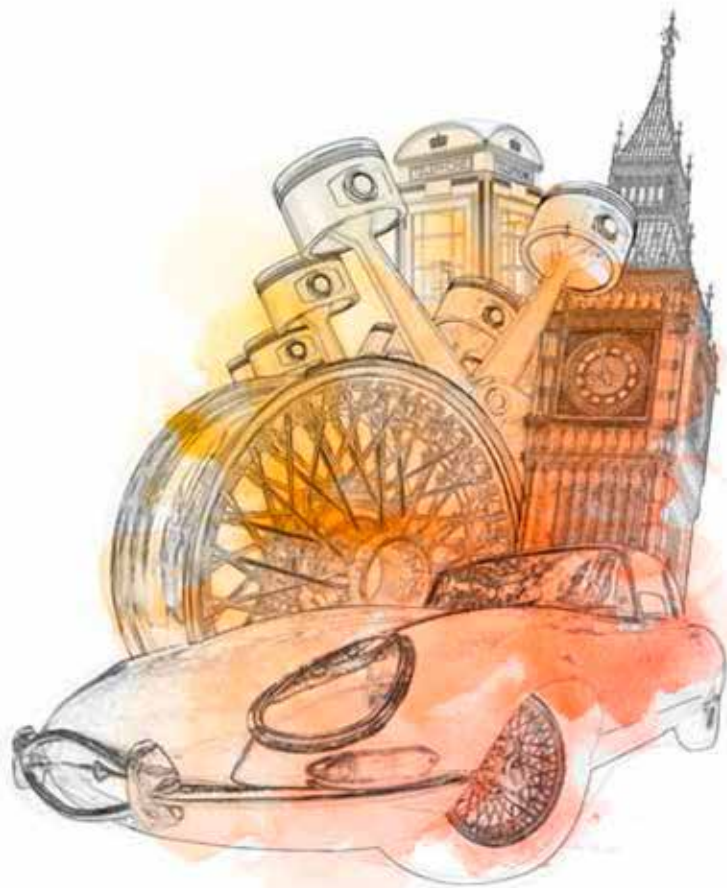
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