

JOANT JOURNEY

JAGUAR OWNERS ASSOCIATION OF NORTH TEXAS NEWSLETTER

March / April 2022



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Go to www.joant.club for
more details on events

President's Message

Our schedule is full for the summer with great upcoming events. As always events are posted on our FB group page as well as our webpage. Initial Evites are sent as well as reminders.

With our upcoming Concours to be held June 4th, 2022 at our sponsor location, Jaguar Land Rover of Frisco, it's time to get the Kats out for preparations for Concours readiness and safety.

If you want to improve your ratings, your pride in your Jaguar, and your enjoyment at events, nothing returns as well as investing some time in the study of JCNA's rulebooks and judge's guides. While you can find the whole set online at, <http://www.jcna.com/concours> reviewing the sections listed here will get you a long way along the fascinating journey that is you and your car.

Volunteers are always needed for our events, if interested, please contact Don Marpe Concours Chair /Concours at don.marpe@gmail.com Please visit our www.JOANT.club.com website and sign up for this great event.

International Jaguar Festival: Our committee remains diligent in our preparations for the IJF to be enjoyed and to be remembered by all. Evites were sent to JCNA members with agenda. You should have received yours! Be sure and visit the IJF tab on our website to register as space will be limited. If you have not received an Evite, please let me know.

We have lots of surprises in store for all. Please contact me if you are interested in volunteering at rarichter6969@yahoo.com or feel free to call me at 469-438-9357

If you have not had a chance to review our Evite for IJF, please review below. Our agenda is ever evolving!

Please check our website <https://www.joant.club> then click I J F for additional details as they become available.

Below are highlights of daily events. Additional details are updated on the 2022 I J F tab @ <https://www.joant.club>

Wednesday, October 12

All day Arrivals and Registration

Evening Welcome Reception, Embassy Suites host hotel

Thursday, October 13

Sanctioned TSD Rally and Driving Tour

Organized lunch at Ft. Worth Stockyards

Excursions for shopping & tours

Welcome Dinner featuring The Coventry Foundation

Embassy Suites host hotel

New Members:

Steve & Beverley Collette—
2018 F— Type

Phil & JoAnn DeNitto— 1959
XK150S Roadster, 1967 E-Type
Roadster

David Helms— 1963 E-Type
Series 1 FHC, 1984 XJ6

Denny & Lori Hunt— 1970 E-
Type Roadster

Tom & Patti Kiernan— 2010
XK8 Convertible

Kenneth Krigstein—Looking
for a Jag

Greg & Jenny Lawrence— 2016
XF, 2017 F-Type SVR

Dona Weisman— 1967 XKE
2+2 Solid Single Owner Survi-
vor

President's Message

Friday, October 14

Sanctioned Concours d'Elegance

Additional activities including excursions for shopping and tours

Dinner at Historic Gilley's Dallas

Saturday, October 15

Sanctioned Slalom

Additional activities including excursions for shopping and tours

Awards Banquet, Frontiers of Flight Museum. Guest Speaker Tony

Merrygold, Vehicle Collections Manager Jaguar Daimler Heritage Trust,

Gaydon, Warwickshire UK

Sunday, October 16

Farewell Breakfast, Embassy host hotel

All of our events, driving tours, rally's, Concours, newsletter etc., could not be possible without our volunteers!

Honorable mention and sincere thanks go to:

Ben Davis VP - greatest event planner of dinner meetings and events for our members - We welcome suggestions for events!

Adrienne Jeffrey – Webmaster - for her exemplary building of our IJF website and maintaining our current webpage

Don Marpe – for his creativity and diligence creating our newsletter

Dave McDowell – tireless work for his contributions to our Judges training program and IJF planning and keeping us informed of JCNA regulations

Bryan Sanderford and Billie Bailey – organizing our successful Bluebonnet run

IJF Committee - J J Keig – Chairman, Ben Davis, Richard Wright, April Garrett, Dave McDowell, Don Marpe, Steve Leek, Bryan Sanderford

Mike Mykeloff, Jaguar Land Rover Frisco – for his continue support of our club.

Here's looking forward to a great summer and I hope to see you all at the May dinner meeting!

Rebecca

JOANT President



June 4th 2022 at Jaguar of Frisco, TX

A Jaguar Clubs of North America (JCNA) Sanctioned Event

June 4, 2022

Jaguar Frisco 5935 Preston Road, Frisco, Texas

Please plan to join us this year at our Sponsoring Jaguar Dealership location. This will be a sanctioned Concours that will allow JOANT to fine tune the preparation and actual concours activities in preparation for the International Jaguar Festival Concours D'Elegance to be held in October. This will also be an opportunity for entrants to get detailed feedback from certified judges so their Jaguars can take home awards from the IJF.

SCHEDULE OF EVENTS

SATURDAY, June 4, 2022

2022 Concours d'Elegance – Jaguar Frisco parking areas

Registration/Check-In ~ Photos ~ Positioning ~ O.V. Checks: 9:00 am – 10:30 am

Vehicle Displays: 9:00 am – 3:00 pm

Rags Down: 11:30 am

Lunch Break & Judges Meeting 11:30 am – 12:30 pm

Concours Judging: 12:30 pm – 3:00 pm

Awards Presentation: 4:00 pm

We will conduct the Operational Verification (OV) checks after the positioning of your vehicles. JOANT members will be assisting participants at all stages. Truck and trailer parking is available close by.

Lunch is available at multiple restaurants within easy walking distance.

Saturday May 7, there will be a Concours Judges Training session at Frisco Jaguar. It will start at 1:00 and should be over by 3. If you want to know how to prepare you Jaguar for a concours, this training would be very beneficial. The club also needs qualified judges to support the IJF Concours event. It will take 30 judges to make that event go smoothly and quickly. Please consider attending the training.

JOANT Is More Than A Car Club

JOANT and Jaguar Land Rover of Frisco make a little boy happy.

Zac is the son of Vance Peltonen who owns the TAB body shop in Blue Ridge TX, Vance has done some excellent work for Steve Leek. Zac was a miracle baby having been born premature and only weighing 2 lbs. He was diagnosed with failure to thrive and COPD. With Zac's dad always giving him his car keys to play with and his love for cars, Zac started collecting car keys, and has quite a collection. Having discovered this, it seemed only fitting to present Zac with one of the Key boxes that Jaguar Land Rover of Frisco give their Jaguar customers. Zac showed his wonderful smile and was over the moon with his new center piece for his collection. We hope to be able to get him to one of our slalom at some point.



Frisco Family Services and Amazon Smile

Many of the JOANT members have signed up to be part of the Amazon Smile program that allows members to select a charity that Amazon donates a small percentage of the purchases (no cost to the member) made by the member. This last quarter, AmazonSmile has made a charitable donation to the charity Frisco Family Services, in the amount of \$458.48 as a result of qualifying purchases made by JOANT members and other customers who have selected this charity.

Thanks to customers shopping at smile.amazon.com or using the Amazon app with Amazon Smile ON, everyday purchases make an impact. So far, AmazonSmile has donated:

\$4,428.11 to Frisco Family Services*

If you have not signed up for AmazonSmile, think about the good you could do without costing you a penny.

March 1 Dinner Meeting

This was the first meeting at “The Shop and Derby Restaurant” located at 9100 John W. Carpenter Freeway in Dallas. It was in a different area of the DFW metroplex so it was convenient to many members that had not attended many other meetings. That was evident from the 56 people that attended and the high number of new members that attended.

Rebecca Richter-Keig started the meeting by welcoming everyone and explained that there would be a shop tour. Two tour sessions were provided as the club had so many members and spouses at the dinner.

After the first tour Rebecca welcomed the new members and had them stand while the group applauded them. They were Melissa and Daron Cooke, Jeffrey Kedzior and Becky Thompson, Michael and Marsha Moyer, Jerome Pfieffer and Kelli Sherman, Donald and Kathy Robertson, Michael Slattery and Lauren Geffert.

Ben Davis gave a reminder about the membership renewals. Although 90 members have already paid their dues, there are still 30 people on the roster that have not renewed.



Miki Solomon took time away from taking pictures to tell the group about the AutoRama and how great Chip Foose was. Chip is the host of “Overhaulin”.

Clark Kirby gave an update on the Mardi Gras Parade which he said was a big success. Although it was a February event, see the article in this newsletter.

J.J. Keig spoke about the IJF and all the work that is going on behind the scenes.

Next Ben went over the upcoming events, and a member from the Austin Club reminded him about the Drive at Marble Falls on April 22nd.

Then we had the 50/50 drawing which was won by Sean Felts who was a guest of JJ and Rebecca. Sean has a Series 1 E-Type. The club netted \$250 for the half share. New members Michael and Marsha Moyer won the bottle of wine.

By the noise that was generated it appears that the night was a success and everyone had fun plus some delicious food.



March 1 Dinner Meeting



Clark and Patricia Kirby, Kent Poynor, Gloria Jackson and Vernon Bland, Michael and Marsha Moyer, Julie Boardman, Bob Harpool, and Kari Halme enjoyed their drinks while waiting for their turn on the tour.

April Garrett, Lloyd Lumpkins, Starr Solomon (of course Miki was busy taking the pictures), Jan Key and Ben Davis, JJ and Rebecca Richter-Keig were also enjoying drinks while waiting for the tours.



March 1 Dinner Meeting



Becky Thompson, Billie Bailey, Janelle and Joe Friedlander, Knick Curtis, Lynn Armstrong, Bryan Sanderford, and Jeffrey Kedzior were also enjoying drinks while waiting for the tour.



Eileen Leek, Mike and Julie Wilson, Suzanne and Jay Teitelbaum, Fred and Judi Carvajal, George and Linda Campbell, and Steve Leek were also enjoying drinks. Who was on the tour?

March 1 Dinner Meeting



Kelli Sherman, Jerome Pfieffer, Marsha and Mike Moyer, Joe and Jackie Navotnak, Daron and Melissa Cooke and their daughter.



Rick Scotto and Kyle Cobble seemed to have finished the tour and then enjoyed their drinks.

Editors Note: I am intentionally using large pictures and adding people's names to help us all get better at recognizing other members even without name tags.

March 1 Dinner Meeting



There was lots to see on the tour. Adrienne and Scott Jeffrey checked in to take the tour.



The Derby Restaurant is really a great place to hold the monthly meetings. Let's do it again next month.

Oak Cliff Mardi Gras Parade February 28

Two of your fellow JOANT members drove their Jags in the February 28 Oak Cliff Mardi Gras Parade. The left photo shows Bernadette Tilford in her Jaguar XF. The right photo shows Clark Kirby driving "Marilyn Monroe" through the parade. They had a blast throwing bead necklaces to the estimated 15,000 spectators, sometimes six people deep along West Davis Street. Thanks go to our club's photographer, Miki Solomon for the photos.



Here are two photos showing the large crowds along W. Davis Street during the annual Oak Cliff Mardi Gras Parade. It was a beautiful day for a parade after so many days of miserable cold winter weather last week.



The club had planned on attending the Dallas Lake Mardi Gras Parade on Saturday February 27, but bad weather forced the last minute cancellation of that parade. There were 12 Jags signed up for that parade. Thanks to Clark Kirby for coordinating this backup parade.

March 19 Tour of Top O' Hill Terrace

We had a great group for this tour of the "Top O' Hill Terrace" and lunch. The weather was beautiful and the Jags were even more beautiful. We had so many people for the lunch at El Chico's that they had to move us to a bigger room. We challenged the wait staff but they came through with the right meals for everyone and amazingly, the right bills also.



This is probably the biggest taco we have ever seen.



March 19 Tour of Top O' Hill Terrace

With everyone full from lunch, the group hopped in their Jags and headed over to the Top O' Hill Terrace. This is now an Arlington Baptist Bible College but it has a very storied past. Our tour guide, Vicky Bryant, has been gathering the story on this place for over seven years. The history she presented was very interesting and painted a different picture of some of the old time celebrities. There was more memorabilia than you could take in at one time. As Ben Davis, the organizer of the event put it in thanking Vicky, "On behalf of the Jaguar club, I just want to say a very special thank you so much for your wonderful tour of the Top O' Hill Terrace. Speaking for everyone, we had a great time and now have a much deeper appreciation of the historical importance of this property." Clark Kirby and Richard Cross have worked with Vicky on other events in the past.

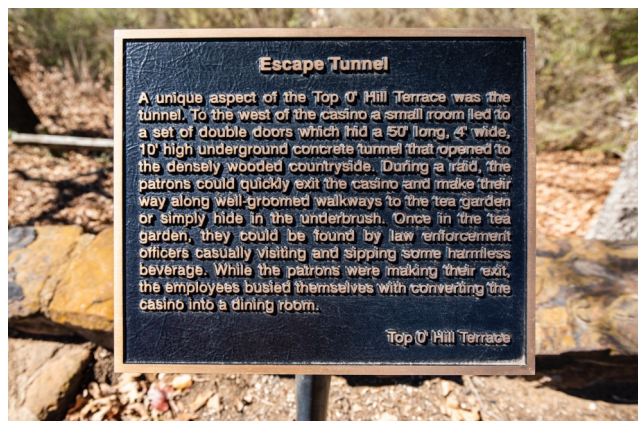
The quick story is that it was "Vegas before there was a Vegas" complete with gambling, alcohol, brothel, mob connections, murders, and of course secret tunnels.



This picture shows how it looked in the 1940s. Except the gates would be closed and there would be armed guards that would only allow you in if you were on the list.



Vicky kept the group entertained with all of the history and pictures from the old days. She had an amazing memory to keep track with all of the slides.



March 19 Tour of Top O' Hill Terrace

After the presentation and all of the questions were answered, Vicky took the group on a tour of the building and the secrets that lay beneath the ground.



There were rumors that swim suits were optional when this pool was in use during the casino days.



If the cops showed up at the front gate, there would be a stream of gamblers fleeing out of this tunnel.



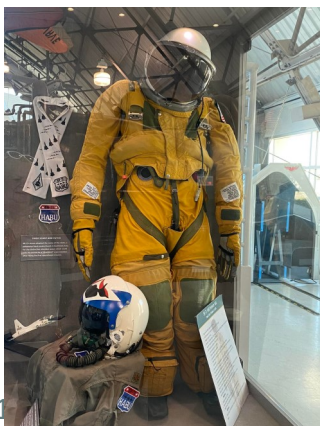
Vicky is showing Kent Poynor how to use the divining rods to find the location of the tunnels.

April 3rd Wings and Wheels Event

It was a beautiful day, the Jags were shiny and clean, and there were big airplanes to provide shade. There were 19 Jags on display and more than 30 people admiring them. The Frontiers of Flight Museum provided a great location for the event. There was lots of flight history to look at and a place to go inside to cool off if needed, although there were picnic tables positioned under some of the jet wings.



Dave McDowell used this opportunity to do a practice staging of the Jags in preparation for the IJF in October. Lining them up so they take up a parking space and a half looks great and gives the judges room to really look over the cars.



There were many historical things to look at and wonder about. No one tried to fit in the flight suit.

April 3rd Wings and Wheels Event



Ben Davis and JJ Keig congratulated themselves for setting up the event and for making it such a nice day.



Lloyd Lumpkins' new purchase got a lot of attentions. It did not hurt that when Richard Wright drove it in there was steam coming out of the bonnet. No big issue, just a leak in the overflow tank. It was good enough for Lloyd and April Garrett to try to take it home. Unfortunately, there were issues.



Ben Davis's XK 120 also got lots of attention. First when he and Jan Key arrived in it and later as people started looking under the bonnet.

Lou Marchant also brought her XK 120 (all original) so there could be a matching set.



April 3rd Wings and Wheels Event



Lloyd brought his other E-Type to the event. Unfortunately, this one had been bumped by an SUV so it needed a little work on the tail end. Richard Wright took this one home so he could make the fixes. It is always nice to have two E-Types so that you can switch them out when needed.

Steve Leek brought his XJS to show it off. If you had opened the bonnet on his, there would have been a bigger surprise than on Ben's XK 120.



JJ Keig had his E-Type in concours condition for this event. He would have to put in the hail protection bubble the day after due to approaching storms. Dave McDowell brought his XJS convertible because it was such a nice day.



Charles Rahm brought his XJ Coupe. This Jag is so special that it even has a name.

Don Marpe brought his XK and parked it next to Bob Harpool's XJS. Both cars were great examples of Jaguar styling and performance.



April 3rd Wings and Wheels Event



Richard Cross brought his XJ to show everyone in case someone wanted to buy it. No luck this time.

Joe Novotnak brought his E-Type to join with all the other E-Types. That meant there were 8 at the event. We should have parked them all together so we could have gotten a group picture.



Gary and Doris Watson brought one of their super charged XJL and one of their XK convertibles. Gary loved showing off the tray tables in the XJL back seat.



Terry Collins brought his F-type so that we could follow the progression of Jaguars from the XK120 to E-Type to XJS to XK8 to XK to F-Type.

More people looking at Lloyd's new purchase.



Mike Moyer brought his E-Type 2+2 and Dave McDowell brought his XJS out of storage for this event.

April 5 Monthly Meeting

We met again at the Derby Restaurant and had over 30 people attend. As usual the drinks and food were good, but the company was even better.



We were only allowed to view the special cars from a distance this time. No tours were set up for this meeting.

Vernon Bland did point out his Lamborghini way in the back.

But there was lots of socializing before the meeting started.



April 5 Monthly Meeting

Ben Davis and Rebecca Richter-Keig started out the meeting and welcomed everyone. They checked to see if there were any new members or members that had not been around for awhile. They also asked if there were any guests, and there were. See the captions on the pictures to see the new members and guests.



Gary and Doris Watson are regulars and always a joy to have at the meetings.



Mike Radford (it has been a while since he joined us), Margaret McDowell, Mike Moyer, and Don and Kathy Robertson (new members) are at the far end of the table.

Lou Marchant (it has been a while since she has been to a meeting but has been to recent events), Dave McDowell, Daron and Melissa Cooke (new members) are next to Billie Bailey and Bryan Sanderson.



This is a better picture of Mike Moyer, Donald and Kathy Robertson, and the back of Billie and Bryan.



April 5 Monthly Meeting



Richard and Kelley Wright, T. Knick Curtis, Jan Key and Ben Davis.



Vernon Bland (new member), Jason (Vernon's guest who owns Masterpiece Auto Appearance detail shop) and Bruce Gelders.



Kari Halme and Terry Collins were ready for the food to be delivered.



April Garrett and Lloyd Lumpkins seem very interested and happy at what someone is saying.



Wayne Garrett, Rebecca Richter-Keig, JJ Keig facing this picture. Across the table was Bruce Gelder, two guests of Wayne and Davana Garrett.



April 5 Monthly Meeting

JJ and Rebecca Richter-Keig attended the JCNA Annual General Meeting (AGM) in Wisconsin. They made the pitch for our International Jaguar Festival to the committee and received really good feedback on the event and the preparation. While at the AGM, the various awards for JCNA were announced. There were several JOANT members that received awards.

JOANT Club Members Run Away with Top National Awards

Fred and Judi Carvajal - North American Concours Class D11/XK 3rd place, score 9.967

Terry Collins - North American Rally Driver - Class T2N 2nd place, 10 points

Gina Carpenter - North American Rally Navigator - Class T2N 1st place, 10 points

J.J. Keig, Rebecca Richter - North American Concours Class C6/E2 1st place, score 99.9733

J.J. Keig - North American Slalom Class D 2nd place, time 46.724 sec.

Lloyd Lumpkins - North America Slalom - Class SP/L 2nd place, 45.579 sec.

SLALOM – Scott Jeffrey 1st place CLASS Z , a non JCNA class 2020 Mazda Miata Convertible Time 43.221 seconds (and that was with a screaming daughter in the passenger seat)
Congratulations to Scott!

Bryan Sanderford - North American Rally Navigator - Class T2 2nd place, 8 points

Billie Bailey - North American Rally Driver - Class T2 2nd place, 8 points

Bryan Sanderford South Central Region Concours Class D2/J8 1st place, score 9.967

Miki Solomon - North American Rally Driver Class T2 2nd place, 8 points

Richard and Kelley Wright - South Central Region Concours Class C14/K8 1st place, score 99.985

Richard and Kelley Wright - South Central Region
Concours Class S2/MOD 2nd place, score 9.838

Richard Wright - North American Rally Navigator
Class T2 2nd place, 8 points

Richard Wright - North American Slalom Class H 1st
place, time 41.54 sec.

Special JCNA Award:

Richard and Kelley Wright - Frederic S. Horner
Sportsmanship Award



April 9 Blue Bonnet Drive and Winery Tour

April 9, 2022, was an adventuresome day for the Jaguar Owners Association of North Texas! Eleven cars with a total of twenty participants roared away from the Burger King at Q/T Plaza in Hutchins at 10:00 am for a variety of motoring experiences. First excursion was south fork of the Official Bluebonnet Trail of Texas. Lots of turns and some obscure road signs showcased the Texas phenomena of blue rolling hills in April. Honoring the Ennis Garden Club request, no one stopped to smell the flowers. Rather, the convoy drove to Meadow View Nature Area for photoshoots among bluebonnets in fields near the shore of Lake Bardwell. The weather was perfect and before noon, most of the travelers were ready for lunch. Although Mexicano Grill in downtown Ennis did not take reservations, scouts Bryan Sanderford and Bruce Land had tables waiting for the hungry bunch.

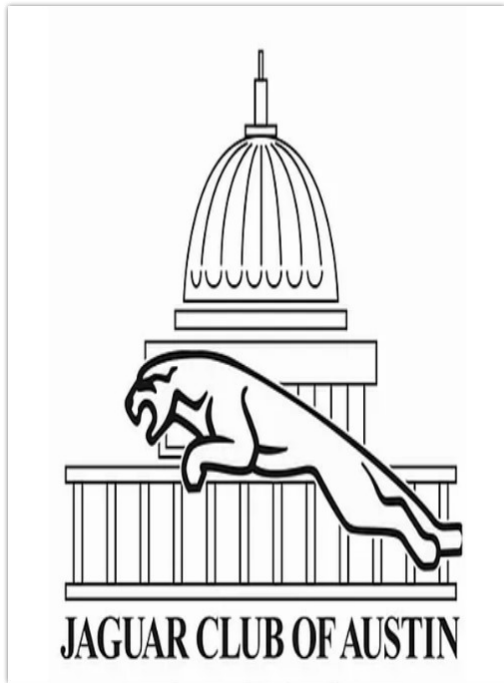
Hundreds of riders from the Greater Dallas Bicycle Club dominated the north trail during the morning. On advice from The Ennis Welcome Center, the best was saved for last and fourteen of the group drove the spectacular route to Sugar Ridge and then up the hill to the crowd friendly winery. By 4:00 pm, there were still ten sojourners from JOANT who were up for the final drive to Ovilla and the Cassara Winery. By the end of the day, there were new friends who seemed like old friends but at 6:00 pm, it was time for the road home.



Enjoying all or parts of the day were the following members and guests: Billie Bailey and Barbara Land, William Barnard and companion (Triumph Club), Julie Boardman, Steve and Beverley Collette, Dave and Margaret McDowell, Joe and Jackie Novotnak, Gerard Rickey, Bryan Sanderford, Bruce Land, Stacie Skinner and guest Berkeley, Gary and Doris Watson, Richard and Kelley Wright.



April 22—23 Austin Club Spring Fling



It's Spring Fling Time – Austin Style!

Starting Friday April 22 through Sunday April 23, it was time to drive through the Texas Hill Country and enjoy the scenery and the fellowship. The host hotel was the Quality Inns of Marble Falls. The event started off with a cocktail party Friday evening. Everyone found great restaurants to get together with old friends and meet new friends. On Saturday, there was drive in the country that of course ended at a place to eat. Much of the socializing was done in and around the hotel as demonstrated by the pictures below.



April 23 Park Cities Car Show

In 2019, JOANT held their annual Concours D'Elegance in conjunction with the Park Cities Car Show. We had 31 Jags on display among the 200 other cars at the show. This year we did not hold our concours as part of the show, so we were just guests. The organizers of the show did give us prime real estate for the 8 Jags that did register.



This is what it looked like in 2019.



This was the 2022 Jag line up.

This was a prime opportunity for Richard Wright to meet people he had done work for in the past (he does work on other cars besides Jags). There was a constant flow of people stopping by to talk to Richard and admire his E-Type. Lloyd Lumpkins' E-Type also got lots of attention.



The rest of us, Charles Rahm, Bob Harpool, Terry Collins, and Don Marpe just enjoyed the day. Vernon Bland and Clark Kirby were also there but they entered their other cars. We did have two non member (at least at this time) E-Types join us. One only had 24,000 miles on it and the other was talking to Richard about some repairs. One of the persons that stopped by joined the club the next day.

Jaguar XK8 and XK Story

The Jaguar XK8 (project code X100) is a grand tourer launched by Jaguar Cars in 1996, and was the first generation of a new XK series. The XK8 was available in two-door coupé or two-door convertible body styles with the new 4.0-litre Jaguar AJ-V8 engine. In 1998, the XKR was introduced with a supercharged version of the engine. In 2003, the engines were replaced by the new 4.2-litre AJ34 engines in both the naturally aspirated and supercharged variations. The first-generation of the XK series shares its XJS-derived platform with the Aston Martin DB7, with both cars tracing their history back to an abandoned Jaguar development study in the mid-1980s known as XJ41/XJ42, which had been mooted to be known as the F-Type.

One of the revisions is the use of the second generation of Jaguar's independent rear suspension unit, taken from the Jaguar XJ (XJ40). Development began in 1992, with design work starting earlier in late 1991. By October 1992 a design was chosen and later frozen for production in 1993. Prototypes were built from December 1993 after the X100 was given formal approval and design patents were filed in June 1994. Development concluded in 1996, with the car being unveiled in March of that year and going on sale from October 1996.



The initial model available in the XK range of grand tourers was the XK8 coupé and convertible which were later joined by the more powerful XKR models. The XK8 used the new 4.0-litre 32-valve Jaguar AJ-V8 en-

gine and was available in a two-door coupé and two-door convertible body styles. The new CATS (Computer Active Technology Suspension) adaptive suspension, which was already an option on the coupé, was added to the convertible models in 1997. Other changes for 1997 were the addition of light sensitive headlamps and an automatically dipping rear view mirror.

The XKR, which was introduced in May 1998, used a supercharged variant of the V8 engine used in the XK8 which is also shared with the XJR albeit with a few air-to-water intercooler modifications and a two piece drive shaft. The supercharger is a 2 L (112 cu in) Eaton unit shared with the Ford F-150 SVT Lightning pickup. The supercharger spins at 1.9 times the engine's speed and has 11.9 pounds of boost pressure. Other visual differences from the XK8 include a small rear spoiler and hood louvres on the bonnet for improved engine airflow along with a meshed front grill.

Jaguar XK8 and XK Story

From 1998 onwards, all models of the XK lineup were fitted with the Servotronic II power steering. From late 1999, an optional R kit became available for the XKR which included a stiffer suspension system and gold colored wheels. Since at least 2000, a GPS system was available as an option on all XK models which replaced the three gauges on the center console.



The XK range received a mechanical update in 2002 with the engines in both the XK8 and XKR models being enlarged to 4.2-litres, the front headlamps were also updated by the addition of a

clear lens. Further changes included new exterior colors and wheels along with different badging. The models were revised again in spring 2004 and notable changes included new wheel designs, bigger front and rear spoilers and a redesigned grille.

Both the XK8 and XKR are electronically limited to a maximum speed of 155.4 mph. The XK8 came standard with 17-inch alloy wheels, while 18-inch (Standard on the XKR), 19-inch, and 20-inch wheels were available for additional cost. The XKR models used Pirelli P Zero tires measuring 245/45ZR-18 at the front and 255/ 45ZR-18 at the rear. Jaguar's Adaptive Cruise Control, introduced in late 1999, is an optional feature available on both models. Both the two-door coupé and two-door convertible came with an all-leather interior, burl walnut trim, and side airbags. The interior was available in two trims, classic and sport. The sport interior trim was aimed for younger buyers and featured an interior designed by Karen Anderson which involved leather upholstery with cloth seats. The classic trim was a more luxurious option and featured heavy use of leather. Jeremy Clarkson, during a Top Gear test-drive, likened the interior of the original XK8 to sitting inside Blenheim Palace. Although reviewers have criticized the high seating position and the improper gauge layout of the interior.

Like its predecessor, the XJS, the XK models use a 2+2 seating layout for the interior. An optional "Jaguar boot" option involved the removal of the small rear seats in favor of increased luggage space.

Compared to the XJS, the XK models are 25 percent stiffer and have a more responsive powertrain.

Jaguar XK8 and XK Story

Initially, the ZF 5HP24 five-speed automatic transmission was coupled to the conventionally aspirated 4.0-litre model and a Mercedes W5A580 five-speed transmission to the Super-charged version, but in 2002 the new ZF 6HP26 six-speed automatic transmission was fitted in both versions of the 4.2-litre model.

XKR Silverstone

Produced in celebration of Jaguar's 2001 entry in to Formula One (F1) racing. They featured unique platinum paint finish (only available on the Silverstone XKR), specific badges and tread plates, a high-performance package with the same engine as the standard XKR, but improved transmission, steering, suspension and brakes (Brembo 4-piston brakes with aluminium callipers stopping the car from 70 mph to 0 in 103 feet, 20-inch silver BBS wheels and a custom interior (red-stitched black leather and silver birds-eye maple wood). All possible factory options were included, with the exception of the telephone and the navigation system, which had to be ordered separately.

All Silverstone cars were manufactured in calendar year 2000, the last one being a coupe for the Japanese market built on 23/12/2000.

PHASE ONE: Based on the Model Year 2000 XKR. Only 100 Silverstone models were planned in Phase I. As it transpired, according to "Registre International des XKR Silverstone" these first 100 "phase one" cars totalled 102 in all, and were sold in the UK only. Phase I cars had fixed headrests and were all right-hand drive.

PHASE TWO: Based on the Model Year 2001 XKR but all built in 2000. A further production run of 500 cars was planned to satisfy demand from the United States and the rest of the world. Total "Phase Two" production eventually stood at 456. Phase Two UK cars had separate and adjustable headrests and were available in both right and left-hand drive.



Jaguar XK8 and XK Story

XKR 100

Built to celebrate the centenary of Jaguar's founder, 500 'XKR 100' coupés and convertibles combined total were made in 2002. The XKR 100 featured all the available options and an Anthracite paint finish, Recaro seats, 20-inch BBS alloy wheels, Brembo brakes, specific dark wood dashboard panels and GPS.

As it was produced only after 2001 all the engines were fitted with upgraded metal chain tensioners and water pump impellers, solving the common engine failures due to the weakness of plastic and semi-plastic tensioners.

XKR Portfolio

The convertible-only Portfolio models featured either red paint with matching Recaro sports seats and interior, or blue paintwork and interiors.

XKR 4.2-S

In Europe the 4.2-S was unveiled at the Geneva Motor Show on 1 March 2005. This was the last XK to be rolled out that was based upon the original 1996 design. Features for the 4.2-S included new exterior and interior colors and two distinct veneer options for the instrument panel, polished door tread plates with checkered-flag emblems and embossed, leather-edged floor mats. The revised white Jaguar badge on the bonnet also featured checkered accents. New unique 20-inch split rim BBS Perseus performance wheels plus cross-drilled Brembo brake discs, red wheel badges and red brake calipers were also fitted. The S gains firmer springs, dampers and anti-roll bars, steering is 10% quicker and the ride height has been lowered by 10mm. The electronic speed limiter was removed to enable the car to reach a top speed of 174 mph. Production was limited to only 200 cars in four new exclusive exterior colors – Copper Black Metallic, Frost Blue Metallic, Bay Blue Metallic and Satin Silver Metallic.

Jaguar XKR-R convertible

A concept car called the XKR-R which was very similar to the production XKR was produced in 2001 as a test bed for future Jaguar models. It boasted a more powerful 451 hp engine, a limited-slip differential, a 6-speed manual transmission and improved handling along with visual differences from a standard XKR which include a larger rear spoiler, a quad-pipe exhaust system, a fully functional front grill and larger five spoke alloy wheels. Two cars were made, an open top show car to be shown to the public and a functional test car having a coupé body style. The test car featured a similar carbon fiber trim interior as the show car but had Recaro racing bucket seats with six point harness. Motoring journalist Tiff Needel tested the XKR-R test car in 2001 in an episode of Top Gear.

Jaguar XK8 and XK Story

Carbon Fiber Edition

The Carbon Fiber Edition was one of Jaguar's most limited editions, with only 100 vehicles initially released in the UK in late 2004. In 2005, 200 Carbon Fiber Edition vehicles were produced for the USA market to commemorate SCCA Trans-Am racing successes. These vehicles were manufactured in only one configuration (XK8 convertibles) and were only available in one of four color combinations: Ebony exterior over Charcoal interior; Platinum exterior over Ivory interior; Platinum exterior over Charcoal interior, and; Slate exterior over Dove interior. Due to their very limited production, if a dealer was selected, they were authorized to receive only one for sale. The interiors featured dash, console and door elements made of carbon fiber rather than the traditional Jaguar wood, a XKR steering wheel, both shifter and foot pedals from the XKR as well as XKR spoiler and enlarged exhaust tips. Nineteen inch cast alloy Atlas wheels were mounted. Xenon headlights were also featured. The 4.2L 294 horsepower V8 was capable of 0-60mph in 6.3 seconds; the transmission was a six speed Mercedes-Benz unit (ZF6HP26). A navigation system was additionally available.

Although production of the XK8/XKR ceased on Friday 27th May 2005, several Carbon Fiber Editions were registered as 2006 models in the USA. This was due to USA import/registration regulations.



The pictures above are of member Michael Brown's 2005 XK8 Carbon Fiber Edition.

Jaguar XK8 and XK Story

Victory Edition

Introduced at the 2005 Los Angeles International Auto Show, the Victory Edition was offered in model year 2006, to "celebrate Jaguar's four championship wins in the North American Trans-Am road racing series and add to a successful lineage of special and limited edition XKs introduced since its launch," according to Jaguar's press statement. The statement went on to explain that "All four XK models – XK8 Coupe and Convertible and supercharged XKR Coupe and Convertible – will be offered as 'Victory' editions when the line-up goes on sale next summer. The new exterior styling changes introduced for the 2005 models continue to give the car a bolder, more aggressive and more muscular look." The Victory Edition was offered in all standard XK colors, plus four unique Victory Edition colors: Black Copper Metallic, Frost Blue Metallic, Bay Blue Metallic and Satin Silver Metallic. Victory Editions offered carbon fiber interior trim on XKR models, and a new Elm wood veneer on the XK8 models. Victory Editions also received special badging and accents. The "growler" badge on the hood (bonnet) had a unique checkered-flag background, and door sill plates featured checkered-flag emblems. Production of Victory Edition models was 1,050 cars.

Between 1996 and 2005, Jaguar built 90,064 XKs: 19,748 XK8 coupes, 46,760 XK8 convertibles, 9,661 XKR coupes, 13,895 XKR convertibles.



Jaguar XK8 and XK Story

Jaguar XK Story

The second generation of the XK (project code X150) debuted in 2005 at the Frankfurt Motor Show in Germany, styled by Jaguar's chief designer Ian Callum. The X150's grille was designed to recall the 1961 E-Type. The XK is an evolution of the Advanced Lightweight Coupé (ALC) introduced at the 2005 North American International Auto Show. The XK features a bonded and riveted aluminum chassis shared with the XJ and body panels, both a first for a Jaguar grand tourer. Compared to the XK (X100), the XK (X150) is 2.4 in wider and is 6.4 in longer. It is also 200 lb lighter resulting in performance and fuel consumption improvements. Unlike the X100, the X150 has no wood trim on the interior offered as standard equipment. The interior featured steering column mounted shift paddles. A more powerful XKR version having a supercharged variant of the engine was introduced in 2007.

The standard XK model has a limited top speed of 158 mph while the high performance XKR has the limited top speed increased to 174 mph.

The XK received a facelift in 2009, with minor alterations to front and rear lights and bumper designs, together with the introduction of a new 5.0-litre V8 for both the naturally aspirated XK and the supercharged XKR. The interior also received some changes, in particular the introduction of the XF style rotary gear selector mated to the new ZF automatic transmission. The XK received a second and more minor facelift in 2011 with new front bumper and light design, which was presented at the New York Auto Show.

A higher performance variant of the XKR, the XKR-S, was introduced at the Geneva Motor Show in 2012. The XKR-S gained an additional 40-horsepower over the XKR bringing the 0-60 mph acceleration time down to 4.4 seconds and the top speed up to 186 mph. A convertible version of the XKR-S was introduced in 2012.

Production of the XK ended in July 2014 without a replacement model. Most of the tooling is now used on the XK-based F-Type and the two models were produced concurrently on the same line from 2012–2014. However, the F-Type is not a successor to the XK.



Jaguar XK8 and XK Story

JOANT has 37 XK8, XK, XKR owned by its members. Those members are:

Julie Boardman & Patti Dobrowolski - 2013 XK Convertible
Carol & Jeff Brown—2008 XK Convertible
Michael & Caryn Brown—2005 XK8 Carbon Fiber Edition
Jake Brumgaugh— 2012 XKR
Anna Carson—2008 XK8
Kyle & Cathy Cobble—2007 XK Convertible
Ben Davis & Jan Key—2003 XKR
William Flynn—2009 XK Convertible
Joe & Janelle Friedlander—2013 XKR-S Convertible
Wayne and Davanna Garrett—2007 XKR
Bruce Gelder & Sherry Shisler—2008 XKR
Gary & Vangie Gilbert—2012 XKR Coupe
Fred Graffam & Samantha Herrera—2011 XKR
Kari Halme—2006 XK8
Justin Hussman—2001 XK8
Sabra & Kerry Inzer—2006 XK8
Andy & Adrienne Kay—1997 XK8
Aaron & Marilyn Kaufman—2007 XK Convertible
Jeffrey Kedzior & Becky Thompson—2008 XK Convertible
Drew & Lois Keith—1997 XK8
Tom & Patti Kiernan—2010 XK8 Convertible
Tom & Deanie Laney—1997 XK8 Convertible
Scott & Traci LePage—2010 XK
Don Marpe— 2012 XK Coupe
Judy Matthews—2011 XK
Don & Patti McClane—2000 XK8
Dave & Margaret McDowell—2014 XKR Coupe
Brian & Marilyn Morgan – 2008 XKR
Deepak & Hanna Nayak – XKR
Glenn & Brooke Nelson – XK8
Benjamin Owen & Jason Hurley – 2001 XK8
James & Linda Patrick – XK8
Kent Poynor – 2007 XK8
Donald & Kathy Robertson – 2006 XK Convertible
Bryan Sanderford & Billie Bailey – 2001 XKR
Brian & Sherry Stevens – 1997 XK8 Convertible
Roderick & Elsa Wilkins – 2007 XK

Jaguar Owners Association North Texas Officers

President

Rebecca Richter-Keig
469-438-9357

First Vice President

Ben Davis 972-666-1323

Second Vice President

Richard Wright 214-718-0607

Secretary

Don Marpe 504-812-8611
JOANT.Concours@gmail.com

Treasurer

Stephen Leek
JOANT.Treasurer@gmail.com

Directors

JJ Keig 814-449-0940
Bryan Sanderford
972-459-5454
Justin Husman 214-704-8689

Newsletter Editor

Don Marpe 504-812-8611

Club Photographer

Miki Solomon 201-497-0056

Webmaster

Adrienne Jeffrey 817-343-6133

Membership

Scott LePage 214-641-1596
JOANT.Membership@gmail.com

Contact JOANT

Joant.club@gmail.com