

Jaguar Owners Association North Texas

Third
Quarter
2020



President's Message

The Corona Virus issues have made it very difficult to do the things that Jaguar club members like to do. Monthly dinner meetings are a no go due to restaurant capacity limits and the desire of our members to limit their exposure to crowds. We tried to have monthly Zoom happy hours but it just was not the same as in person socializing. Despite the limits on socializing, we still gained 14 new members since the virus hit. I give the credit for this to the new upgraded Facebook page and the increase in the posting of club related items. Rebecca Keig has been very prolific in letting the members and public know the good things the club is doing.

With lots of effort from a lot of the members and support from our sponsoring Jaguar dealership Frisco Jaguar, we were able to hold our 50th Annual Concours D'Elegance on September 26th. The full article on the concours follows my message, but there are a few people that the members should thank. Don Marpe the concours chairman had some great support from Dave McDowell who handled all of the logistics of where to park the Jags, what equipment / stuff needed to be brought to the site, who needed to what to make sure everything was set up before the first Jag arrived, arranged for all of the necessary certified judges to be available for the concours, and hauled all of the stuff back to the clubs storage locker. Steve Leek prepared all of the signs for the event and he and his friend David Crago prepared a video of the event that can be seen on Youtube. JJ and Rebecca Keig provided assistance to Don and Dave plus brought coolers, coffee and doughnuts for the set up crew. Judi Carvajal handled all of the door prize drawings and kept the crowd entertained while they waited for the final judges decisions. She all so sold the left over judges lunches to add money to the 50/50 drawing. We also thank Mike Wortedyke, Glen Jarboe and Miki Solomon for all of the great pictures and award power point presentation.

I want to give a special thank you to Edward Torres of the Houston club for donating his winnings from the 50/50 drawing to the fund the concours in memory of David Nichols.

For most of the members at the concours (we had 30 of the members attend) it was time to call it a day after the award ceremony. Not for JJ and Rebecca. They were going to enter their E-Type in the Pikes Peak Jaguar Club concours the next day. That meant an all night drive to Colorado. Some people can not get enough concours.

We continue to have members submit items to be included in the Newsletter and that is great for the club. This newsletter has an item from long time member, past president, and the guiding light that helped put our club in a position to be the healthy club it is today, Alan Barclay.

Richard Wright - Proud President of JOANT

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50th ANNUAL CONCOURS D'ELEGANCE

The Corona Virus has caused many clubs to cancel their concours activities. Although we had to reschedule, JOANT modified our event to allow for social distancing, masks, sanitizing stations, and all of the other recommended practices to keep all the participants safe.

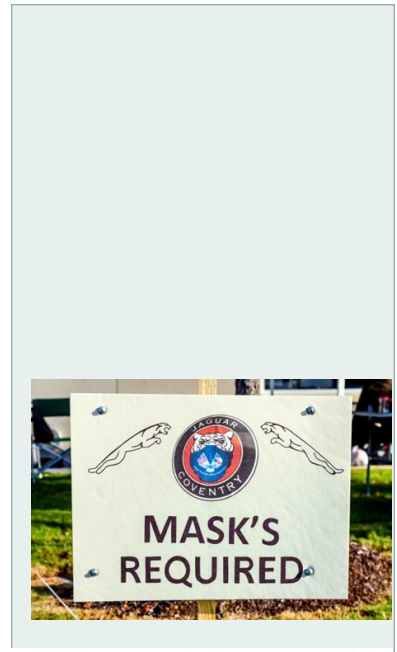
Due to the Corona Virus restrictions, there was not a Welcome Reception or Awards Banquet this year. We held the event at our sponsoring Jaguar dealership "Frisco Jaguar" using their parking areas and display areas. Many of our members and probably other club members have taken advantage of the "isolate at home" time to do those things on their Jags that they never seemed to have time for before. We wanted to give those people an opportunity to display that work and see how they now compare with other Jags in their class. There was Champion / Driven / Special Classes with Awards presented and JCNA points awarded. Display Only cars also attended.

The JOANT team started setting up the area at 7:00. Setup was complete and Jags started coming at 8:00. The entrants were directed to the correct spot by one of our members. Like models were located together regardless of which class they were in. This made for a pretty impressive display of E-Types and late model XK Jags.

Registration went very smooth including having each participant sign the required Release of Liability / Covid 19 Waiver forms. Thanks to the friends and family that manned (or womaned) the registration table and managed all of the forms. One of our sponsors, Phoenix Insurance also provided assistance with registration and greeting the entrants and guests.

Despite all of the challenges related to Covid 19, we still had 25 Jaguars entered for judging and 6 entered for display only. We had a XK 120 that was beautifully restored.

In addition, we had 8 E-Types (most of them red), 9 XK /XK8s, 9 XJs, 1 420, 1 F-Type, and 1 XE. One of our members (Steve Leek) and his friend (David Crago) put together two videos on the event. One was to introduce/promote the Concours and the other shows the whole event. You can get a look at all the Jags and the activities at the Concours on these videos. The links are <https://www.youtube.com/watch?v=cMiy3DXKXig> and <https://www.youtube.com/watch?v=UKJhTDio-zc>



Judging the Jaguars in the Champion, Special, and Driven Classes by the JCNA criteria, is a daunting task. Fortunately, we had 8 qualified JCNA members that offered to perform the duties of judges. They were Knick Curtis, Dave McDowell, Margaret McDowell, Fred Carvajal, Richard Cross, Ben Davis, Don Marpe and Jeff Hand (from Central Oklahoma Jaguar Association). This was also an opportunity for apprentice judges to get experience so they could get their JCNA Judges Certification. The apprentice judges were Richard Wright, Kelley Wright, John Checki, J.J.Keig, Rebecca Keig, Gary Watson, Miki Solomon, and Star Austin. The judges completed the Operational Verification Inspections before lunch and then had a group lunch to go over any new rule changes and ensure there was consistency in the judging criteria.

The results of the judging and the awards given, is in the attached file "JOANT 2020 Concours Winners 092620".

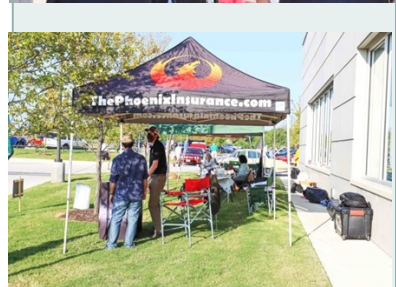
Each entrant was given a goodie bag with a few vendor promotional items and a JOANT Logo face mask. In addition to the goodie bags, there was a nice assortment of door prizes donated by vendors given away. Thanks to Judi Carvajal for coordinating the door prize drawings and give-a-ways. The club sold 50/50 tickets and those tickets were used to determine who received the door prizes. The last ticket drawn was for the 50% of all the money collected for the ticket sales. The person that had that ticket was Edward Torres from the Houston Jaguar Club. Edward has been a long time entrant at the JOANT Concours and good friend of David Nichols (The concours has been a memorial to David) so he donated the money back to the club in David's honor. This was a very grand gestor by Edward and the club thanks him.

Following the award ceremonies, the entrants packed up their Jags and left for the short or long trip home. Except for JJ Keig. He and his wife Rebecca were going to drive all night so they could compete in the Pikes Peak Clubs Concours on Sunday. It was worth the trip since he won best in class at that event. The rest of the JOANT team started taking down tents, flags, cones, trash cans, and the rest of the stuff that was set up at the start of the concours. Thanks to those die hards that were there to the end. That included Richard Wright, Kelley Wright, Ben Davis, Dave McDowell, Margaret McDowell, Steve Leek, John Checki, and Don Marpe.

A big "Thank You" goes to Mike Mykeloff, Scott Pruettiangkura, and the whole Frisco Jaguar team for allowing us to use their facility and the support they gave during the event.

Phoenix Insurance also deserves a Thank You for being a sponsor of the concours and for being at the event to welcome guests. Other vendors that provided door prizes and goodie bag items were Apex Automotive, Welsh Enterprises, Inc., White Post Restorations, Rock Auto, Moss Motors, The Little British Car Co., Hendrix Wire Wheel, British Marque-Car Club News, and American Collectors Insurance.

Hopefully next year's Concours will be less complicated and just as much fun as this year.





50th Annual & David Nichols Memorial Concours d'Elegance

*In Loving Memory of David M Nichols, Jaguar
Expert & Enthusiast Extraordinaire,
Chief Judge and JOASW/JOANT core member for
many years. David is missed so much by all his
Jaguar Family and Friends.*



Concours 2020



Concours 2020





Concours 2020

Champion Class Awards



Concours 2020



Steve Crowley
Class C2/120
99.40
First Place

Concours 2020



Steve Crowley
1953 XK 120



Joe Novotnak

Class C5/E1

98.44

Third Place

Concours 2020



Joe Novotnak
1965 E-type OTS



Clark Kirby

Class C5/E2

99.41

Second Place

Concours 2020



Clark Kirby
1966 E-type OTS



Eric Lipper

Class C5/E1

100.00

First Place

Concours 2020



Eric Lipper
1965 E-type OTS



J J Keig

Class C6/E2
99.95
First Place

Concours 2020



J J Keig
1969 E-type - FHC



James Robertson
Class C11/J8
99.72
Second Place

Concours 2020



James Robertson
2004 XJ KC VDP



Max Brandt
Class C11/J8
99.97
First Place

Concours 2020



Max Brandt
2002 XJR - 100



Richard Wright
Class C14/K8
99.96
First Place

Concours 2020



Richard Wright
2003 XKR Convertible



Jeff Hand
Class C19/FJ
99.73
Second Place

Concours 2020



Jeff Hand
2011 XJ Supersport Sedan



Gary Watson
Class C19/FJ
99.79
First Place

Concours 2020



Gary Watson
2018 XJL Saloon



Lloyd Lumpkins
Class S2 Mod
9.98
First Place

Concours 2020



Lloyd Lumpkins
1963 E-type OTS



Concours 2020

Driven Class Awards



Bob Kirk
Class D3/E2
9.991
First Place

Concours 2020



Bob Kirk
1969 E-type Coupe



Ben Davis

Class D5/SLS
9.991
First Place

Concours 2020



Ben Davis
1967 420 sedan



John Checki
Class D7/XJ
9.983
First Place

Concours 2020



John Checki
1992 XJ Vanden Plas



Michael
Wortendyke
Class D10/XK8
9.988
Second Place

Concours 2020



Michael Wortendyke
1999 XK8 Convertible



Sabra Inzer

Class D10/XK8
9.994
First Place

Concours 2020



Sabra Inzer
2006 XK8 Convertible



Fred Carvajal

Class D11/XK
9.972
Honorable
Mention

Concours 2020



Fred Carvajal
2009 XK Convertible



Kyle Cobble

Class D11/XK
9.978
Third Place

Concours 2020



Kyle Cobble
2007 XK Convertible



Scott LePage

Class D11/XK

9.993

Second Place

Concours 2020



Scott LePage
2010 XK Coupe



Gary Watson

Class D11/XK

9.995

First Place (Tie)

Concours 2020



Gary Watson
2007 XK Coupe



Don Marpe

Class D11/XK

9.995

First Place(Tie)

Concours 2020



Don Marpe
2012 XK Coupe



Gary Watson

Class D14/FJ
9.975
First Place

Concours 2020



Gary Watson
2010 XJL Saloon



Terry Collins

Class D15/F
9.995
First Place

Concours 2020



Terry Collins
2017 F-type R Coupe



Concours 2020

Display Only



Miki Solomon

Display

Concours 2020



**Miki Solomon
1969 E-type FHC**



Michael Kilgore

Display

Concours 2020



**Michael Kilgore
2003 XJR Saloon**



Edward Torres

Display

Concours 2020



**Edward Torres
2000 XJR Saloon**



Mike Wilson

Display

Concours 2020



Mike Wilson
2018 XE 4-door



David
McDowell

Display

Concours 2020



Dave McDowell
2014 XKR Coupe



Best of the Best

Concours 2020



Miki Solomon

Best of
Display

Concours 2020



Miki Solomon
1969 E-type FHC



Don Marpe
Class D11/XK
9.995

Best of Driven

Concours 2020



Don Marpe
2012 XK Coupe



Eric Lipper

Class C5/E1
100.00

Best of
Champion

Concours 2020



Eric Lipper
1965 E-type OTS



Steve Crowley
Class C2/120
99.40

**Best of
Show**

Concours 2020



**Steve Crowley
1953 XK 120**

The Start of My Jaguar Journey by Alan Barclay

So here we are, running out of things to do in the house, while it's mostly too darn hot for this old geezer to tackle outside projects. Clearing up some old papers around the house I came across the May/June Jaguar Journal - you know, the one with the red Daimler SP250 convertible on the cover. What the article omits is the connection between Jaguar and Daimler (that's the Brit Daimler not to be confused with Daimler Benz etc). Jaguar acquired the Daimler company from the British Small Arms Company (BSA - as in motorcycles), which was the number three Brit luxury car after Rolls and Bentley, in 1960.

For reasons beyond my comprehension, Jaguar decided to take the little SP250 2.5 liter V8 - yes V8 - drive train and drop it into the Jaguar Mk 2 body in 1962, complete with its 3 speed automatic transmission. The result was a Daimler V8-250 to be generally known as a Daimler Jag. To differentiate from the Mark 2 Jaguar, the Daimler Jag had a slightly more luxurious interior and the classic Daimler fluted front grill, to later become the trade mark of the Sovereign and Vanden Plas Jaguars.

Why, you may well ask, do I bore you with this information? Well, I also came across an old photo of me in 1969 and my beloved 1966 Daimler Jag - my very own first Jaguar. Go ahead and laugh at the skinny 28 year old but just look at that blue beauty, my pride and joy, after Arlene of course! Take note of the a/c equipment, vent at the end of the bonnet and open rear quarter windows.

And that raises another thought. Later on that hot summer holiday weekend the fan belt decided to part ways with the car and guess what? Yup we had a Jag boiling over! But never fear, Arlene came to the rescue. Seen the Hagerty tv ad where the female passenger sheds her

Nylons for a 1960's XK failed fan belt fix? Well back then when ladies wore nylon stockings I immediately turned to my new bride, who came through like the trooper she is. So yes, it does work for a while and we were able to limp to the nearest town, where we found an old time gas and service station with a Mark 2 sitting there. The smarter than me owner had a spare belt in the boot which did actually fit my car, so after that I too carried a spare rather than rely on my spouse's good nature.

That Daimler Jag was like a passport to anywhere in the UK. Wherever we went in our beauty, we were received like royalty at the most exclusive restaurants, clubs and hotels (limited to company business of course). Can you imagine my reaction when my wife walked into my office in London and calmly dropped the car keys on my desk? Arlene had never driven in England on the wrong side of the road before that day and had taken my pride and joy for a twelve mile jaunt through the heavy city traffic. That's why we got an automatic she pronounced and then proceeded to regularly drive anywhere and everywhere, as I normally commuted by public transportation. All this without a UK Drivers Licence just her Colorado Licence, which I only found out after we moved to the States in 1971 had expired two years earlier! That transfer to Pennsylvania seemed to mean the end of my Jaguar experience. It broke my heart to sell my blue beauty, which incidentally would cruise at 100 MPH with no hint of the speed, with one passenger colleague insisting that it must have been KPH.

Fast forward to 2001 when I needed a new car. The Jag X Type sparked my interest as something affordable, so I decided to check it out at Millennium Motor Cars in Plano. My eyes kept wandering to the retro-look S Types, which had reminded me of my blue beauty for a while and when I checked the price differential I was hooked, A similar pose to that taken 32 years previously, This 'gorgeous green' S Type was mine for 10 years and apart from a fuel pump failure (under warranty) was trouble free and a delight to drive. It looked almost like new when I finally traded it for another Jag in 2011 but that's another story.



Jaguar XK8/XK/XKR Convertible “Green Rain” Vendor

You probably remember the article from Mike Wortedyke in last quarters newsletter on the work he did to fix this issue. If you are not as handy as Mike or do not want to pay the dealer price to have it fixed, Marvin Johnson may have a solution. See his info below.

My name is Marvin Johnson and I own Jaguar Top Re-pair. I am the "Jaguar Green Shower" repair guy mentioned in Paul Trout's Purr article titled "The Dreaded Green Shower". If you are the owner of an XK8, XKR or XK Jaguar convertible you will, at one point or another, deal with the dreaded Jaguar Green Shower. In my case, it was multiple times with dealers and repair shops. Who you hire to do this difficult repair is what matters. Jag Dealers and Import Repair Shops have been known to charge between \$4,000 - \$18,000 just for the hose replacement, and their repairs are made using the same OEM Jaguar hoses that have been known to fail. Even worse, these repair service agreements often include replacing pumps at \$5000 or latch plates at \$2500. In most cases replacing the pump or latch plate is not needed. I have replaced only 2 pumps and 1 latch plate in 12 years and over 250 Jaguar Green Shower repairs.

Three unfortunate realities:

The repair can be more expensive than the value of some cars.

The "repair shop" is often billing for repairs not needed.

Repair shops are using the same "DEALER PRICED" OEM hoses from Jaguar to repair your car, meaning you may have this problem again.

Here's the Good News: you have an alternative that is reasonable and reliable.

My MAX repair is \$3500. That includes changing all 6 hoses with KEVLAR hoses, 2 RAMS, and 1 Locking mechanism. All of my repairs are performed in your garage or driveway and completed in one day. I arrive at your house in the morning and your top is repaired before I leave that day.

Standard Price List Before Discount

- Pump to Latch Hoses Only - \$1750
- All 6 Hoses - \$2500
- All 6 hoses Two Rams and Locking Mechanism - \$3500

All prices are Inclusive of parts, travel expenses and a 2 year Warranty on Labor/Rams and a 5-year Warranty on Hoses. If you need some help with the Green Rain, give Marvin a call at 888-317-9340