Cat Tales

ROCKY MOUNTAIN JAGUAR CLUB

February 2014 Volume 47, Issue 2

The Cat's Out of the bag !

It's Going to be a Great Year

for the

Rocky Mountain Jaguar Club

Thanks to Steve Kennedy for the photo and thanks to Alex Rubin for the enthusiasm

The Rocky Mountain Jaguar Club - RMJC

P.O. Box 2923 Denver, CO 80201-2923 www.rockymountainjaguarclub.org

Cat Tales is published monthly and distributed to all members, JCNA affiliates and others. Reproduction of articles is welcomed if proper credit is given. Submit materials to the editor by e-mail, mail or telephone. Text in WORD and photos in *.jpg please. Deadline for materials is the 24th day of the month.

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Monthly meetings are on the 2nd Tuesday of each month at Piccolo's restaurant at 3563 S. Monaco Parkway which is 0.2 mile east of I-25 at Hampden and 1 block south on Monaco. They start at 6:30 pm with drinks and dinner and the meeting starts at 7:30. Meeting are held every month except March, July and December when special meetings are arranged. A Holiday party with the new board is held in December. Board meetings, open to all, are at a members house at 6:30 pm on the 1st Tuesday of every even numbered month.

Dues are $65.00 /year which includes "*Cat Tales*", membership in JCNA, the national "*Jaguar Journal*", eligibility to enter JCNA sanctioned Concours d'Elegance and other national and regional events.

For new memberships there is a one-time $20 additional charge covering name tags, club patch, decal and membership cards. Use the form in this newsletter or printed from the web site or sign-up on-line.

Non-members subscriptions are $30/year; Canadian and foreign are $36/year. Membership is open to owners of Jaguar automobiles and to others interested in furthering the enjoyment of them.
The club's purpose is to promote interest in the preservation, operation and ownership of Jaguar automobiles and to encourage safe, careful and skillful ownership. We are a source of technical information and establish rules and regulations governing activities of the Club and promote good sportsmanship at all times.

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Advertising in Cat Tales: contact Treasurer
Membership Form: page 15

Jaguar Club Southern Colorado - JCSC

Larenda Hershey, President 719-594-0066 dplhershey@q.com
General Meeting on 3rd Tuesday of the month at the Jaguar/Land Rover dealership in Colorado Springs. JCSC events are included in the RMJC event schedule.

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Presidents Page *by Howard Mumm*

It is already Super Bowl time, which means the start of the RMJC year is coming up soon. Through a bizarre twist of fate, I will be in Downtown Seattle for the Super Bowl game. My new employer is mandating a week of training starting February 3, so we have to fly into Seattle on Sunday. My brother in law, an ex Elbert County Sheriff deputy, has offered me his Kevlar vest for the week. I am hoping I don't need it.

The real start of our Jaguar year is the highly anticipated Gordon Kenney presentation of "The Year in Review" This year he will present at the General Meeting on February 11, at Piccolo's. While fun for all members to relive our activities of 2013, this is also great opportunity for new members to get a feel for how active our club is, and how diverse our activities are. If you are a new member, or want to get more involved with the club, this is a great time to get a feel for what is available.

An event set specifically for new members is the **New Member Orientation**, which will be held at the Mumms' on **March 30** from 2-5 pm. New members will have the opportunity to spend time with Club Officers and Event Chairs to discuss the upcoming year's events, and how to participate. This is a great time to find out what a Councours is like; how to prepare for a slalom; and how to get involved in the club activities in general. This year, we are co-hosting the Western States 2014, so there are many extra activities on the calendar, as well as additional opportunities to volunteer. I would suggest that all new members, and those who wish to participate more in the RMJC events, attend this informal gathering.

The Presidents Dinner will be held on **March 15**, at Cool River Café. This annual club event is hosted by the Current and Past Presidents of the RMJC and is open to all members. This year we will be recognizing Club Members with 5 to 10 years of membership and participation in the club. We started the "Service Recognition" last year at the Presidents dinner for those members with more than 10 years participation in RMJC. This program, which was well received by the membership, will be a part of all future President Dinners

For a slow time of year, there is still a lot going on, and even more to get ready for,,,,so get out there and,,,Take the Leap!

At left the Mumms at the annual Holiday Party - an enjoyable evening for all.

At right, their XK-8 following a highway incident in 2013

- not so enjoyable

Coming Events

February 4th, Tuesday, Board Meeting at the Georges'

February 11th, Tuesday, General Meeting at Piccolo's
program: "2013 in Review" by Gordon Kenney

March 15th, Saturday, Presidents Recognition Dinner
at the Cool River Cafe

March 30th, Sunday, New Members Party
at the Mumms'

Start Planning Now to Attend

2014 WESTERN STATES
Wheels & WINGS
IN THE SPRINGS

September 2-6, 2014 Schedule of Events

Tuesday	**September 2**	**Registration at the Cheyenne Mountain**
Wednesday	**September 3**	**Tour and Rally to Cripple Creek**
Thursday	**September 4**	**Slalom in Cheyenne Mountain State Park**
		Theme Night "WWII Returns" Gala, Dinner, Music, Tour
Friday	**September 5**	**Western States Concours d' Elegance**
Saturday	**September 6**	**Pikes Peak Concours d' Elegance - #2**
Sunday	**September 7**	**Departure**

Contact Information:

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		303.883.4568

Membership
Deanie Kennedy

If you have questions about membership contact me at 303-489-3944 or e-mail to dkennedy@ecentral.com

New Members

Ray & Tesa D'Ardenne
Denver, CO
1962 XK-E OTS, BRG

Events 2014

January
14 General Meeting Piccolo's
Pgm: Gary George - Appraisals

February
4 Board Meeting - George's
11 General Meeting at Piccolo's
Pgm: Gordon Kenney, Year in Review

March (No General Meeting at Piccolo's)
15 Presidents Recognition Dinner.
Cool River Café, Sat.
30 New Member Party at Mumm's, Sun.

April
1 Board Meeting at Eisnach's
3-6 Annual General Meeting (AGM)
8 General Meeting at Piccolo's
12 First Judges School - Sat.

May
3 Second Judges School - Sat.
13 General Meeting at Piccolo's
18 Spring Dust Off by Grossmans, Sun.

June
3 Board Meeting at Grossman's
8 Ability Connection Co Show (CP) Sun.
10 General Meeting at Piccolo's
21 RMJC Concours d'Elegance - Sat.

July (No meeting at Piccolo's)
12 Summer Party at Redrupp's - Sat.
20 Slalom at Front Range Airport - Sun.

EVENT CALENDAR

August
5 Board Meeting at Oakley's
12 General Meeting at Piccolo's
16 Front Range Airport show, Sat.

September
2-6 Western States 2014
6 JCSC Concours, Sat.
9 General Meeting at Piccolo's
nominations
13 Ride the Rockies, Sat.
14 British Car Conclave, Sun.

October
7 Board Meeting at Hummel's
14 General Meeting at Piccolos,
nominations

November
11 General Meeting at Piccolo's, elections

December (no meeting at Piccolo's)
2 Board Meeting at Kennedy's
6 Holiday Party, Sat.

January 14th General Meeting at Piccolo's, minutes by Steve Kennedy

The January 2014 General Meeting was called to order by President Howard Mumm, at 7:30 pm. No new members were present and Howard honored the January birthdays.

The President's dinner will be held on **Saturday evening,** March 15th at **Cool River Café in Greenwood Village,** 8000 East Belleview Avenue C-10, Greenwood Village, CO 80111. Service Awards will be presented to members with 5 years and less than 10 years. If you are in this category, please be sure to attend. Send Cyndi your story about your membership and car.

New Member Orientation will be on Sunday March 30th at the home of Cyndi and Howard Mumm, 6421 Lakepoint Place, Parker, CO. 2-5pm

Howard presented Gary George with an appreciation gift for his tireless efforts as RMJC Chief Judge. He then reviewed the summer event schedule.

The Grossmans generously offered to host the **Spring Dustoff** on May 18th.

Cerebral Palsy of Colorado has changed their name to ***The Ability Connection of Colorado*** as they help people who have disabilities in many forms, not just cerebral palsy. The "**ACC" Concours** will be held June 8th at the Arapahoe Community College campus. Our ACC Rep is Frank Oakley and we much appreciate his efforts.

The **RMJC Concours** will be held on Saturday, June 2st It will be a one day concours as a, yet to be disclosed, location and the Redrupps will host the **summer party** on July 12th. They live down in the Roxborough Park area, 6150 Rain Dance Trail, Littleton, CO 80125.

The first **slalom** will be held at the Front Range Airport on July 20th. The Front Range Car Show will be August 16th in the main area of the Front Range Airport.

Western States will be held in Colorado Springs at the Cheyenne Mountain Resort, starting Tuesday, September 2nd to Saturday September 6th. Tuesday: Reception Day; Wednesday: Rallye/Tour, Dinner at a Cripple Creek Casino; Thursday: Slalom, WW II Museum Tour and Hanger Dance; Friday: 2014 WS Concours, Awards Dinner; Saturday: JCSC Concours, Awards Dinner. We will need helpers from both RMJC And JCSC the week of the event. If you would like to help, please contact Cyndi, cyndi.mumm@comcast.net .

The great thing about having 3 shows in a couple of months is this gives everyone attending the opportunity to compete for North American Competition awards.

We have a new advertiser for both the Cat Tales and the web site. It's called "Weisco Motorcars" and is operated by Mr Paul Kohl. He operates a very exciting pre-owned (too good to be called "used cars") car lot at 7000 East Colfax. Stop by some day and if you can't find something you would like to have it would be surprising.

The Conclave will be Sunday, September 14: We need volunteers to host the Fall Drive. Brent McGibbon will host a fall event at the Denver Athletic Club, maybe bowling, maybe something else.

Dave Villalovos has established a RMJC Facebook page, rockymountainjaguarclub.rmjc

The Proposed RMJC bylaw changes were discussed and accepted by the board at the January Board meeting and those changes were published in the January issue of Cat Tales. They will be voted on by the general membership at the February meeting.

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Howard is working on establishing a Shutterfly page, where members can upload pictures for their event. To become a Shutterfly member, name, they need your email address. It does not cost anything. They offer other services as well. They can make a calendar, coffee cups, stuff.

Gary George, who is an accredited car appraiser, gave a presentation about the reasons and needs to get your car appraised BEFORE something happens to it. He told a story about someone who owned a Land Rover Defender. Each time it went into the dealer for something, the mileage was recorded; 6,172.3 in 2002, 6,298.2 in 2003 and 71,320 in 2005.

Something happened to the car and when the insurance company looked at the mileage as recorded by the dealer, they said it was a high mileage car with some 70,000 miles on it. The owner said, "No, it only has 7,000 miles on it. They thought he turned the speedometer back. Turns out that the Defender is one of few cars that has a decimal place showing in the main odometer display window. One of the mechanics accidentally misread the odometer reading

by dropping the decimal place. After much effort he was able to raise the value of the car from $40,000 to $75,000 as it had lots of extra items and work done on it. After lots of effort, Gary appraised it for around $75,000.

Steve Needs Your Opinion to take to the AGM about THIS question!

There are two **AGM proposals** that were brought up;

Proposal 1: Assuming the following entrants all have 100 point cars, when there are concours ties, the entrant or entrants who attended the most concours receives 1st place, the second place would go to the entrant who attended the second most number of concours. For example: Entrant A attended 6 concours and received 100 points at each event. Entrant B attended 4 concours and received 100 points at each event. Entrant C attended 4 concours and received 100 points at each event. Entrant D attended 3 concours and received 100 points at each event. Entrant A=1st place, Entrant B=2nd place, Entrant C=3rd place. Entrant D does not receive any award for his 100 point car. The concern with this proposal is entrants who usually only attend 3 concours and earn 100 points at each concours will figure, why put out so much effort ifl do not have a chance of winning.

Proposal 2: All entrants who earn 100 points will receive 1st place trophies. Those attending more concours will receive a "Golden Growler Award". This would be a gold, silver or bronze medallion that would be affixed to the 1st place trophy. With the above scenario, Entrant A would receive the Golden Growler Award, Entrant B would receive the silver, Entrant C the bronze, Entrant D would not receive any additional awards. No additional points would awarded either.

If you would like to comment on this, please contact Steve Kennedy, skennedy@ecentral.com.

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HOSTS: HOWARD & CYNDI MUMM
6421 N LAKEPOINT PLACE, PARKER, CO 80134

PLEASE RSVP
303-805-1644 cyndi.mumm@comcast.net

Photos from last year's New Member Party

Several of the last years new members have become very active in the club. The party is a good place to start.

Edward V. Heath, AM
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Alternative Energy Automobiles, *by Gordon Kenney*

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Richard Gordon's Tesla Power and Luxury

Many of you will recognize Richard Gordon, shown standing beside his Tesla Model S in the photo. He is a long time Denver resident and well known car enthusiast. Gordon is active with the Austin Healy group and his garage contains a 1960 AH 3000, a 2004 Mercedes SL500, a 1964 Mercedes 230 SL and a 71 Volvo P-1800ES. He is also known for his collection of 1,200+ models of AH's that are beautifully displayed in the lower level of his house.

The Gordon's have owned their Tesla several months and have driven it about 8000 miles. It has a range of 270 miles although range reduces in cold weather when the heater is used and the batteries have less capacity when colder. The elaborate computer display in the car shows they have averaged about 2 miles per Kilo-Watt-hr (Kwh) or about 6 cents per mile for electricity. They have added a high-power electric circuit in their garage to recharge in just a few hours. Like most electric car owners, they love their car and are looking forward to late 2014 when the AWD SUV Tesla X is due to be available.

The Tesla is very powerful and has 0-60 times around 4 seconds. The three models available differ primarily in the size (and cost) of the battery. The Model 60 (60 Kwh battery) starts around 70K$ and the higher capacity battery Models 85 and P85 (for performance) ranges upward in cost and, after adding options like special paint, panoramic roof, larger wheels, upgraded leather, etc. the cost will reach 125K$'s. All model qualify for the $7,500 federal tax rebate.

There are "showrooms" (at Park Meadows) and "Service Centers" (E. Evans) but the cars are all purchased through the internet. Go to teslamotors.com for more information.

What's New at Jaguar, *by Sir Art Stricker*

What the future hold for Jaguar between 2014 and 2020. Right now the F-Type and the XK are too close in terms of pricing and performance. Jaguar will be up-marketing the XK, changing the name to XR, to be a bigger grand tourer than (hardtop and convertible), would still be positioned well below Bentley GT, Aston Martin DB9, or Mercedes Benz SLS AMG. We already discussed the XQ crossover better known as the C-X17 concept due out most likely in 2015. The styling of the XJ Sedan will probably have a prettier rear end, with encouragingly dynamic, stylish, and lavish looks with the coming of a XJ Coupe that is said to be breathe taking. This could all happen by late 2018. And JRL is pondering a new batch of new compact vehicles that for now we will call the A-Type Compact due by 2020 to meet the European Legislation calling for a more stringent CO2 emissions. Of course jaguar has already addressed some of this with there 4 cylinders and V6's. Happy New Year and look forward to seeing you at all the varies events this year.

The Racing Beat, *by Bob Grossman*

The oil specification dilemma

History: In the 1960s, passenger car oils fell into one of three levels, ML (motor light), MM (motor moderate and MS (most severe). Oil was cheap and there was little incentive on the part of the lube makers or the auto manufacturers to do much about it as long as the manufacturers got the protection they needed in the field. The motor oil specifications came from API, ASTM and the SAE. The process was slow and not backed by a lot of knowhow or research. The work was quite empirical, field failures fueled laboratory testing to replicate the failures. There was little dissent ion in the ranks.

In about 1975, the EPA determined through some rather weak science that the phosphorous in the engine lubricating oils was defeating the CO and HC emissions reduction capability of relatively new catalyst equipped cars. The culprit was determined by the EPA to be blinding of the substrate in the catalysts attributed to the phosphorous content of ZDDP laced EP (extreme pressure) additives used in the then current oil formulations. Then the oil embargo hit and motorists were clamoring for better fuel efficiency.

In the '80s, the auto manufacturers began to insist on motor oil formations which would allow them to 'guarantee' improved fuel economy. New friction modified lubricants were everywhere. The auto manufacturers needed good fuel economy and good engine longevity. The API, ASTM and SAE began to define new performance categories, developing new engine testing protocols and getting a consensus among everyone involved. The process was slow and cumbersome. The sluggishness prompted the auto manufacturers to form their own trade association, the AAMA. The American Automobile Manufacturers Association then formed the International Lubricants Standardization and Approval Committee, the ILSAC. The AAMA then changed their name to just AAM.

The old API categories of automotive engine lubricants SG, SH, up to the now current SN classification didn't completely fill the needs of the now international group of manufacturers in ILSAC and JAMA. New classes of lubricants were created, GF-1 through GF-5. These classes were based on the API protocol with a couple of additional parameters over the API.

It was clear to everyone that some consensus between the OE automotive manufacturers and the oil industry. This need was partially satisfied by a paired rating system SL/GF-3, SL/GF-4, SL/GF-5, followed by a considerable amount of research and specification upgrades through about 2011. Not completely satisfied a number of the automotive manufacturers decided to have proprietary oil compounded by the oil industry. Brands like Dexos appeared. OE manufacturers threatened warranty voiding's if these products were not used exclusively in the maintenance of their product. Europe was the only staunch supporter of these manufacturer brands. These manufacturer 'Genuine Oil' programs did not take hold in the US to any great extent and basically the manufacturers had to recognize that any oil that met their published specifications would be satisfactory from a warranty aspect here. Early on VW was the only holdout and this was based on the high temperature oxidative stability requirement of the oils used in their turbo diesel engines. Now, any oil meeting their VW 505 specifications is OK.

So, with all this confusion what is the motorist to do about what oil to use in their autos? The first thing to do is to determine whether your engine falls into the hot rod, high performance flat tappet cam, special use category or a modern daily driver in standard or high performance category.

Forget all of the marketing hype of the oil producers. Take a look at this list:

Find the API 'donut' on the back of the oil package and the ILSAC 'starburst' symbols on the front of the package. These symbols will tell you the highest performance specification the oil meets. The only active API ratings today are SJ, SL, SM, SN. Only ILSAC GF-5 is currently active. So, for your modern engine, API SN/GF-5 will meet all of the various manufacturer's specifications in all respects with the exception of valve train. These oils are the best for your late model passenger car without valve train modifications

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Ok, that takes care of the 'modern' category. Be very wary of using the high viscosity 'old school' oils of any brand in the newer engines as the oil passages in these engines are small and will starve the downstream assemblies during warm up and high RPMs they are capable of. This includes all of the '88 and later Jags (except the V12s), your modular Ford and LS series GM engines and the lubrication challenged V6 Chrysler Corp. offerings. Be sure to use the modern low viscosity oils exclusively in these engines.

Engines with valve train modifications are another story. This is an issue of extreme pressure situations existing between very hard metal surfaces (i.e., cam to flat tappet lifter) and internal rust and corrosion protection. To achieve the EP and rust prevention requirements, these engines need a sacrificial extreme pressure coating that prevails on the parts even after the engines have been shut down or placed into storage. ZDDP or ZDP fills this requirement. The answer is pretty simple, for use in your classic XK, XJ Jags, motorcycles, hot rods, etc. and any engine with valve train modifications, buy and use a 'hot rod' or 'racing' mineral oil. The blends have the additional ZDDP required to keep the valve train in good condition. Most of these classic engines thrive on the 20/50 viscosity and really enjoy the presence of the ZDDP for internal hard part longevity. Yes, they are more expensive, but cheap when compared to an engine failure.

One last note, be leery of ZDP additives. This is a change of position on my part. When the oil manufacturers compound an oil formula, all of the additives are blended into the base oils under carefully controlled conditions of order and temperature to insure there is no tendency to separate. There is no guarantee this will happen with the oil additives.

Thanks to John Martin a former lubrication scientist with Shell Oil Co. and Engine, Speedville.com and staff.

Jaguar Action on the Auction Block
by Bill Beeson

The car auction season once again kicked off with the massive Barrett Jackson event in Scottsdale, Jan 12th through the 19th. It was a record setting event with almost 1400 cars selling for a total of $113 million dollars over the 8 days of frenzied activity.

The top seller was a "one of a kind" 1967 L-88 Corvette at $3.85 million. The quality and variety of the cars was phenomenal. If this event is not on your "Bucket List", it should be promptly added!

The mix of Jaguars presented for sale this year was quite different from the 2013 event.

This year was dominated by absolutely beautiful and freshly restored 1950's XK's.

These classic XK's were totally absent from the auction last year. In contrast, 2013 was the year of the E-type which were totally absent from this year's offering of Jaguars.

It is surprising that not one E-type was in this year's consignment list. I guess that the E-type owners were just having too much fun enjoying them, and truly, what is not to love with those luscious XKE lines.

The top selling Jaguar at the 2014 inaugural Barrett Jackson was a 1956 XK 140 MC Drop Head Coupe finished in Old English White with the classically beautiful red leather interior and new chrome wire wheels. Emerging from a multi-year frame off restoration, it was sold for $165,000 and was a sight to behold.

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BOTH Newsletter & web site ad	$45

Amount enclosed = $_____

Make check payable to "Rocky Mountain Jaguar Club"

1st Jaguar _____ _____ _____
year model body style

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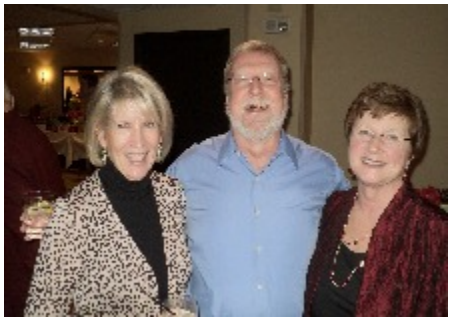
*New Membership Fees includes membership card(s), JCNA Decal, name tag(s), subscription to Cat Tales and Jaguar Journal. Members joining after Sept.1st pay one years fee and are members throughout the following year.

Mail this form (or copy) and payment (RMJC) to
Deanie Kennedy, Membership Chair
8137 Zang St
Arvada, CO 80005

More Pictures from the Dec. Holiday Party

Do you know them all?

Bob and Norma Lewis

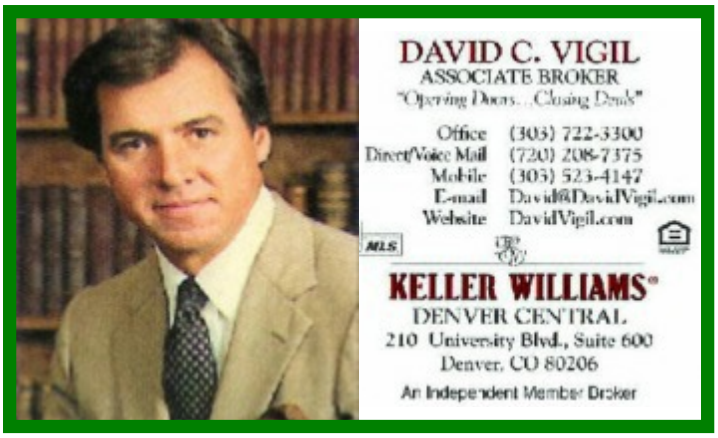


Dee Kerkow with
Pete and Sue Day

Linda and Harry Fegley

Dennis and Judy Orr always raise the question as to what is worn under a kilt.

The mystery remains



What's It worth *by Gary George*

People ask me "what is the market doing?" To coin a phrase: on the top end it is going nuts! Some of the writers are begriming to warn of a bubble. Is this a good time to buy Before all the prices go over the top. Is this a good time to sell before the prices collapse? In a word: I don't know.

I watched a few hours of the Barrett Jackson auction and saw cars go for far less than the restoration cost and some go for far more than I thought they were worth.

Records are being set at all of the auctions. Who is buying and why is a question that I hear being asked. Are we seeing another case of "non car guys" looking for a place to park their money or are these genuine collectors buying what they want? Don't know.

It is a time to watch the value of what you have. Be sure you have the right insurance. I have just spent several hours trying to get a client to buy "agreed value" insurance. His agent, who has all of his insurance was saying "lets cover it for this amount and if something happens we'll fight it out later, wrong. I spoke at length with the underwriter and he said "we only insure for 'market value' not replacement. This on a car that had just cost $300,000 plus to build and has 0 miles on the clock. Lets hope nothing happens to the car on the way to or from the California show it is going to.

When you ask for an appraisal be truthful about what you need it for so I can give you the correct figures for the use you will put it to.

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Contact Editor for details about placement or Treasurer for commercial ads.

FOR SALE: 1996 XJ6

This nice Jaguar drives well but has emission problems and needs to go to a good home . Call James Lewis at h 303-794-5141 or cell 303-550-8975 $600.

FOR SALE - PARTS: We are restoring a 1968 jaguar XKE 1.5 at our shop and have some extra parts FOR THAT MODEL that are not needed.

- 1 set Wheels and Tires (Chrome, Wire) - $2500 (obo)
- 1 set Wheels (Chrome,Wire) - $2000 (obo)
- Rear End (without axles) -$200 (obo)
- Exhaust (Stainless Steel, new) - $750 (obo)
- Valve Covers - $10 / each (obo)
- Manifold - $275 (obo)

Ad from Mike Lundgren,
Any Questions / Interest - Call Susan @ 303-432-2852 / Auto Reflections

FOR SALE: 1990 Jaguar XJ6 Vanden Plas Majestic - $ 14,750.00
Excellent condition, Mileage: 65,300, Sedan, Regency Red , Interior Color: Cream

Features: Alarm, AM/FM radio with tape deck and CD changer, Sun roof, Alloy wheels, Anti-lock brakes, Cruise control, Remote controlled door locks, windows, and sun roof closing
The Jaguar Majestic is a rare creation. Only 527 were imported for sale in North America. Jaguar's top-of-the-line 4-door sedan, the Majestic, featured a stunning custom paint, wheel and interior design. Available in only one color – metallic Regency Red. Equipped with diamond-turned alloy wheels with spokes pained to match. Interior available only in one distinctive scheme; seats and trim were surfaced with magnolia tanned Connolly Leather and accented with mulberry piping. The driver and front passenger's seat backs came equipped with unique aircraft-style, fold-out picnic tables. High intensity reading lamps and individual head rests give the rear seats the comfort of a favorite reading chair. The Majestic was fitted with a fuel injected 4.0 liter, dual overhead cam, inline 6-cylinder engine with computer-controlled ignition complemented by a 4-speed automatic transmission with a lock-up torque converter. Seller: Anne or Rene Hansen 303-394-3562

RMJC WEBSITE **www.rockymountainjaguarclub.org**

webmaster: Rob van Westenberg: please visit and use our web page for important & current information.

From:
Rocky Mountain Jaguar Club
PO Box 2923
Denver, CO 80201-2923

How well do you know the XK's?

Above is a XK 140 sold at a recent auction for $165,000 (page 13)

Below is Gary Kerkow's recently restored XK 150

To: