

Cat Tales



April 2019

Published by the RMJC Club since 1967

Volume 52, Issue 4



In Lobby of Corporate JLR

Jaguar I-PACE – the first electric Jaguar

Being electric does not detract in any way – in fact it *enhances* the attributes that make a Jaguar a Jaguar

Grace = style

Pace = performance

Space = luxury



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The Rocky Mountain Jaguar Club - RMJC

PO Box 2923 Denver, CO 80201-2923

www.rockymountainjaguarclub.org

The club's purpose is to promote interest in the preservation, operation and ownership of Jaguar automobiles and to encourage safe, careful and skillful operation. To be a source of technical information, to establish rules and regulations governing Club activities and to promote good sportsmanship at all times.

Cat Tales is published monthly. Reproduction of articles is welcomed if proper credit is given.

Editor: Gordon Kenney, 303-766-7826
newsletter@rockymountainjaguarclub.org

Meetings are held on the 2nd Tuesday of each month at Piccolo's restaurant at 3563 S. Monaco Parkway, 0.2 mile east of I-25 at Hampden and 1 block south on Monaco. Meet at 6:30 pm for drinks and dinner; meeting starts at 7:15.

Meeting are held every month except July and December when special meetings are arranged.

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.

See page 19 for Commercial Advertising Rates

2019 Officers:

Put title in front of @rockymountainjaguarclub.org

President	Steve Kennedy	303-489-3955	president@.
Vice Pres.	Bob Grossman	303-278-2068	vice_president@
Secretary	Bill Beeson	303-699-8705	secretary@
Treasurer	Deanie Kennedy	303-489-3944	treasurer@
Newsletter	Gordon Kenney	303-766-7826	newsletter@
Webmaster	Deanie Kennedy	303-489-3955	webmaster@
Past Pres.	Dwight Eisnach	303-794-6443	past_president@

Board Members at Large

Vince Lane	303-322-8998
Brent McGibbon	303-378-4249
Frank Oakley	720-851-5708
Deborah Ramirez	303-428-8898
Brian Redrupp	720-515-2454

Advertising in "Cat Tales"

A members' business card ad is \$45/year and will be in "Cat Tales" and website.

Ads run from January 1st to December 31st but can be prorated. Must be paid in full at time of placement.

Contact: Deanie Kennedy, Treasurer at 303-489-3944 or at treasurer@rockymountainjaguarclub.org

Commercial Advertising:

Non Member advertising

Rates: Business Card	\$128
1/6 page	\$164
1/4 page	\$236
1/3 page	\$290
1/2 page	\$425
2/3 page	\$542
3/4 page	\$614
Full page	\$740

2019 Concours: Kennedys,
Dust Off: Bill Beeson and Gordon Kenney
Summer Party: Ramirez's

Membership: Deanie Kennedy 303-489-3944
Local Contact & Regalia: Steve Kennedy
303-489-3955 skennedy@ecentral.com

e-mail to board at:

board@rockymountainjaguarclub.org

The RMJC is supportive of the
Jaguar Club Southern Colorado - JCSC
Don Yowell, President 719-641-3985

See the web site for leadership and event information at
jagclub.org

Presidents March Letter by Steve Kennedy

This past March was the CCCC President's Meeting where club presidents join their club reps for the meeting. I joined both Gary George and Don Leach, who represents the Classic Car Club of America.

We met at the Lincoln Technical College out near I-70 and Peoria. They teach students how to work on modern day cars, everything from engine diagnosis to body painting.

A big Thank You to Judy and Dennis Orr for donating their collection of JCNA trophies back to the club. These are always appreciated and it helps defer future concours trophy purchases.

We had some new old members, Lowell & Ginny Martinson drop by the monthly meeting. They had been members back in the 90's and as life moves on, they moved to California. They were in town to see their son and looked the club up on our web site. Great to have them drop by.

There is an AGM article elsewhere in the newsletter but for new members who are not that familiar with it, the AGM (Annual General Meeting) is where each of the 66 JCNA affiliate clubs have the opportunity to send two delegates to the meeting. Many clubs choose to give their proxies to either nearby clubs or to their regional directors. Anyway, the location is different each year and is usually hosted by the club in that area. This year the JCNA Board of

Directors chose the location of the Jaguar, Land Rover corporate building in Mahwah, New Jersey. Friday there are usually some local sites to see. Saturday day is the meeting itself and numerous reports are given and various concerns are discussed. The biggest topic is always the changes and rule revisions for the concours rule book. Some discussions get very passionate. One of the proposals was to change the classes and their requirements for Jaguars produced after 1996. Our very own Deanie was very passionate about objecting to this change as they were going to do away with the Champion and Driven divisions and just make one class. She basically said in no uncertain terms that if there is no champion division for her Jaguars, she will stop showing them as I am sure many others will as well. Anyway, the AGM is not a car show but a bitch session.

Spam emails: Just in case you receive an urgent email from RMJC President saying I am in jail or some other scam topic, and I need you to send money, call me first. Deanie constantly receives emails saying, "I, as president, need her immediate attention in paying this overdue bill." They don't know that we sit 10 feet apart and nothing gets paid without her attention and



Budd Butcher's

Celebration of Life

Budd Butcher from the Colorado Springs club passed away last year. There will be a "Celebration of Life" for him in Colorado Springs on Saturday, April 27th at 2 pm at the 1730 East Fountain Blvd, Colorado Springs.

It would be great if we could have a great turnout of RMJC members for Budd.



Club Events of 2019

February

- 5 Board Meeting - Ramirez's
- 12 Monthly Meeting at Piccolos
Year-In-Review - Gordon

March

- 12 Monthly Meeting at Piccolos
Member Recognition - Deanie
- 16 Detail Clinic at Adam's Polishes
(more information on next page)
- 22-24 AGM in New Jersey

April

- 2 Board Meeting - Kenney's
- 6 Spring Tune-Up at Frank Oakley's,
717 Anderson St., Castle Rock,
10:00 AM Frank at 720-851-5708
More details on next page
- 9 Monthly Meeting at Piccolos
AGM Report - Kennedys
- 13 1st Judges School at Hagerty's
1010 Johnson Road in Golden
Noon, Gary George, 303-477-0189

May

- 5 Dust Off - a scenic drive, good food, great
companions - what more could you want?
more detail on next page
- 14 Monthly Meeting at Piccolos
Appraisals – Gary G.
- 18 2nd Judges School
18-19 RMVR at High Plains Raceway

June

- 4 Board Meeting DAC – McGibbon's
7-8-9 MG Weekend in Glenwood
- 9 ACC Show register on their website
<http://www.coloradoconcours.org>
- 11 Monthly Meeting at Piccolos
- 23 RMJC Concours at Hagerty's in Golden

July

- 13 Summer Party at Ramirez's

August

- 3 CCCC Airport/Car Show
- 6 Board Meeting - Eisnachs
- 13 Monthly Meeting at Piccolos
- 11 Race Against Kids Cancer - HPR
- 17 Bids for Kids

September

- 10 Monthly Meeting at Piccolos
- 14 Ride-the-Rockies
- 15 British Car Conclave
- TBD Jag Club S. Colorado Concours

October

- 1 Board Meeting – Oakleys
- 8 Monthly Meeting at Piccolos
IJF Report - Kennedys

November

- 12 Monthly Meeting at Piccolos

December

- 3 Board Meeting - Kennedys
- 7 Holiday Party



36TH ANNUAL
COLORADO CONCOURS D'ELEGANCE
& EXOTIC SPORTS CAR SHOW
SUNDAY, JUNE 9, 2019 FROM 9AM-3PM AT ARAPAHOE COMMUNITY COLLEGE
BENEFITING CREATIVE OPTIONS FOR EARLY CHILDHOOD EDUCATION
A PROGRAM OF ABILITY CONNECTION COLORADO

The first “Jaguar Driving Event” of the year is the Dust-Off.

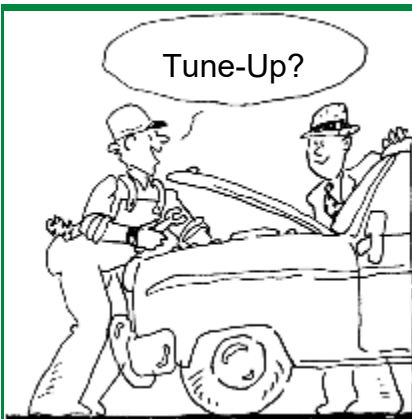
This year it's on May 5th, late enough to not include driving on snowy roads. It should be on everyone's calendar. Jaguar not running? Then drive some lesser vehicle but make plans to join your fellow members for a fun outing.

Make plans NOW to be at the starting point in West Denver on the morning of May 5th. Have your cars tank full of gasoline, diesel, or kerosene OR have the battery on your electric car “Fully Charged”. Keep a few dollars in your wallet for food, some sunglasses to block the bright sunshine, an umbrella to block any raindrops and a companion for the event is always nice.



We have driven the route, looked at the scenery, tasted the food and it was all good.

Bill and Betsy, Gordon and Shirley



The April 6th Tune-Up at Frank Oakleys house in Castle Rock is a good way to get your Jaguar back into service for the year. Put it up on his lift and look at the exhaust system, brake lines and pads, shock absorbers, tires, suspension pieces, oil drips (if any) and check for parts that might be loose and rattle or fall off. Bring oil and filter and change it there; he will dispose of the used oil for you. Frank himself is a very capable mechanic and is always helpful. You can likely learn something just by coming and watching.



Arrive around 10 am Frank supplies coffee and donuts

Stay until noon as group usually finds a place for lunch

This is a very special happening for this long-standing annual event hosted by the MG club.

It will celebrate the 90th anniversary of the first MG built.

As usual, it includes drives, rally, a banquet and a car show on the banks of the Colorado River.

MGCC RMC
67TH ANNUAL
Rallye Glenwood Springs
JUNE 7-9, 2019
Contact
Pam Prokes
Registrar At 303-748-9773
MGCCGlenwoodRallye@gmail.com
Keith Kerr
Event Chairperson at 303-827-6226 or
Keith.Kerr@KerrTransformations.com

Registration Open!
JUNE 7-9, 2019
Register for the 67th Annual Rallye
All classic cars welcome for the event!
Join the MG Car Club Rocky Mountain Centre for our annual event that includes a TSD Rallye, Tour, Funichana, Car Show and more!
Three days of great car fun in the Rocky Mountains!
View registration and event info, plus regalia items at www.MGCC.org
Visit the official MG Car Club Rocky Mountain Centre website at www.MGCC.org for detailed event information. You can register online, order event regalia, or download registration forms to print and mail to our registrar. For those who do not have internet or printing capabilities, our registrar will mail event information and forms to you.
Register at www.MGCC.org
Celebrating 90 Years of MG Sports Cars



Report - March 16th, Adam's Polishes Detail Clinic by Bill Beeson

On a brisk but sunny Saturday morning, a few of your fellow club members joined members of the Camaro Club for an in-house car detailing demonstration at Colorado's own Adams Polishes. For those of you that are not familiar with Adams Polishes, you have missed some of the finest automotive cleaning, protecting and polishing products available.

Adam Pitale, the founder and owner, treated us to a behind the scenes tour of the mixing, bottling, and distribution facilities before turning us over to members of his detailing team to learn some of the fine arts of properly preparing and polishing cars. We had expected to have one of our own Jaguars, in the form of Dwight's beautiful silver XK8, cleaned and polished by the experts. But, as the experts explained to me, it was better for them to take a newer black Tesla and show us how to correct its inherent paint flaws rather than fine tuning Dwight's XK8. They further pointed out that black paint easily shows every little swirl and scratch as well as the typical orange peel of modern paint, thus making it an excellent platform for their demonstration. By the end of the session they had certainly proved that with the right techniques and products even the blackest of cars could be polished to a smooth and spectacular shine. Many of us got hands on experience with polishers and compounds. The folks at Adams Polishes made each step to perfection look easy using their products.

As you bring your cars out of their winter hibernation and begin to shine her up for Spring, the detailers at Adams recommend the following steps to a truly beautiful Jaguar:

1. **Wash** – Wash vehicle using the two bucket method to avoid scratching your paint. Use quality car soap and lots of suds. Typically start with your wheels and tires first, but NOTE: If you decide to do an engine compartment detail, then do it first.
2. **Dry** – Dry your car using a blower. Anytime you can avoid touching the paint you reduce the chances of adding scratches and swirls. If a blower is not available, then dry the vehicle using several big and thick microfiber towels.
3. **Clay** – Clay the car using a clean and new clay bar. Make sure to use plenty of clay bar lubricant. A Quick Detailer usually works well for this. Clay all surfaces, including headlights, windows and door jambs.
4. **Prep** – Wipe each section you clay down to remove any residue. A good idea is to further clean the paint of any residue, with many choosing to wash their cars a second time.
5. **Inspect** – At this stage you must decide if the paint needs correction or swirl removal. A bright lamp can help you identify swirls and imperfections in the paint.
6. **Polish** – If you decide paint correction is needed, this is the step where the orbital buffer comes out. Depending on the paint type and correction needed, you need to choose your compounds and buffing pads accordingly.
7. **Protect** – Once the paint correction is done, or if you simply skipped over the last step, it's time to protect the paint. There are three ways to protect using modern systems; 1) wax, 2) protective sealant and 3) the latest innovation, ceramics.
8. **Interior** – At some point during the process you need to clean and protect the interiors. Waiting for the paint protection to dry is a good time to do the interior. A good vacuum and carpet shampoo can go a long way depending on how dirty the interior is. Use a good quality interior trim protectant that does not leave a sticky residue or is overly shiny. continued on next page



9. Fabric – Leather seats require care during the interior detailing stage. Use the best quality leather cleaner, but spot-check for color fastness first. After the leather has been cleaned and has dried, finish it off with leather conditioner.

10. Wheels – At this point you should also dress your tires to keep them looking great for a long time.

11. Glass – For the windows, headlamps and tail lights that you clayed earlier, you can now treat them with a good, non-abrasive sealer recommended for glass and shiny hard plastics.

12. Details – Tiny details go a long way. Take the time to inspect and correct all of the minor issues that may remain. You may want to seal or wax hard-to-find areas to help keep them clean longer.

One last Tip – An extensive professional detail takes about 16 to 40 hours depending to the level of paint correction required. Plan your detailing activities accordingly.

Our detailing day was capped off with a cold beverage and good meal at Bender's in Broomfield by the Ice Arena. A few of us ended up roaming around the Ice Arena before finding Bender's.

I hope to see your truly beautiful Jaguar at the RMJC Concours d' Elegance on June 23rd and that you have benefited from the tips provided by the experts at Adams Polishes. Drop by their facilities. It could be worth the trip.



Bill checks out the buffing lesson



Gary, Frank, Steve, Deanie, Gordon, Chris, Dwight - not shown Bill and Jon

Minutes of March 12th Meeting at Piccolos by Bill Beeson, Secretary

Steve opened the meeting by welcoming a couple of visitors. Lowell and Jennifer Martinson dropped in from California to join our gathering. In conversations before dinner, we learned that Lowell had been an RMJC member in the 1990's. Work took Lowell to other parts of the US in 1992, but a son attending CU brought them back to the Denver area recently. Lowell went online looking for things to do while here and thought that he would see if RMJC was still active. He discovered that not only does RMJC continue to have fun with Jaguars and their owners, but that Tuesday night was our General meeting. So he and Jennifer decided to drop in. Long time members Bob Grossman and the Kennedys were recognized by Lowell and the intervening years just melted away.



The Martinson's love for Jaguar has not waned in the last 27 years. They now maintain a gray 1966 E-Type Coupe at their home in California. It was very nice of them to drop in and share time with us. We hope that they will continue to visit us while their son is at CU.

March Birthdays of Gordon Kenney, Linda Eismach, Bill Beeson and Gene Cookenboo were recognized.

Membership Report- Deanie reports that membership stands at 101, with renewals continuing to come in. In her Treasurer's Report she reports that we remain on budget.

Colorado Collector Car Council Update- Don Leach reports that the weather has played havoc with the meeting schedule for CCCC. The re-

cent President's meeting at Lincoln Technical College was actually the February meeting that had been postponed. The pressing subject of the meeting was "watch out for this CO Legislature". They are gunning for old cars with "Clunker" type legislative Bills pending.

Facebook Update- Mark Kintgen reports that he has reviewed the Facebook page and has some ideas for incorporating more content. Bill Beeson agreed to join Mark in the effort to make the Facebook page more viable.

Old Business - The Kennedys are continuing to work on the details for the 2020 AGM meeting in Las Vegas. The Hotel and tours details are coming together nicely

Good of the Order: Open floor for car stories.

Hitchhiker story: a couple in brand new car ran out of gas in remote Wyoming. Question is: who stays with the car and who hitchhikes to get gas? The wife, who successfully got a ride into town, bought gas, and got a ride back to the new car was selected. What would you do in this circumstance?

Porsche story: A man received a new Porsche as a gift from his wife. She then left him and filed for divorce shortly after giving it. Who got the better deal?

XK150 story: Alex R. recently had to have his XK150 towed due to serious brake fluid leak. While it was in the shop Alex transferred the car to his son who decided to have the engine rebuilt while it was there. It appears that we will not be seeing Alex's son's newly acquired XK150 until sometime in June or later.

Event Recap – There were no recent events to review.

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Steve Burt
General Manager

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Email: sburt@stevinsonauto.com



continued...Minutes of March 12th Meeting at Piccolos

Upcoming RMJC Events - Steve picked up many flyers for upcoming events at the CCCC meeting and distributed them to interested members. Of note for upcoming events is the fact that PPIR is back with a 2019 schedule of events.

March 16th **Adams Polish Detailing** Demonstration – owner and staff of Adams Polish in Thornton is hosting a club demonstration on the art of car detailing. See the report of the event in this newsletter.

March 21-24 AGM-Bob Grossman, Steve & Deanie Kennedy will be attending this year's **AGM** in New Jersey. Look for their report in next month's Cat Tales and presentation at the April **General Meeting**.

April 2nd **Board Meeting** at the Kenney's
April 6th, **Tech Session** at Oakley's

April 13th **Judges school** at Hagerty
May 5th **Spring Dust Off** – Join Gordon, Shirley, Bill, and Betsy for a mountain jaunt ending in the Colorado Springs area for a pub lunch and vehicle related collection tour.

June 9th **ACC**-Vince reports that the deadline to Register your Jaguar for publication in this year's ACC Program is May 4th. The deadline for the registration for ACC Concours judging is May 29th.

June 23rd **RMJC Concours** – The event will be held at Hagerty as a one day event with Breakfast, Lunch and Dinner served to all participants.

July 13th **Summer Party**-Hosted by Deb and Mike Ramirez at their home.

August 3rd-**Rocky Mtn Airport Air and Car Show/Swap Meet**

August 17th Bid for the Kids-Brent Haven in the Pines

September 4th **Scottish Festival** at Edgewater park -Alan Magneson of the Triumph Club is coordinating cars for the event.

September 13th **British Car Conclave**

Member recognition: Deanie reviewed the membership pin program with the gold pins listing the year they joined the club. There are several newer members that have been members for many years and will be recognized with RMJC Pins at a future meeting. Some of those to be recognized are:

Jennifer & Frank Albert	04/01/2012	5	2017
Roger Noonan	02/20/2012	5	2017
Vince & Barb Lane	10/17/2012	5	2017
Brian & Jackie Redrupp	01/01/2013	5	2018
Bill & Betsy Beeson	07/03/2013	5	2018
Kerry & Valerie Kirby	11/16/2013	5	2018
Jane Billings & Steven Kreisman	01/17/2014	5	2019

Raffle:
Don L won ½ of the pot. Other winners included our guests Lowell and Jenny as gifted by Deanie, Marty C, and Donna.

Adjourned before the snow at 8:16pm

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Members Birthdays

in April

- wish them well

- 3 Jon Strader
- 8 Cyndi Mumm
- 18 Deanie Kennedy
- 11 Linda Sullivan
- 12 Penny Reed
- 16 Linda Fegley
- 21 Steve Parker
- 21 John Gedroez
- 24 Lynn McClure
- 23 Ken Muhall





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The Who, What, When, Where, and Why of Sports Car Clubs in Colorado with a “Thank You” to Alan Magnuson for this story

Have you wondered how the sports car scene began in Colorado? World War II had ended and Britain needed an inflow of cash to rebuild. The United States was a large market with available cash. MG began producing the TC in 1945 and Jaguar the XK-120 in 1948 with a focus on the U.S. market.

Bill Barker, KOA radio-TV personality, Denver Post columnist, and president of the Gentlemen’s Amateur Speeding Society (GASS), was one of the founders of SCCA, Colorado Region and Regional Executive in 1955.

He shared his memories, **HOW SCCA’S COLORADO REGION WAS BORN**, in the SCCA Colorado Region’s Redline newsletter.

“In 1950, there were possibly a dozen sports car owners in Colorado. Most of them owned MG-TCs (brand new), a couple had classics from pre-war days and there were only two Jag XK-120s hereabouts. Those drivers hung around Dab Collins’ repair shed near 10th and Santa Fe, talking about the great European race and rally events, and boy, why can’t we do stuff like that?”

It was Dab, I think, who first heard about the Sports Car Club of America. A handful of us joined it—and became members of Oklahoma Region. (Practically all of the West was then Oklahoma, far as Eastern-minded SCCA was concerned.)

In 1951, if memory serves, Ted Fouts, in Grand Junction pressed the national organization for a region of our own. Were us Denverite’s pleased? We were not. If there was to be a club, we wanted it here. So we persuaded Collins to petition SCCA for a “Denver chapter”, and invited every sports car buff we knew to meet at Denver Imports on Alameda, form a group and hear what the national outfit had to say.



That’s when the misunderstanding began. Dab reported that SCCA refused to authorize city chapters. Our crowd was outraged. (Back then, sports car drivers were frequently outraged by something or other—so different from nowadays, right?) ‘O.K.,’ they growled in unison, ‘Hell with them. We’ll start the Denver Sports Car Club.’

So you see, if we’d known enough to have asked for a Colorado Region, instead of a city chapter, there never would have been a Denver Sports Car Club.

So it became the second oldest club in Colorado. Ted Fouts and pals had already created the Rocky Mountain Sports Car Club, and staged the first rally.

It took us till March, 1953, to incorporate SCCA, Colorado Region. Ninety percent of the founders were in the Denver SCC. What they wanted was merely to set things up so the local club could perform in SCCA events and stage a few of its own. In short, it was not a splintering off from DSCC, but was thought of as an adjunct to the later.

The early years were memorable in many ways. The National Continental Divide Rally became the most famous in the nation—and SCCA HQ was particularly impressed because it was the only rally in the U.S. that made enough money annually to pay for our racing—which then was the unprofitable event. Also we had the highest, trickiest hill climb on the SCCA calendar, Lookout Mountain, sponsored by Golden for \$5,000, with 80-odd turns and National standing--till mean ol’ Gov. Ed C. Johnson killed all public road speed events. Till then the members had raced the streets of Aspen, Steamboat Springs, Salida, and the airports at Buckley and La Junta.”

..... continued on next page

continued.... The Who, What, When, Where, and Why of Sports Car Clubs

Ron Shaw, Colorado Sports Car Club historian and member of the MG Car Club, has researched the early formation of Colorado Sports Car Clubs and shares the timeline below.

Road & Track magazine 1951-52 issues had a "Club Activities" section with advertisements soliciting members for the Denver Sports Car Club.

May 1951 - Dabney Collins requests contact from persons interested in forming a club.

February 1952 – Preston Marble, first DSCC president, requests interested people join DSCC.

April 1952 – Preston Marble writes, "you'd better hurry – membership is limited to 100. Looks like the overflow will have to form their own club."

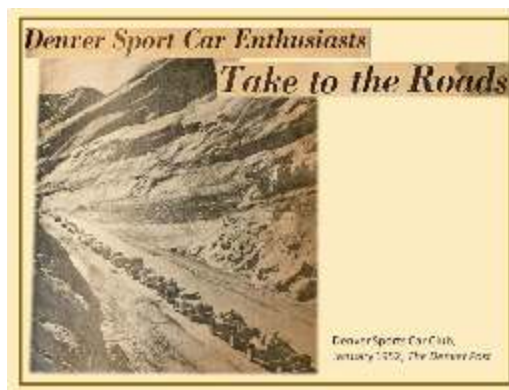
Ron writes, "Without exception, all of these clubs were formed between 1951 and 1952. The first of them, the Rocky Mountain Sports Car Club, was formed in Grand Junction sometime in early or mid-1951, with the first Denver club, the Denver Sports Car Club, close behind, formed October 4, 1951. The founding of additional clubs across Colorado strengthened the position of becoming a Region of the SCCA.

Almost all of the early clubs were of the general interest variety, not restricted to a particular brand or type of car, nor restricted to a specific type of sports car activity.

1951

Early to mid - Rocky Mountain Sports Car Club, Grand Junction

October - Denver Sports Car Club



1952

Early to mid - Aspen Sports Car Club (Sponsors of 1952 Aspen race, Sept., 1952)

Pikes Peak Sports Car Club, Colorado Springs

October - MG Car Club, Denver

Dec. 6 - Sports Car Club of America, Colorado Region

The formation of the clubs followed the establishment of sports car dealerships by a couple of years. In Denver, the first such dealership was Import Motors, Ltd., established in 1949 by Arthur Rippey (and other partners). World Motors in Grand Junction was founded in 1950 by the same folks that started the Rocky Mtn. Sports Car Club. Dabney Collins' Precision Auto Repair took over

from Rippey's defunct effort in 1950, followed by Dab's Denver Import Motors effort (with partners Kurt Kircher and Dick White) in late 1951.

The early dealerships provided a place for enthusiasts to gather and associate, World Motors, Precision Auto Repair, and Denver Import Motors in particular filling this function. In some cases the owners of the dealerships were involved in the formation and management of the clubs. Arthur Rippey was the first Regional Executive of the Colorado SCCA, and Ted Fouts, owner of World Motors, was President of the Grand Junction club. More often the management of the clubs was left to the local enthusiasts, some of whom were employees of the dealerships."

Ron Shaw"

Note from Alan Magnuson: Denver Sports Car Club stayed in existence and it appears became the Rocky Mountain Jaguar Club in 1967. Members with Triumphs belonged to the MG and Jaguar Clubs until the formation of the Rocky Mountain Triumph Club in 1984.

Report on the AGM by Steve Kennedy

2019 AGM in Mahwah New Jersey

Bob Grossman, Deanie and I attended the AGM in Mahwah about the middle of March. For starters, Mahwah is literally right on the NJ-NY border. Must be for tax reasons or something. Then, Mahwah is about the size of Golden, maybe, really small anyway.



The JLR (Jaguar, Land Rover) Corporate building is very nice and new.

It is where all of the company offices are as well as some testing

We got of the Paces worked big front is It takes



and training. to see one new I-being on. The thing in the battery. VERY

SPECIAL training and gear to service. This is Hazmat material!

The AGM went very well, the Rule Book changes,



although plentiful, were minor in nature. There is some discussion, but no rule changes, about a restructuring in judging classes. For cars produced after 1996,

the beginning of the big covers over the engines, they would be moved to a Modified class.



There was another discussion about tire Valve Stem Caps. This is thanks to our own Tom Kohen who, at our last concours, deducted Bill and Rosemary Denton for having green valve stem caps, indicating that the tires are filled with nitrogen gas. I talked to Stevinson Jaguar and asked them, and yes, as a matter of preparation, they do fill the tires with nitrogen, but no, it does not come from the factory this way, thus Tom was correct in deducting for incorrect valve stem caps. The type of gas is not judged, so no need to change anything except the caps, black plastic is correct. Note: By volume, dry air contains 78% nitrogen. Further research regarding the early Jaguars and their correct caps, some of the research was on my part, indicated that there is no clear line between when Jaguar or Dunlop who supplied the tires and tubes, changed from black plastic to metal, so that pre-'55 Jaguar tire valve stems should have cad-plated, dome-type metal valve stem caps. Regarding valve stem caps, until proven otherwise or by newly discovered evidence, 1955 to 1962 will be treated as a transitional period for Jaguars and either domed metal or domed black plastic valve stem caps will be treated as authentic. Other rule book changes will be covered at the April and May Judges' Schools.

After the AGM we got to tour the Cook Archives, named after Mike Cook, editor of Jaguar Journal for many years.



If you have every wondered what records are searched when you ask for a Heritage Certificate, this is where it all happens. These file cabinets contain vast amounts of Jaguar history, old photos and lots of interesting

Much of production has been a database club the area.



information. the actual information entered into by volunteer members in

Saturday evening was the Awards Banquet. Barbara Grayson, the outgoing JCNA president, she took over for

continuedReport on the AGM by Steve Kennedy

Jack Humphrey as he had some family issues he had to deal with, asked Deanie to be Vanna Whyte for the evening, meaning Deanie got to hand out the trophies.

One of the many nice things about the AGM is getting to see friends we haven't seen since the last AGM. We got to see Candice Welsh, Dave Welsh's wife and her friend,



Christiana Scales Hood

Here is Barbara Grayson, outgoing JCNA President and Tony Lee from SNG Barratt



George Camp, Kim McCullough from JLR and Mark Mayugia



Tim Philipppo, "Future Mobility" Project Manager talked about the future of the I-Pace and electric cars. He said electric cars are not new. The first one was built in 1915 and had a range of 80 miles, but that was at 20 miles an hour.

He thinks that because of all of the energy savings with LED lights and other efficient items, the current electrical grid will be able to handle the charging of lots of electric cars, most of which will be charged at night when the overall usage is low.



Photo by Rory

Rory and Emily Andrykowska from the Colorado Springs club also attended the AGM, and after the meeting itself, they took a trip to West Point Academy.



Photo by Rory's tripod

THE NEW ALL-ELECTRIC JAGUAR I-PACE
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What is Ian Callum is saying about future Jaguars

The future will be electrifying



- Jaguar has recognized the benefits of EVs and we see it as an exciting part of our future – and a way to support our past
- I-PACE, Formula E and I-PACE Trophy, and E-Type Zero are just the start
- EVs are a strong part of our future – and it will be a fast and exciting future that will deliver on the Jaguar values you recognize of Grace, Pace, and Space
- It is ok to be skeptical of change, but reserve your judgement until you drive one

How long will it take to charge my electric car?

If you are considering buying a Jaguar I-Pace or some other EV then you probably wonder just how long it will take to recharge it. There are two situations encountered. The routine daily recharge and the less frequent need to recharge when long distance drives are being made.

For daily use the need is to recharge just enough to replace the range that had been used that day. Most likely this will be less than 100 miles each day (note that 100 miles a day is 36,500 miles a year).

Most EV owners will use a “Level 2 Charger” (220 volt) at home producing 8-10 miles of additional range per hour and 60 to 100 miles when charged overnight. Buy many EV’s have a charging system which can plug-in to a higher output home socket and will produce 20 miles of range per hour or 150 to 200 miles overnight.



Note this charging routine doesn’t change significantly with a larger or smaller range EV as the daily charging just has to replace one days usage.

The other situation is long distance driving where the EV must be charged at locations away from the home. This is a more demanding and will be discussed in next month’s newsletter.

.....editor, Gordon K.




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CCCC March 6th Meeting Report - excerpts from the minutes

Legislative: Leo Boyle reported that the Colorado Legislature is exactly half way through its 2019 session and 409 bills have been presented. One of the most controversial is SB19-181 dealing with changing the role of the Colorado Oil & Gas Commission to give more control to local communities in regulation of well sites. SB19-181 puts emphasis on public health and safety and reflects the changed political composition of the legislature

Addendum: Bills Currently in the Colorado Legislature for debate:

HB19-1067: Concerning a requirement that motor vehicle windows transmit a minimum level of light.

HB19-1198: Concerning the powers and duties of the electric vehicle grant fund.

HB19-1159: Concerning modifications to the income tax credits for innovative motor vehicles.

SB19-054: Concerning the regulation of demilitarized motor vehicles for the purpose of operation on the highway.

SB19-092: Concerning a prohibition on using an illuminated check engine light as the sole criterion for failure of an emission test.

Classified Ads

Members may place ads for their own personal Jaguar cars and related items at no cost: they will run for three months unless other arrangements are made.

Non-members ads are \$25/month and includes both newsletter and web pages.

Some ads of interest may run for one month at no-charge as special items.

Contact editor at gkenney22@gmail.com for more info or to place an ad.

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Optional Business Card Ad on the web site	\$25
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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.

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I-Pace on lift - battery in foreground

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