

June 2020
Cat Tales



Sir Stirling Moss 1929 - 2020

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The Rocky Mountain Jaguar Club – RMJC

Post Office 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: Steve Kennedy, 303-766-7826

newsletter@rockymountainjaguarclub.org

Meetings have been temporarily suspended. We do hope to hold the July meeting at a members home. Call 303-489-3944 for details.

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

Board meetings, open to all, are at a member's house at 6:30 pm on the 1st Tuesday of every even numbered month.

2020 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@

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2020 Concours: Frank Sullivan, 970-460-0307

2020 Dust Off: Don L., Dwight E., & Brian R.

2020 Summer Party: Ramirez'

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

Rory Andrykowski, President

rory.nrel@gmail.com, 720-339-4612

See their web site for leadership and event information at
<http://www.jagclub.org/>

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.

Board Members at Large 2020

Chris Barrington 720-201-4465

Vince Lane 303-322-8998

Brent McGibbon 303-378-4249

Frank Oakley 720-851-5708

Brian Redrupp 720-515-2454

Annual 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

Annual Commercial & 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

June President's Letter *by Steve Kennedy*

Now that everyone's garages and basements are clean and you have had lots of time to get acquainted with that other person in the house, hopefully we can have some gatherings throughout the rest of the year. I know Bill Beeson has been having fun cleaning every inch of his XJ sedan's undercarriage as he notes elsewhere in the newsletter.

As we are not spending any money printing our newsletter right now, I polled the board and the majority agreed that the club should donate \$750 to the ACC event and \$750 to the Bid for the Kids. Depending on how the year goes, we may donate more in the future, but nothing is for sure right now.

It would be great if we could have a June monthly meeting, but right now all the restaurants are still closed to sit-down dinners. If the social gathering limitation is lifted, don't be surprised if we have a meeting on short notice. Ed Dobbs, GM of the FlatIrons Jaguar Dealership, has offered to host a meeting for \$20 a person, but, I don't want to say anything for sure just yet. Oh, and I'm doing just fine, thank you. Your President, Steve



***PS July 18th Summer Party at the Kennedys
Provided Social Gathering is Permitted***

From the Editor

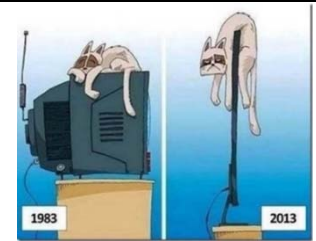
I forwarded the email from JCNA asking how many members would prefer to receive their Jaguar Journal on line and I included receiving our Cat Tales the same way. Here are the results as of this posting: Cat Tales-printed-14, Cat Tales-on line-19, Jaguar Journal printed-15, JJ on line-18, so just about half and half. The June newsletter will go out by email and we will see where we are by July. We will continue to print copies for our advertisers and members who prefer printed copies. If JCNA decides to go on-line only, they will probably raise dues for those who prefer printed.

If you have not emailed me with your preferences, please do so right away, skennedy@ecental.com.

Hardest part about being Editor is getting the President's Letter out of the president!!!!

Member News

An Update from Gordon & Shirley Kenney. Nearly two months have passed since I was diagnosed with Pancreatic Cancer and since then have had numerous medical



procedures. The primary symptoms of the disease are adequately controlled by morphine pills but the disease marches on. I started on an extended chemotherapy regimen to see if it could be restrained by "Strong Medicine" but positive results have not yet to be experienced. The evidence of this deterioration is best told by the steady loss of body mass of nearly one pound per day. One promising development for me is beginning the use of "Medical Marijuana" which often has had favorable results in others.

A continuous bright spot is the support of our many friends. We know of prayers being offered not only locally but from other states and families from other countries. And we encourage local contact from you all (however call at 303-766-7826 before visiting). Another bright spot is my wife Shirley who supports me in every way possible regarding both long-and-short-term considerations. Thanks to all – talk with you soon. Gordon

Alex Ruben was so board he decided he need to have a new fun Jaguar to drive, if we are ever able to have any fun driving again and he bought a 2017 F-Type from Stevinson.



With the help of club member, John MacDonald, Bob found a new home for his XJ12C Jaguar. Bob and Pat bought it years

ago with the plans to make another racer out of it. Plans change and now Ed Lord of Phoenix is



happy with his new project. John is also the web master for the XJ12 C web site, <http://xj12c.org/>.

June Board Minutes, by Bill Beeson

Started small, but quickly grew!

A few months before the COVID 19 pandemic quarantine was enacted, I had received the registration renewal form for our 2001 XJ8, which required emissions testing. Unfortunately, the check engine light had decided to glow brightly a short time earlier due to a bad O2 sensor for the right bank of the engine. Knowing that I would have to eliminate this check engine issue in order to pass the emissions test, I attempted to replace the sensor. But that turned out badly. It was like someone had welded the sensor into the catalytic converter. It was clearly evident that the Cat would have to be pulled from the car for this repair. Well life, in the form of work and family, got in the way of the sensor project and so the XJ8 sat patiently waiting for her repair and emission test. Then the COVID hit us all and we were asked to quarantine. How quickly things changed!

Working from a home office for more than a dozen years this posed no big change to my work routine. However, my evenings and weekends changed significantly with the stay at home orders. Social and professional events were cancelled, gatherings were discouraged, and social distancing, etc...we all experienced it. This, I decided, would be a very good time to move the XJ8 into the garage and pull those catalytic converters out of her. Aside from the pain of pulling the entire exhaust system it should have been a very simple task. Oh no no. There was a much bigger and totally unsuspected problem that needed immediate attention.

The lack of a proper car lift in my garage reared its obvious head again as I jacked up all four corners of the Jaguar, placed the jack stands securely, and laid myself on the creeper. I am no longer in my 30's or even my 60's and therefore should not be on a creeper. Getting down on it is as easy as falling down, but returning to a standing position requires much more effort and flexibility than I had recalled. Nonetheless, I pressed on and started to remove the exhaust system, starting at the tail pipes. I removed the left side tail pipe and was promptly presented with a startling sight. The lower portion of the rear suspension support assembly was horribly rusted. It looked like it had been sitting in a salt bath.

This called for a thorough inspection of the underneath of the car, which revealed that the only rust to be found



anywhere was on this lower support plate. I expected to find more rust, but the remaining of the bottom of the car was completely devoid of rust.

As you may know the XJ8 has independent rear suspension with the rear differential held solidly in place by the rear suspension support assembly.



The shocks and control arms for the suspension are also attached to this assembly. The lower support plate of the support assembly attaches to the frame of the car. Having these attachment points supported by a very rusty plate is to say the least dangerous. Thankfully, my simple project to replace the O2 sensor revealed this major problem.

So now I was embarked on a much larger and more difficult project, especially working on jack stands. I immediately started searching online for a replacement for the bad support plate. Several salvage yards had the part, but one would have thought that they were made

of gold by their prices. I was fortunate to find one on eBay that was reasonably priced and the order was placed. Four days later the lower support plate and a bonus X-frame upper support arrived. They were like new, thank God, because you never know with online buys. A little cleaning and some fresh paint was all that was needed.



Luckily the 500 lbs. or so of assembly is held to the car with only eighteen bolts. The lower support assembly has ten of these and each one fought very hard not to be released. It took a pneumatic impact wrench to loosen several of them. The strut assemblies were much easier with their eight bolts. With the rear differential supported on three jacks, the fun of lowering the assembly and getting it out from under the car began. It took a jack at the end of each hub and a jack under the center balance point of the differential to lower it down and inch it out the passenger side.

There were many small moves of each of the jacks to keep it balanced and moving sideways. This process took about an hour in itself. With the complete assembly out and accessible, the differential lube oil was drained and replaced, the bad lower support plate was removed, and the original x-frame upper support was inspected and found to be good. A little muscling it around to facilitate access and cleaning got it ready for the next steps. The three jacks were re-positioned under the assembly.

The replacement lower support plate with its new frame attachments was installed and the rear suspension support assembly was ready for the car.

At this point, the XJ8 workshop manual stated, “do not to set the torque on the lower support plate until the assembly is attached to the car”. This seemingly innocuous torque statement would prove to be the

genesis of one of the toughest parts of the whole job, which encouraged me to save money for a future car lift. The reinstallation proved to be as daunting as removing the assembly, for now every bolt had to be properly aligned to reattach the driveline without galling the input shaft. Not an easy task. One man, three jacks, some busted knuckles with



accompanying swear words, and a gallon of sweat was all it took to get that sucker back to its proper place. I thought, “now just tighten up the bolts, set all the torques, and the job will be done”. Again, oh no no. Have any of you tried to torque a dozen 22MM bolts to 120 Newton-meters above your head while laying on a creeper. Let me just say that my shoulder muscles are still sore. Now...the job was done!

Well, not quite. I still had the original project for the O2 sensor to complete. Thankfully, that project proceeded as planned with only minor impediments, like the exhaust pipes did not desire to be reinstalled without protest.

As luck would have it, the DMV emission testing centers were closed to the public before I finished the O2 sensor project. So the XJ8 still does not have her emissions test or current registration tags. But, I do have a letter from the Colorado DMV stating that, due to the quarantine shutting down their centers, I have their permission to legally drive her from now until 60 days after the emissions testing center reopens.

I have two takeaways for you from this project;

All XJ8 owners: have your rear suspension assembly lower support plates checked for rust. These are critical to support the rear end of the car safely.

Take time during our current situation to enjoy your Jaguar. I certainly have with 40 plus man-hours spent enjoying my favorite hobby, wrenching on Jaguars. It sure does take your mind off of other things.

Wish We Were All Doing This



July 2005-Polo Club



Mike and Deb's Beautiful Series 2 E



Frank and Jean's F-Type



Valery and Deanie

THE QUARANTINE IS OVER!

Now how we gonna get out?



Chris and his MK 2



Ray loading up his MK V Truck when the ACC folks would not let us bring the little club trailer onto the grounds.

2020 RMJC Club Events

January

14th, Monthly Meeting at Piccolos
Program: Deb Ramirez – Show & Tell
18th, Forneys revisit

February

4th, Board Meeting – Kennedys
11th, Monthly Meeting at Piccolos
Program: Year-In-Review – Gordon

March

10th, Monthly Meeting at Piccolos
Program: Guest Speaker
Amy - Alpinism
18th -22nd, AGM in Las Vegas

April

4th, Spring Tune Up – Cancelled
7th, Board Meeting – Cancelled
14th, Meeting at Piccolos - Cancelled
18th, 1st Judges School - Gary George –
Cancelled

May

12th, Hopefully a Monthly Meeting at
Piccolos
Program: Brent (McGibbon, aviation)
16th, 2nd Judges School - Gary George
24th, Dust-Off – Don, Dwight, Brian

June

2nd, Board Meeting - Cancelled
9th, Monthly Meeting - Cancelled
14th, ACC Show – Cancelled
27th, RMJC Concours - Cancelled

July

14th, No Monthly Meeting
18th, Summer Party at the **KENNEDYS'**
Pot Luck-Details in a Kitty Letter Later
Provided Social Gathering is Permitted

August

2nd, Scottish Highlands Festival –
Cancelled
4th, Board Meeting – Eisnachs'
8th, Bids for Kids – Cancelled
8th, RM Metro & CCCC Air/Car Show

September

8th, Monthly Meeting at _____
11th -13th, Vail Valley Classic
19th, Ride-the-Rockies
20th, British Car Conclave
27th, JCSC Concours

October

3rd, Fall Drive – Chris Barrington
6th, Board Meeting at Oakleys'
13th, Monthly Meeting at _____
Oct 28th -Nov 1st, Int. Jag. Festival; Ft
Myers, Fl

November

10th, Meeting at _____

December

1st, Board Meeting – Brent McGibbon
12th, Holiday Party at Kennedys



Sir Stirling Moss

F1 TV: Sir Stirling Moss, has died at the age of 90. Sir Stirling Moss, often referred to as the greatest driver never to win the world championship, Moss contested 66 Grands Prix from 1951 to 1961, driving for the likes of Vanwall, Maserati and Mercedes, where he famously formed a contented and ruthlessly effective partnership with lead driver Juan Manuel Fangio.

In that 10-year career, Moss took 16 wins, some of which were with Jaguar:

AUGUST, 1952

Jaguar sets a world record at the Montlhery race circuit, near



Paris, France, by becoming the first car to run at over 100 mph for seven days and nights in a row. The standard production Sand Green XK 120 FHC, reg. no. LWK 707, driven by **Stirling Moss**, Jack Fairman, Leslie Johnson and Bret Hadley take turns driving every four hours, runs for a total of 168 hours, 16,852 miles, at an average of 100.31 mph. **23-24 JUNE, 1951** Three works Jaguar XK 120C (C-Types) are entered at the 19th running of the Le Mans. On lap 94, car no. 22, XKC 002, driven by the Jack Fairman/ **Stirling Moss** team, withdraws from the race due to a blown gasket. Car no. 20, XKC 003, driven by the Peter Whitehead/Peter Walker team, wins the 19th annual Le Mans 24-hour race. **14-15 JUNE, 1952** Three Jaguar works long-nose C-Types are entered at Le Mans. Car no. 17, XKC 011, driven by the **Stirling Moss**/Peter Walker team, retires in the 3rd hour due to engine trouble. **13-14 JUNE, 1953** Three Jaguar works standard-nose C-Types are entered in the Le Mans. XKC 051, reg. no. 774 RW, car no. 18, driven by the Tony Rolt/ Duncan Hamilton team, wins at Le Mans. XKC 053, reg. no. 164 WK, car no. 17, driven by the **Stirling Moss**/ Peter Walker team, finishes 2nd. **13-14 JUNE, 1953** Three Jaguar works standard-nose C-Types are entered in the Le Mans. XKC 051, reg. no. 774 RW, car no. 18, driven by the Tony Rolt/ Duncan Hamilton team, wins at Le Mans. XKC 053, reg. no. 164 WK, car no. 17, driven by the **Stirling Moss**/Peter Walker team, finishes 2nd. **12-13 JUNE, 1954** Three D-Type Jaguar race cars are entered in the Le Mans. D-Type XKC 403, reg. no. OKV 2, car no. 12, driven by the **Stirling Moss**/Peter Walker team, drops out of the race during the 13th hour. In 1990, **Moss** was inducted into the International Motorsports Hall of Fame. In the New

Year Honors 2000 List, **Moss** was made a **Knight Bachelor** for services to motor racing. On 21 March 2000, he was **knighted** by Prince Charles, standing in for the Queen, who was on an official visit to Australia. Moss won 16 of the 66 F1 races he competed in from 1951 to 1961 and became the first British driver to win a home grand prix in 1955 at Aintree. He famously lost out on the F1 title in 1958 to compatriot Mike Hawthorn after vouching for his rival and preventing him being disqualified when he was accused of reversing on track in the late-season Portuguese Grand Prix.

My two favorite Sterling Moss Stories, by Jon Strader

Whose D Jag Stirl?

In 1985 Innes Ireland (Former racing great and contributor to Road and Track) was on his way over to see an old friend, Stirling Moss. It was a lovely English Saturday morning, the story book kind. Bright sunshine, dew glistening in the fields, birds in full song, not a cloud in the sky. Innes had raced with and against his friend in the glory days of motor racing, before massive sponsorship money and greed, ruined a "Gentleman's Sport " forever. Upon turning into the driveway of Stirling and Susie Moss's fine English home, Innes found his old friend and Stirling's 5-year old son Elliot standing next to a fully restored factory D-Type Jaguar. Knowing that Stirling had done well financially since his retirement from motor racing in 1962, but probably not well enough to afford a D-Type Jag, Innes first words upon exiting his car were " Whose D Jag Stirl? " To which a somewhat surprised Stirling replied " Oh the lads from LYNX Engineering bring them by after they have done a full restoration or complete mechanical rebuild for me to sort out and run them in for them. " Innes laughed and said " I bet the owners are knocked silly when they tell them who put the miles on the clock and for what reason! " Innes then turned to the young master Elliot and asked " Well Elliot, what do you think of this D-Type Jag? " Elliot started jumping up and down and with a full-face grin shouted out " It Makes My Willie Tingle!! " Innes replied " I bet it does Elliot, I bet it does. "

Can anyone imagine going for a shakedown run with Stirling Moss in a D-Type Jaguar, at speed, at any age, let alone as a five-year old? I bet your Willie would tingle too.

They are different from you and I.

(continued on page 10)

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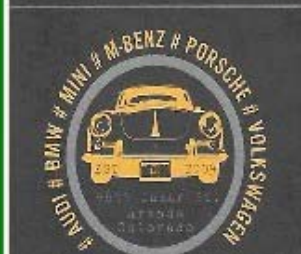
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They are different from you and I.

In 1992 a well-known automotive writer/journalist and his wife were on their way to pick up Stirling Moss and his wife Susie, to take them to a dinner party North of London to commemorate one of Stirling Moss's greatest drives. the 1955 Mille Miglia. It was a busy Friday night with the usual light rain. The writer and his wife were late, when they arrived at the home of Stirling and Susie Moss. As the parties approached the writers car a late model Rover, Stirling said " I'll drive. " The writer without a word, simply handed the keys to one of, if not the greatest racing driver of all times. Once they wound their way out of London and got onto the M1 something happened that none of the passengers had expected. Their famous driver through the rain, put on a master class lesson of driving in the slop on the M1. As he cut through the traffic like a surgeon with a very sharp scalpel you can just imagine the expressions on faces of the people in the cars he passed. " Will you just look at that Lunatic! " " Someone ought to report him! " As Stirling increased the speed of this Rover that he had never sat in, let alone driven, to way beyond legal and reasonable, not a word was spoken between the now very attentive passengers. Approaching the 50 MPH exit ramp to get on the local road to their destination, Stirling slowed the Rover to 105 MPH. Entering the exit ramp, Stirling flicked the steering wheel and threw the Rover into a four-wheel drift. This apparently upset a couple of the passengers. The writer's wife let out a death scream that could have been heard all the way back to London. Stirling's wife Susie screamed " MY GOD STIRLING!! ". The writer admitted later to a friend at the party that he too nearly screamed at the top of his lungs. As they came out of the exit ramp, Stirling flicked the wheel back the other way, hit the go pedal and snapped the Rover's rear end back in line. Off they went into the night for another high-speed run. As the nerves came back to the passengers and their hands stopped shaking, they all seemed to realize at once, they had just been given a very special gift. A once in a lifetime look into the beyond

the best ever, skills of the man that set the fastest time of all, at the grueling 1,000 miles of the Mille Miglia. 10 hours, 7 minutes, 48 seconds. A time that would never be challenged. Oh, by the way, when Stirling was making the passengers scream their death screams, on that 50 MPH exit ramp, never taking his eyes off the road, he quietly changed the cassette

tape in the stereo with his left hand, as he drove with only his right hand.

The great ones are different from you and I. For they possess the ability to go deep into the darkest places of their souls, to pull out every last bit of courage and skill at their command. A place that mere mortals such as you and I never go.

Jon Strader



First Day of Back To School

June Members' Birthdays

Paul Schmidt	Jun 9 th		John Pucci	Jun 29 th
Frank Oakley	Jun 15 th		Arvid Johnson	Jun 30 th
Henry Platts	Jun 18 th		Bill Houston	Jun 29 th

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Because of COVID 19*

*I'm not shaking hands
Because everyone is out
of toilet paper*

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Just Looking Back

Dave and Patti Reed's 2017 Summer Party



2005 Peter and Mickey's





Photo by Trish Willett

11th Annual Vail Automotive Classic September 11-13

The Vail Automotive Classic is always the weekend following Labor Day. This will be our 11th year. While our schedule is under development, all events will be based in Vail. Please mark your calendar and plan to attend.

The Vail Automotive Classic is subject to the same social gathering restrictions as every other car event in Colorado. We are closely monitoring local restrictions. While we sympathize with the organizers and participants of events that have cancelled summer events, we are optimistic that the timing of our show may allow us to present a great car show with limited restrictions.

We are delaying opening registration until June. We will offer “risk free” registration so that in the event of cancellation, participants will be given a choice of a refund or applying payment to our 2021 event. Our planned event schedule is available at VailAutomotiveClassic.com. Registration will be \$95. Those who wish to register more than one car or motorcycle will be offered a discount on additional vehicles.

Exciting Changes and Growth

The Vail Automotive Classic is subject to the same social gathering restrictions as every other car event in Colorado. We are closely monitoring local restrictions. Eagle County (our home) was the first County permitted by the Governor to begin relaxing social gathering restrictions. Currently we are in the “green” phase. Eagle County is handling this level well and plans to move to the next phase of reopening ahead of schedule. While we sympathize with the organizers and participants of events that have cancelled summer events, we are optimistic that the timing of our show may allow us to present a great car show with limited restrictions.

We are delaying opening registration until June. We will offer “risk free” registration so that in the event of cancellation, participants will be given a choice of a refund or applying payment to our 2021 event. Our planned event schedule is available at VailAutomotiveClassic.com. Registration will be \$95. Those who wish to register more than one car or motorcycle will be offered a discount on additional vehicles.

New this year, we are excited to announce that The Sonnenalp Hotel is our lodging partner offering discounted lodging and deals on all their amenities including dining, spa and golf. We will host our Friday social and check-in at the Sonnenalp.

-Mark Bergman, President
Vail Automotive Classic Foundation

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Steve Burt
General Manager

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Photo of Rogers by Trish Willett



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Classified Ads Members may place ads for their own personal Jaguar cars at no cost: they will run for three months unless other arrangements are made. Non-members ads are \$25/month.

Contact editor at skennedy@ecentral.com for more info or to place an ad.

Prediction: There will be a minor baby boom in 9 months, and then one day in 2033, we shall witness the rise of THE QUARANTEENS.



Membership, New and Renewals

RMJC Membership Form

Name (as you want it on your name tag)

Spouse's Name (as you want it on the name tag)

Street Address

City/Town/Zip Code

e-mail address 1

e-mail address 2

Home Phone

Other Phones

Annual Fees

Current Membership Renewal fee	\$65
New Membership Fee*	\$85
Optional Business Card Ad in Newsletter	\$25
Optional Business Card Ad on the web site	\$25
BOTH Newsletter & web site ad	\$45
Amount enclosed = \$	_____

1st Jaguar	_____	_____	_____
	Year	Model (XK8)	Body Style (Coupe)
2nd Jaguar	_____	_____	_____
	Year	Model (XK8)	Body Style (Coupe)
3rd Jaguar	_____	_____	_____
	Year	Model (XK8)	Body Style (Coupe)

*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, dkennedy@ecentral.com
RMJC Membership Chair
8137 Zang St.
Arvada, CO 80005

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

To:

**Conclave Notice:
 The Conclave
 Committee has decided
 it best to cancel the Field
 Meet on Sunday and
 replace it with the Drive
 on Sunday.**



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