

August 2020 Cat Tales



Jaguar "Vector"



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The Rocky Mountain Jaguar

Post Office Box 2923, Denver, CO 80201-2923

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.
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**Editor: Steve Kennedy, 303-489-3955
newsletter@rockymountainjaguarclub.org**

Meetings have been temporarily suspended. Call 303-489-3944 for details.

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

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Put title in front of @rockymountainjaguarclub.org
President: Steve Kennedy 303-489-3955 [president@](mailto:president@rockymountainjaguarclub.org)
Vice Pres: Bob Grossman 303-278-2068 [vicepresident@](mailto:vicepresident@rockymountainjaguarclub.org)
Secretary: Bill Beeson 303-699-8705 [secretary@](mailto:secretary@rockymountainjaguarclub.org)
Treasurer: Deanie Kennedy 303-489-3944 [treasurer@](mailto:treasurer@rockymountainjaguarclub.org)
Newsletter Editor Emeritus: Gordon Kenney
Newsletter: Steve Kennedy 303-489-3955 [newsletter@](mailto:newsletter@rockymountainjaguarclub.org)
Webmaster: Deanie Kennedy 303-489-3944 [webmaster@](mailto:webmaster@rockymountainjaguarclub.org)
Past Pres: Dwight Eisnach 303-794-6443 [pastpresident@](mailto:pastpresident@rockymountainjaguarclub.org)
Chief Judge: Gary George 303-477-0189 [chief_judge@](mailto:chiefjudge@rockymountainjaguarclub.org)
Facebook: Mark Kintgen 720-941-2838 [facebook@](mailto:facebook@rockymountainjaguarclub.org)

Membership: Deanie Kennedy 303-489-3944

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

e-mail the 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 <http://www.jagclub.org/>

Jaguar Club of New Mexico – JCNM
John Dias, President
JohnFrancisDias@gmail.com
505-285-8407,

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 online.

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 Jaguars.

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Vince Lane 303-322-8998
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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
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1/2 page \$425
2/3 page \$542
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Full page \$740

August President's Letter *by Steve Kennedy*

Here it is August, and we have not had a single event to attend as a club this year. The Jaguar Club of Southern Colorado is planning/hoping to hold their concours on Sunday, September 27th at Thom's Jaguar Dealership, always a fun event. Hopefully the event will not be cancelled.

Jack is planning on a Judge's meeting, he will let us know just when and where.

Chris Barrington is also still hopeful that we can have a Fall Drive.

I found an interesting article on the Jaguar Cars web site, that Gordon would really have liked.

Ed Dobbs, Jaguar Flatirons is offering a lease deal on an I-Pace through the end of August, see his ad for details.

Completely unrelated to Jaguars, or even cars for that matter, we were having a banging noise from our water pipes every time a toilet was flushed. After cutting several holes in the wall to follow the pipe, Deanie suddenly remembered something that Ken Moone from KHOW's Around the House segment said, "Check the pressure regulator valve, they do wear out". After I turned the screw inward a few times, the noise quit. So I replaced the valve, and even added a drain below it so it will be easier if I ever need to do it again, the noise quit.

Just thought I would share that bit of information so your house does not look like the Property Brothers were doing Demo Work on it like ours does.

If you see me talking
to myself,

I'm having
a staff meeting.

From the Editor

You may have noticed variations in the front page layout and other formatting differences between the past issues and this issue. This issue is laid out using MS Publisher, which I am just learning how to use. I have watched various YouTube programs, but they have not shown me just what I need to learn. If you have any Publisher experience and would like to give me some lessons, I would appreciate it.

HAPPY to Hear From You

For you long time members, we got an email from Ona Bevan. She and her husband, Doug, were members many years ago. Doug passed away some time back and Ona returned to Canada to be with her parents.



Here is a photo of Ona with Gary and Liz Bernhardt, another fun member from the past.

Thanks for sending me the July Cat Tails, it was nice to see all those old familiar faces.

I am sooo sad to hear about Gordon, he was one of my favorite people. Shirley looks the same but I didn't even recognize Gordon, so sad. Please extend my deepest sympathy to Shirley when you see her, I will send her a card.

Mom turned 90 a week and a half ago and Dad celebrated his 91st in May, both are doing great. They moved into a senior's lodge this time, last year

2021 Rule Book Changes

Here is a preview of just some of the changes in the 2020-2021 JCNA Rule Book.

Electric Vehicles now have both a Champion and Driven Division class of their own. As there is no visible “engine”, they will only have the Exterior and Interior judged. Driven Division cars would not have the equivalent of the front or rear Boot judged.

Certified Judges-The period of certification for ALL Judges will be based on both a 1-year (12 consecutive months) for annual testing and a 3-year (36-consecutive months) cycle for attending a Judge's School. Year one (1) of the Judge's School shall be considered the year in which the school has been last attended and recorded followed by two (2) consecutive calendar years (24-months).

Judges are required to complete the current Judge's Test annually, prior to judging at any JCNA sanctioned Concours event in any given competition year and attend a Judge's School at least once each 3-year period (year school was last attended plus 2 calendar years, following the last recorded Judge's School attendance on the JCNA website). Judges that have completed and passed the current Judge's Test but have not attended a Judges' School in the required 3-year (36-month period) are to be deemed as no longer certified for judging.

If the Judge's Test is completed in absentia from a scheduled Judges' School, it must be returned to the club's Chief Judge to be scored and the passing date recorded on the JCNA website by the Chief Judge or his/her designee prior to that Judge participating in a current or future JCNA sanctioned concours event in order to maintain their certification and to be fully qualified to judge at that particular event.

All Judges' certifications expire December 31st of each year. The Judge's certification is renewed on the date in any given year the Judge has successfully taken and passed the current year's Judge's Test and has met the Judge's School attendance requirement.

and they love it. Thank goodness! They went into lockdown early and have been going through daily health checks so there have been no cases of the virus in their facility. Still no visitors allowed in but they can come outside and visit, so we have daily visits with masks and social distancing, providing it isn't raining.

Mom fell and fractured her knee cap in March so had a cast on for 4 weeks...not bad for a little old lady! She is all better now. My sister was diagnosed with stomach cancer but was lucky enough to get her surgery before they stopped all surgeries due to the coronavirus! Her surgeon was able to remove all cancer and still save 20% of her stomach. He initially told her he might have to remove the entire stomach! She has done very well and is back to work at the vet. clinic full time but this is proving to be too much for her so she will have to cut back on her hours. They have been so crazy busy they don't have time for coffee or lunch breaks, she is supposed to eat small meals (2 tablespoons) every few hours.

I hope all is well with everyone and their families. Take care & stay safe.

Lots of love,

Ona, Onabug@hotmail.com



Ona used to own a 420 Jag, now she owns an OnaBug.

THE NEW JAGUAR F-TYPE

<https://www.jaguarusa.com/news/the-new-jaguar-f-type.html>

MAHWAH, N.J.) – December 2, 2019 – Today, Jaguar announced the new 2021 F-TYPE sports car. The redesigned model features a new exterior and interior design. Enhanced tuning, technology and convenience features elevate the definitive Jaguar sports car.

The new Jaguar F-TYPE looks more beautiful than ever and embodies Jaguar design DNA in its purest form. The two-seat sports car offers a perfect balance of performance and driver reward with an even more muscular, assertive design and a cabin defined by rich, luxurious materials and beautiful details.

The range of powerful, responsive engines includes four-, six- and eight-cylinder options, all matched to eight-speed transmissions with full manual SportShift gear selector or the control using either the steering wheel-mounted paddles.

EXTERIOR DESIGN

Purposeful, beautiful F-TYPE looks more dramatic than ever and embodies Jaguar design DNA in its purest form. The proportions are new F-TYPE looks even more focused and assertive, and references the beautiful flowing forms from the brand's rich sports car heritage.



and timeless: the new Jaguar than ever and embodies Jaguar form. The proportions are new F-TYPE looks even more focused and assertive, and references the beautiful brand's rich sports car heritage.

Super-slim LED headlights with subtly updated 'Calligraphy' signature 'J' daytime running lights blend perfectly into the 'liquid metal' surfacing of the new clamshell hood. Running along the 'J' is an exquisitely detailed monogram pattern, inspired by the Jaguar heritage logo. The light graphic accentuates the car's visual width and hints at its performance potential. The new front bumpers and subtly enlarged grille deliver even more visual impact and presence.

The rear haunches enhance the vehicle's inherently dramatic, purposeful form. The LED rear light clusters have been subtly updated too. Now slimmer, to match the headlights, they feature a bolder, 'Chicane' light graphic introduced by the all-electric I-PACE performance SUV. Beneath is a fine pinstripe detail and, like the headlights, an intricate pattern formed of the heritage monogram. Instead of the predecessor's stepped form, the outer lenses are now smooth, integrating even more harmoniously into the sweep of the rear deck.

The bumpers are new, and introduce bolder surfaces with discreet signature graphics to enhance the overall design and provide greater differentiation across the model range, from the F-TYPE to the F-TYPE R-Dynamic to the F-TYPE R.

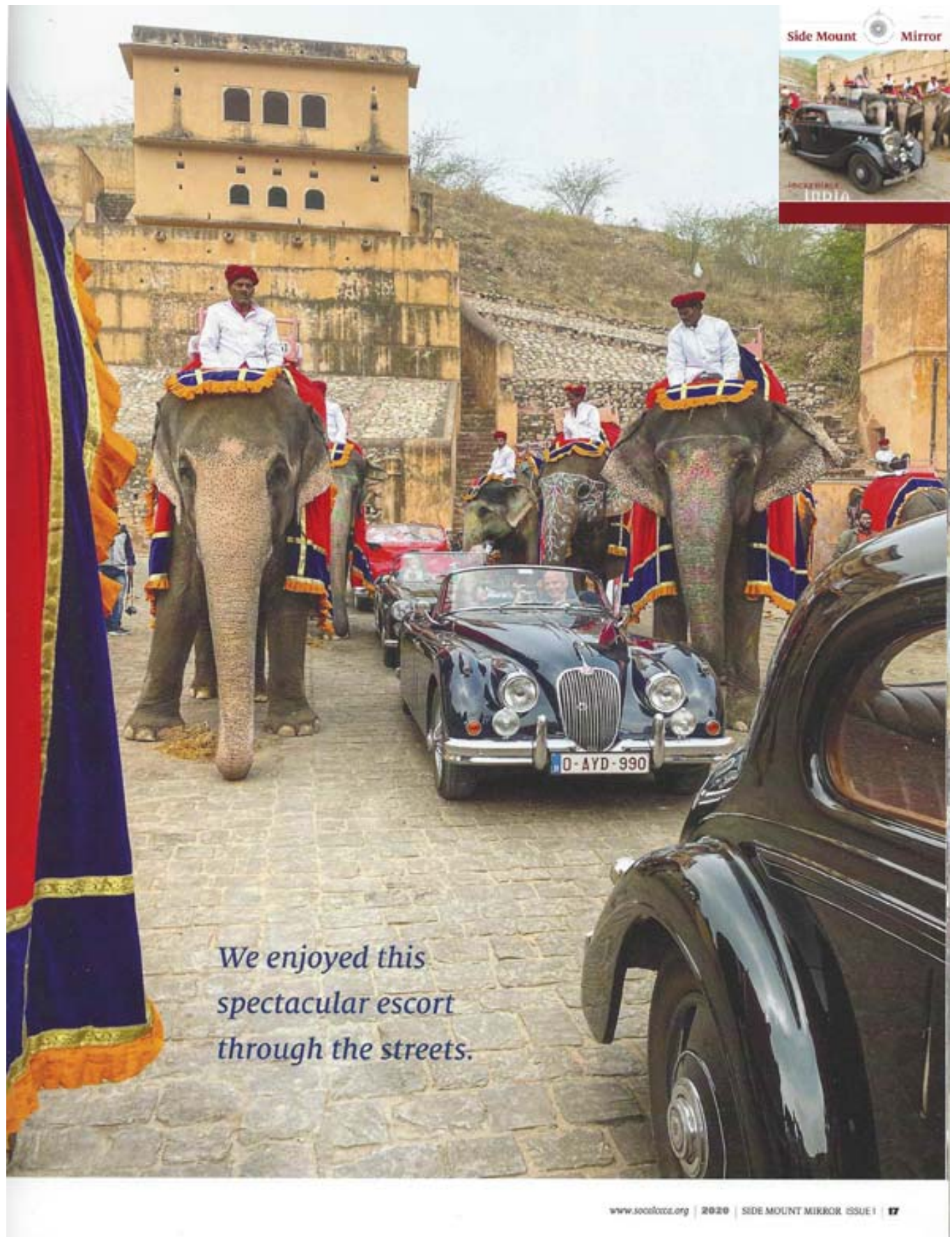
For the core F-TYPE model, the look is clean and sculptural. The F-TYPE R-Dynamic model gains layered 'J' aeroblades, which reference a racing influence and help to cleanly guide the airflow around the front of the car. The F-TYPE R models feature Gloss Black bezels around the apertures, making the car look even more assertive, while aerodynamically optimized strakes serve to further reduce drag. On all models, the apertures feature a mesh pattern matched to the cells in the grille.

A new clamshell hood design sweeps elegantly back from the slimline LED headlights. The surfaces are softer and more organic than before, as if they were liquid metal – inspired by the beautiful flowing forms of models from the Jaguar brand's rich 84-year history, such as the C-type and D-type. The air vents are positioned further forward for greater efficiency and blend perfectly into the sculpted aluminum that surrounds them. Further back, the fender vents now proudly feature the Jaguar Leaper.

"Enhanced wheel designs, and a fresh look for the side vent using the Jaguar 'Leaper' detail add to the F-TYPE's modernity. The powerful rear design has new slim, elegant lamps incorporating latest LED technology and our Jaguar 'Chicane' rear signature graphic with intricate monogram pattern. And everywhere you look, you'll find relentless attention to detail – each is a work of art in itself," added Hatton.

Reversing the taper formed by the rear license plate recess, together with the reprofiled bumper, draws the eye downwards to enhance visual width and give the car an even more purposeful, planted stance. In a first for Jaguar, the rear badges gain a contemporary Gloss Black finish when the Black Exterior Pack is specified.

Powertrain-specific exhaust pipes emerge from the rear diffuser, clearly signaling the new sports car's performance intent. The 296 hp turbocharged four-cylinder features a single, central, quadrilateral finisher, while the 380 hp supercharged V6 is distinguished by its two large round tailpipes. The 575 hp supercharged V8 is identified by quad, outboard exhausts, with the latter featuring etched 'R' branding.



*We enjoyed this
spectacular escort
through the streets.*

www.soclocos.org | 2020 | SIDE MOUNT MIRROR ISSUE 1 | 17

Don found an interesting photo of an XK 150 OTS in a magazine called Side Mount Mirror, Issue 1, 2020, going down a street in a parade in one of the streets in Delhi, India. The article talked about someone's trip to India to attend a concours in his Buick, but the article did not mention anything about the XK 150, but it is an interesting photo anyway.

Member Profile for Judy and Gary George

Unless you are new to the club, you already know Gary and Judy George. Gary is our Chief Judge at our Concours, a position he has held for about the last 30 years. He is also the founder of the British Conclave that occurs every fall. Gary served as club president 1984 thru 1985 and again in 1998 thru 1999. Judy served as club president 1994 thru 1995. They have been chairs & co-chairs of several RMJC Concours. Judy helps Deanie Kennedy with tabulating all the Concours score sheets, and Gary is also our skilled auctioneer at our Concours. The Georges have been club members since 1973.

Gary and Judy met while at Wheat Ridge High School and both were in band as clarinet players, but didn't start to date until several years later. Judy went on college at UNC in Greeley. Gary surprised her with flowers, chocolates, and an engagement ring. Fifty-eight years ago they were married and spent their wedding night in Glenwood Springs. On the way there, they stopped for a snack and ate corn dogs and root beer. This has been a running joke ever since. They were on their way to the Seattle World's Fair for their honeymoon.



Gary worked for his parents in the Kirby Vacuum business after school from grade school on. Judy & Gary bought the business from his parents in 1965 and Gary has been selling and servicing Kirbys ever since, and Judy has taken care of the office & bookkeeping. Older son, Kevin, came to the office as a baby while mom worked. Getting accredited by the American Society of Appraisers in 2007 launched a second career for both Gary & Judy. Gary gets to see a wide variety of cars from daily drivers to amazing, unique customs, antiques, and outstanding restorations. Seems as if each and every one has an interesting story that every owner is happy to tell. Judy gets to share in all this when she prepares all the final appraisal reports, and gets to go out on some too.

What was your first car? A 1950 yellow Plymouth convertible with red leatherette interior, & Judy's was a 1956 Ford Fairlane that her father gave her.

What sparked your interest in cars? I've been interested in cars ever since I was a little kid. I've drooled over sports cars forever. Judy: My Dad was a huge car enthusiast--a dyed-in-the wool Ford man, and I shared his passion & interest.

Why Jaguars? I started with a new Lotus but the dash cracked away from the windshield along with several other defects when it was new. I took it back to the dealer and argued for a day until he took it back and gave me a 1973 Silver E-type Jaguar which I took home on a test drive. You will probably see my 1969 which I built as a driver so I don't show it although it has been on display at other venues.

What Jaguar do you currently own? Of course, the 1969 Silver E-Type with red-line tires, but we also own a 1960 Mark IX two-tone blue sedan which I bought for my father.

What car should you have kept instead of selling or trading it? A 1962 Chrysler 300 with a 413 engine and three speed on the floor, (my fastest car until I bought the E-Type). Judy's 1965 Mustang, and, of course the 1973 E-Type Roadster.

You've just won the lottery, what car will you buy now? Gary: The Mercedes Benz limited production sports car. Judy: A restored 1965 Mustang, another silver 1973 E Roadster & maybe an F-Type.

What was your most favorite job? My auto appraisal business. Judy: raising 2 wonderful sons & sharing in the auto appraisal business.

Best Car trip you've ever made? Our honeymoon trip to the Seattle World's Fair.

What is your dream vacation? Driving secondary roads, maybe Route 66. Judy: Mississippi River Boat Trip, and a cruise along the Maine coast.

Do you have any hobbies? Gary: I enjoyed teaching Sunday School for many years. Judy: reading, ballet, cooking and Past President of the Metro State University Alumni Association and Board Member, and Alumni Representative to the Board of Trustees. I was also President of the Table Mountain Animal Center Foundation.

ONE "COOL" XKSS

Thanks to Jerry Kutchev for this great article.

Has there ever been an actor who conveyed "coolness" more than **Steve**

McQueen? In fact, he has been anointed as "*The King of Cool!*" Most know his filmography includes roles in those great automotive action movies "*Le Mans*" and "*Bullitt*" ... movies where the featured cars became stars in their own right. Plus, McQueen was a passionate and superb driver as well: He once said "*I'm not sure whether I'm an actor who races, or a racer who acts.*"

Perhaps best known for driving his Mustang GT in the greatest ten-minute car chase scene in moviedom, **Bullitt**, McQueen also had a deep affection for Jaguars ... in particular, his ultra-rare **1956 XKSS** model often described as the "... *most exciting Jag ever built.*" Of the many

cars owned by him, this race-bred Jaguar was his favorite. This model was a 'streetified' version of Jaguar's D-Type racecar which had recorded Le Mans victories in 1955, 1956 and 1957. Following Jaguar's withdrawal from competition at the end of the 1956 season, a number of completed and partly completed D-type chassis remained unsold and Jaguar decided to convert them to street-use and make available to the public. The model was originally called the "*XK Super Sport*" that became the "*XKSS*". The original plan specified 25 such units for sale but only 16 were actually built due to a fire at the Brown's Lane plant in 1957. The XKSS had the 3.4L XK engine as in other XK's modified with hotter cams, triple Weber carbs and running a higher compression ratio (output est. 262 BHP). With such power and its largely lightweight aluminum body, it has been described as "*the first super-car.*" Price when new was \$11,000 (about \$100K today).

McQueen acquired his XKSS in 1958 for \$5,000

and made only a few minor modifications. Unhappy with the original white paint and red interior, he had the car repainted an appropriate British racing green with black leather upholstery that led to its nickname, the "*Green Rat.*"

Rather than just

a static show piece in his collection, he frequently blasted around the Hollywood Hills while collecting a stack of speeding tickets. It must have been quite impressive to see it parked outside some Sunset Boulevard restaurant ... appropriately 'cool' eh? McQueen, fearing for the loss of his license, sold the car in 1969 (to William Harrah of Las Vegas) but had retained such fondness for it he re-acquired it in 1977 (at twice the earli-



er sales price). After his death in 1980 and a subsequent estate sale to a collector in 1984, the car was eventually acquired by the **Petersen Auto Museum** in L.A. in 2000 and is now available for viewing either on periodic display or in their “Vault” storage area. For a first-hand report on the car and how it drives, visit **Jay Leno’s Garage** on *YouTube*. Jay was absolutely blown away on how this 60-year old car still performs and the video clip is worth your time just to listen to the aural intoxication of the exhaust notes.

If you missed-out on acquiring one of the original 16 units, *Jaguar Classic* has undertaken to construct “continuation” models to build-out the remaining nine units. These are not mere replicas but **EXACT** factory reproductions based on the original 1957 XKSS spec. Even at a price tag around \$1.5 million, all units were quickly sold. However, this price pales in comparison to the estimated value of McQueen’s original car: Some estimate an auction value of \$20-30+ mil-



Spinner Tool for Removal of Wire Wheel hub Nuts by Mike Ramirez

Through Facebook, I was able to locate a retired person, Lionel Roberts, from England who machines a spinner tool to remove the Three Eared Continental Spinner (part # C28684) from a wire wheel. No more hammers to ruin the sides of your precious vehicle! It is constructed of aluminum and requires a 1.5 inch or 38mm socket. Pete and I have tested the tool on my car and works like a charm!

Since he is retired, he can only complete two units per week. He charges 50 pounds plus shipping.

His address is:
 Lionel Roberts
 3 Manor Way
 Coppull, Chorley
 Lancashire, England PR7 5FH
cjservices1931@aol.com



THE HISTORY OF THE WHITEWALL TIRES BY COKER TIRE CO.

<https://www.cokertire.com/>

NOTE: This article is courtesy of Coker Tires but is not an endorsement.



Whitewall tires have a rich history of more than 100 years, and these special tires have a solid future, thanks to our wide range of products. There is no question that tire and wheel styles have evolved over the years, but we're going to take an in depth look at the history of whitewall tires and how it has influenced the collector car hobby. Let's dig in.

Originally, tires were off-white in color, due to the color of the natural rubber formula. Tire manufacturers then added zinc oxide to the formula, which gave the tires a brighter white appearance. White tires were not a status feature—it was quickly turn to a beige color as they traversed the year.

It wasn't until Goodrich started to its tires, as added strength and rubber. Soon, rolled out of the tires, as this up- resulted in a stronger tire.



The tires would just how the tires beige color as they dirt roads of yester- 1910 that B.F. adding carbon black this ingredient add- durability to the most new cars factory on black dated chemistry

Since adding carbon black to the rubber was an additional production cost, some tire companies added it only to the tread surface. This resulted in the first tire with a white side-wall quite by accident. The whitewall would later be re- fined, and it eventually transitioned to a strip of white rubber being added to the tire's all-black carcass during the manufacturing process.

Though the whitewall tire was not originally a fashion state- ment, this look caught on quickly, and became an affordable upgrade to most passenger cars. Starting in the 1930's most new car buyers could elect to spend a few extra bucks and have their car equipped with wide whitewalls, and this ap- pearance package was popular for quite some time.

As tire and wheel size evolved through the years, the diame- ter shrank, while the widths grew slightly. And by the end of

the 1950's, most American cars were rolling on 14x5-inch wheels, with the option to upgrade to tires with a 2-1/2-inch whitewall. In 1962, a major transition happened, as [wide whitewalls](#) were phased out of most regular car options, being re- placed with one- inch too, shrink to 5/8-inch whitewall in the



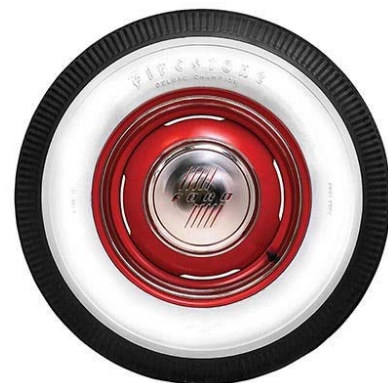
On the [left](#) is a [BF Goodrich 670-15](#) with a one- inch whitewall. This was a common tire for American vehi- cles from 1962 until 1964. On the right is a [US Royal 695- 14](#), a common Ford Mustang tire. It features a 5/8-inch whitewall. Coker Tire offers whitewall widths that range from 3/8-inch pinstripe whitewalls, all the way up to 5-inch wide whitewalls.

Auto manufacturers and tire manufacturers got creative in the 1960's and 1970's. [Double whitewalls](#) and even [triple white- walls](#) were com- mon on Cadil- them luxury sedans like lacs. This set apart from your passenger car. Coker offer repro- unique authentic bias ply ductions of these tires.



Certain makes and models kept the whitewall tire alive as an option, but this change in original equipment came at a time when aftermarket tire manufacturers were experimenting with new styles and designs. This was also a transitional time for tire companies, as the switch from bias ply to radial was happening across the country. By 1975, bias ply tires were all but phased out of American passenger car manufac- turing, but European cars made the switch to radials much sooner.

The important note is that an- restorers were use original tires there was no for vintage-style duction tires this time. Coker stepped into the and began pur- discontinued and putting back into pro- Coker would continue producing bias ply whitewall tires for many years and supported the hobby with a wide range of sizes.



thing to tique car forced to since source repro- during Tire picture chasing molds them duction.

The collector car tire market changed drastically when Coker Tire introduced the world's first [wide whitewall radi-](#)

[al tire](#) in 1994. This was a turning point for classic cars, hot rods and customs. This was a tire that offered the old school sidewall with modern radial construction, and it really put Coker Tire on the map. The tire featured a true whitewall radial construction, which required a revised mold and several additional steps in the tire building process, compared to regular blackwall passenger car tires.

The new tire availability in 1994 encouraged car enthusiasts to use wide whitewall tires, and Coker Tire continued to reach the market with original and custom sizing and additional brands. Of course, Coker Tire still offers the authentic Firestone, B.F. Goodrich and other bias ply tires, but the radial white-

helped car the nostalgic finicky hand-istics of a was a big and part of see so many with wide this day.



wall tire market enthusiasts get look without the dling character-bias ply tire. It breakthrough the reason you modern builds whitewalls to

Tires hit another milestone in 2013 with the introduction of the [American Classic "bias look" radial tire](#). This tire is built to replicate the narrow tread design and piecrust shoulder of vintage bias ply tires, but offer the ride quality, safety and tread life of a modern radial. We offer it in nine sizes to fit 13-, 14- and 15-inch wheel diameters, giving us a wide range of fitments, from Corvairs to Cadillacs. Fitments also include hot rods, customs and classic trucks.

Initially, Coker offered this tire only in wide whitewall configuration, ranging from 2 inches to 3-1/4 inches wide. Thanks to customer feedback, there was enough demand to create the American Classic bias look radial tire in black sidewall configuration. Then, a few years later, we developed the narrow whitewall version in 750R14, 800R14, 670R15 and 820R15 sizing to fit early to mid-1960's classic cars.

These tires pay tribute to the history of the whitewall tire, while also paving the way for the future of classic cars with reliable, safe and comfortable handling of a modern radial tire.

Jaguar Land Rover "Vector"

The Jaguar Land Rover "Vector" is an autonomous urban people mover, pilot programme starting in 2021. Jaguar Land Rover (JLR) is outlining its vision for autonomous urban mobility with the launch of Project Vector.

This is part of what JLR call Destination Zero, a bigger drive to reduce emissions, reduce accidents and reduce congestions, in this case with an electric [autonomous vehicle](#).

The vehicle itself measures about 4m in length, with the battery and drivetrain built into the floor, leav-



ing the rest of the cabin as a configurable space, with JLR saying it can be used for passenger transport or for last mile

deliveries. The flexible approach is designed to solve a number of problems.

We've seen a lot of these sorts of concepts unveiled by vehicle manufacturers, but this isn't just hot air. Project Vector has a team working at the National Automotive Innovation Centre, University of Warwick, designed to incubate ideas around future mobility and the infrastructure needed to support it.

"Future urban travel will be a composite of owned and shared vehicles, access to ride hailing and on-demand services as well as public transport. Our vision shows the vehicle as a flexible part of the urban mobility network that can be adapted for different purposes," said Dr. Tim Leverton, project director. Taking this onto the roads, Project Vector will be working with Coventry City Council and the West Midlands Combined Authority to test the concept on the roads in 2021.

Jaguar Land Rover chief executive officer, Prof Sir Ralf Speth, commented: "Through this project, we are collaborating with the brightest minds in academia, supply chain and digital services, to create connected, integrated mobility systems - the fundamental building blocks for Destination Zero."



Dad's 1999 Jaguar XK8 convertible , approximately 65k miles , \$9,200 Neg., contact:

Stuart.Thomas@ArrowPerformanceGroup.com

303-809-9713, for details.

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James K. Poole
Registered Patent Attorney
District of Columbia Bar

Phone (970) 472-5061

Fax (970) 472-5041

jkpoole@aol.com

Post Office Box 925

Loveland, CO 80539

ARVADA GERMAN GARAGE



Mike Solis

Owner/Technician

720-242-9813

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2020 RMJC Club Events

January

14th, Monthly Meeting at Piccolos
 Program: Deb Ramirez – Show & Tell
 18th, Forney’s 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 - Cancelled

May

12th, Monthly Meeting – Cancelled
 16th, 2nd Judges School – Cancelled
 24th, Dust-Off –Cancelled

June

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

July

14th, No Monthly Meeting (no place to meet either)
 18th, Summer Party – Cancelled

August

2nd, Scottish Highlands Festival – Cancelled
 4th, Board Meeting – Cancelled
 8th, Bids for Kids – Cancelled
 8th, Air/Car Show Cancelled

September

8th, Monthly Meeting -Cancelled
 11th -13th, Vail Valley Classic-still on
 20th, Ride-the-Rockies **NO Conclave**
 27th, JCSC Concours-still on!!!

October

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

November

10th, Meeting – ?

December

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

August Members’ Birthdays

Joan Moore Aug 1st
 Al Vrooman Jr. Aug 11th
 Gary George Aug 13th
 Vince Lane Aug 19th



Frank Albert Aug 19th
 Dave Massy Aug 27th
 Donald Leach Aug 31st
 Miriam Poole Aug 31st

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**Did a load of
pajamas so I would
have clean work
clothes this week.**

**Raise your hand if
you've been drunk
the entire month of
April.** 🙋 🙋 @RyanRuebl

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at Jaguar Land Rover Colorado Springs
565 Automotive Dr. (on the hill above Motor City)

Photo courtesy of Roy Andrykowiak | 1963 Jaguar Mark II 3.9 and 2019 Jaguar I-PACE

You are cordially invited to attend the 2020 Jaguar Club of Southern Colorado Pikes Peak Concours d'Elegance. Our Jaguar Clubs of North America sanctioned show is held each autumn in the shadow of Pikes Peak and in the heart of Colorado Springs' Motor City. Held in conjunction with the Jaguar Land Rover Colorado Springs British Motoring Festival, this is a British car lover's dream event. Come a few days early and stay a few more after the show and enjoy the many wonderful mountain driving opportunities such as the Cripple Creek and Victor area, Canon City's Royal Gorge, Pikes Peak or the mountain communities west of Denver. Tourist destinations abound all along the front range of Colorado.

It's a perfect time of the year to visit Colorado in your Jaguar!

The show location is 565 Automotive Drive, Colorado Springs, Colorado 80905 and the date is September 27th. Additional details can be found on the event Registration Form.

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

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



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