

*Janurar 2021*

# *Cat Tales*



## *New Member JD Martin*



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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 by the  
Rocky Mtn. Jaguar Club.**

**Reproduction of articles is welcomed provided  
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**Editor: Steve Kennedy, 303-489-3955  
[newsletter@rockymountainjaguarclub.org](mailto:newsletter@rockymountainjaguarclub.org)**

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

**Board meetings, which have been temporarily suspended, are open to all and are held at a member's house at 6:30 pm on the 1<sup>st</sup> Tuesday of every even numbered month.**

## **2021 Officers**

Put title in front of [@rockymountainjaguarclub.org](mailto:@rockymountainjaguarclub.org)

**President:** Frank Oakley 303-510-0882 [president@rockymountainjaguarclub.org](mailto:president@rockymountainjaguarclub.org)

**Vice Pres:** Bob Grossman 303-278-2068 [vicepresident@rockymountainjaguarclub.org](mailto:vicepresident@rockymountainjaguarclub.org)

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**Membership:** Deanie Kennedy 303-489-3944

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[board@rockymountainjaguarclub.org](mailto:board@rockymountainjaguarclub.org)

**The RMJC is supportive of the:  
Jaguar Club Southern Colorado – JCSC**

Rory Andrykowski, President

[rory.nrel@gmail.com](mailto:rory.nrel@gmail.com), 720-339-4612

<http://www.jagclub.org/>

**Jaguar Club of New Mexico – JCNM**

John Dias, President

[JohnFrancisDias@gmail.com](mailto:JohnFrancisDias@gmail.com)

505-285-8407, <https://www.jcna.com/user/sw66>

The New Membership Form is located elsewhere in the newsletter.

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.

## **2021 Board Members**

Chris Barrington [jchris@ecentral.com](mailto:jchris@ecentral.com)

Brent McGibbon [bemcgibbo@aol.com](mailto:bemcgibbo@aol.com)

Brian Redrupp [jagnuts2@gmail.com](mailto:jagnuts2@gmail.com)

Tom Estes [thomas.estes78@gmail.com](mailto:thomas.estes78@gmail.com)

Vince Lane [blcswvjd@msn.com](mailto:blcswvjd@msn.com)

## **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 1<sup>st</sup> to December 31<sup>st</sup> 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](mailto:treasurer@rockymountainjaguarclub.org)

**Annual Commercial & Non-Member Advertising Rates:**

Business Card \$128

1/6 page \$164

¼ page \$236

1/3 page \$290

½ page \$425

2/3 page \$542

¾ page \$614

Full page \$740

# January President's Letter by Frank Oakley

Greetings! I hope this finds you well and happy after this holiday season. After a hard-fought campaign (I was unopposed!!) I am your president for the coming year. I will do my best to follow on from Steve Kennedy, as difficult as that may be.

This past year has been one to try the soul of the hardest and 2021 looks like it is going to start the same way. I do not know about you, but I have missed our meetings and activities more than words can convey.

As soon as we are able, meetings will re-convene at Mimi's Café in Lone Tree. This is on the corner of Park Meadows Drive and Yosemite. They have a room for us which can hold up to 40 people, which should be sufficient.

My wife (she who must be obeyed) has informed me that we will have an open house New Year's Day, from Noon till 6. Anyone who cares to can stop by for a chance to chat, have a drink, and some snacks. It will not make up for what we have missed, but it is a start maybe.

As soon as we are able to start, we will have a good slate of activities for the year. If anyone has ideas or suggestions, just contact me or any one of the board members. We will welcome all input.

Sorry there is not more to talk about, but CV-19 is not one to mess with. Take it from me, I know from experience.

Have a great year, and let's try to have some fun!!!

Oh, take a look at the 2021 Schedule of Events on page 11, we have lots of blank lines next to the events. If you would like to volunteer for an event, supposing that we ever have any events again, please let either me or Steve know.

## 2021 Renewals

Everyone should have received their renewals. Please get them back to Deanie by February 1st. If she has not received your renewal by then, you will be removed from the JCNA mailing list.



**2021 President Frank Oakley**

Photo by Brent McGibbon

## About the Cover

This month's cover is a shot of new member JD Martin.

## New Member JD Martin

My 1968 E-Type has been in the family since before I was born. My dad bought it in 1976, I think, it was damaged by the previous owner, so he rebuilt the front suspension and replaced the engine with one from a '70 XJ. It sat for many years as I grew up, he got it running again around the time I learned to drive. The E was my first stick shift. Shortly after 2011, he started going through the chassis to repair rust in the drivers sill, and floor pans. Right now I'm just learning about classic car ownership, I haven't had a carbureted engine since probably my first car, and at that time I didn't care much about tuning carbs or anything like that. So, while I have a lot to learn, I'm lucky to have such a good starting point.



## Photos of JD's E



Apr. 1981 | Nov. 2011



And my other, pretty much daily driver, is a 2013 XF.



## New Member Brian Fawcett

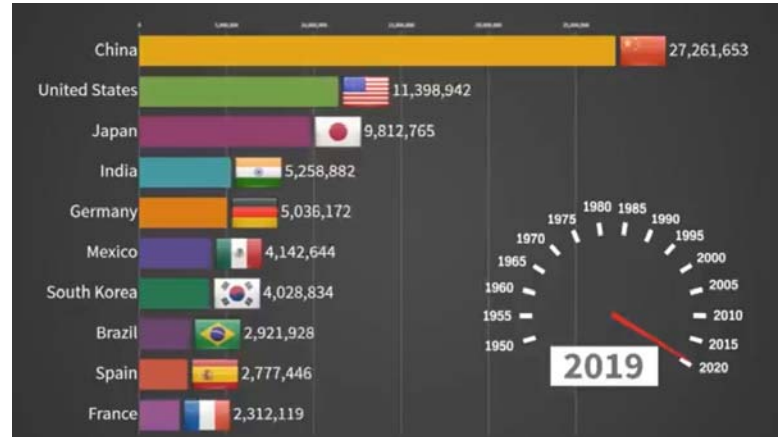
Brian Fawcett is a new club member from Grand Junction. Brian owns a 1956 XK 140 FHC SE.



## Top 10 Car Producers In The World

Thanks to Ray Satter for the link

[Industrie automobile, Production automobile mondiale par pays - YouTube](#)



## Fuel Stabilizer

Thanks to Gerry Tubaugh and Hagerty for the following:

Putting your beloved ride away for the season and enduring months of watching it sit in place, wishing you could just go for a drive, is an unfortunate reality of winter vehicle storage. Worse is the notion that your careful storage prep routine includes a common misstep that will set you up for a bad experience come springtime. That's exactly what Fort-Nine digs into with this latest video about fuel stabilizers:

I am usually the first to throw shade at YouTube "tests" conducted using far from bulletproof science, but even these informal tests shed thought-provoking light on how different chemical compounds affect your car's performance.

These fuel stabilizers typically have bold claims printed on the label, designed to appeal to the type of person who cares more about protecting their engine than buying the right pet food. I know I am more particular about the fuel I feed my internal combustion companions than the food I feed my fluffy cat friends, but as this video explains, one group has a lot less side effects from corn content.

The ethanol in modern fuel is hygroscopic, meaning it attracts water. That H<sub>2</sub>O content can reach a point where it will separate from the fuel, especially in long

term storage. That water sitting at the bottom of the tank is the first thing to be picked up by the fuel pickup. To address this, the stabilizer concoctions work to lower fuel's ability to pick up that moisture. They might also add some type of alcohol so that the heavier mixture will burn—however poorly—when drawn into the fuel system and dispersed in the combustion chamber.

Yes, almost all of these mixtures help in some fashion, but a few caused damage in other ways compared to the test's control sample. A few of the products tested led to greater corrosion, due to a lack of additive preventing the growth of rust and allowing a greater ingress of moisture. That moisture will—at best—make for a hard starting car in the spring and a rusty mess of a fuel system if left alone too long. Our vintage cars often have steel fuel lines and

tanks, so any moisture just sitting around is bound to cause trouble.

In the end, the best solution with a vintage engine is to start with non-ethanol fuel. Fuel blends contain a lot of additives already and, as pointed out in the video, if there was one miracle cure that could be added to fuel to prevent all such problems, it would likely already be in the gas from the pump. [Ethanol](#) is what causes most of the problems asso-

ciated with long-term fuel storage in an old car or bike. Barring the option of getting pure gas (also known as recreation gas), K100 and STA-BIL came out on top as recommended from the products sampled because STA-BIL and K100 both reduced the absorption of moisture and reduced corrosion.

**Never be afraid to try something new.  
Remember, amateurs built the Ark ...  
Professionals built the Titanic ...**

## For Sale



1967 Series 1 E-Type OTS. Recently completed restoration at Jaguar Denver (Ted Hummel) and Apex Auto Body. 68,000 miles, with fresh motor. The engine was bored .020. It also has an aluminum flywheel. The car is back to its original color of opalescent silver grey, with black interior. Rotisserie work done with all components either replaced, restored, silver cad. plated...etc. Hardtop restored with new seals and black paint included. The car does have the .5" oversized wheels and tires for a better look and performance. \$205,000 Vehicle is currently at Weisco Motorcars, [contact Paul, \(303\) 294-9694](tel:3032949694), 7000 E Colfax Ave, Denver, CO 80220. For more photos, please contact Randy Trenk, [r.trenk@comcast.net](mailto:r.trenk@comcast.net)

Randy also mentioned that his dad, Dick Trenk, was the founder of the Classic Jaguar Association. He has known and worked with Ted Hummel since 1976 when Ted worked at F&R Imports and Randy's dad was a co-owner with Jim Rickel and Gary Fink.

**Sitting on the couch and my husband sweetly whispered ... "The best part about all of this is that I get to spend more time with you". As I looked over at him lovingly, I realized he was talking to the dog!**

**"Vaping"  
back in  
my day.**





# Zoom Class Highlighting British Sports Cars

Looking for a great gift for your friend who has everything? How about a four week Zoom class through DU highlighting British sports cars hosted by William Taylor and Shawn Bowman [shawn@axandallies.com](mailto:shawn@axandallies.com).



## Short Nose XKSS 722 (XKD 539)

We'll be taking a deep dive into the history of car development, the iconic companies, the famous drivers and engineers, race tracks and the place to see these cars in Colorado today. Following the class will have an All-British cars and coffee at the Forney Museum of Transportation where students will see some of the vehicles up close, chat with the owners and meet members of the British Car Clubs currently active in Colorado.

Each week we will highlight one of the many influential British car companies, looking not only at their contribution to the development of the automotive industry in the UK, but also explore what made their vehicles so unique. Class format will include photo rich powerpoint presentations, short videos, interviews and brief garage tours and car

'Auto-biographies' from Zoom host locations.

Meet your class hosts: Author, publisher and photographer William Taylor has a passion for British cars. Having worked as a commercial photographer in London for more years than he cares to remember, in 1997 he formed a publishing company to produce, in simple terms, "the best car books, ones I would like to buy myself." Nearly 25-years later, and with over 50 titles his company continues to publish stylish, distinctive books on British cars (and some German and Italian) from his now Denver based offices. Taylor is also the founder and President of Colorado 501c3 non-profit, Auto-Archives Automotive Library and Research Center whose library (with more than 100, 000 magazines and 8,000 books) is always open to share their materials with each and every automotive enthusiast.

Shawn Bowman grew up trackside watching her mother and stepdad race classic Jaguars and as a teen traveling to the UK to buy car parts and visit historic race sites. Along with teaching arts enrichment and game design classes, she is a co-owner of Ax and Allies Automotive, a vintage repair shop specializing in pre- 1980s British sports cars. She drives a 1970 MGB GT (among other things) is an active member of the MG, Jaguar and Mini clubs in Denver and volunteers in the Digital Education program at the Forney Museum of Trans-



## Long Nose D-Type XKD 504

# New Jaguar D-Type

<https://www.motortrend.com/news/jlr-classic-is-building-brand-new-jaguar-d-type-continuation-cars/>

Courtesy Motor Trend

JLR Classic is Building Brand New Jaguar D-Type Continuation Cars

In 2016, [Jaguar](#) built nine continuation examples of the famed [XKSS](#). Now, through its new-for-2017 Jaguar [Land Rover](#) Classic Works arm, the automaker will be building 25 new examples of the legendary D-Type race on which the XKSS was based.



The first continuation D-Type an engineering prototype featuring the extended hood, tail fin behind the driver's head, wide-angle cylinder head, and quick-change brake calipers characteristic of the 1956 Longnose variant will be shown later this week at Salon Retromobile in Paris, France.

As was the case with the XKSS continuation cars, as well as the [six Lightweight E-Types](#) from 2014 and 2015, the new D-Types effectively complete the original plan for the model—in this case, bringing total production up from 75 to the 100 originally planned for in 1955.

All 25 cars will be period correct and "every aspect of the D-Type models built for clients from 2018 will be created to authentic, original specification," says Jaguar. Given the D-Type's pedigree—it won Le Mans in 1955, 1956, and 1957—nothing less would be acceptable.

"The opportunity to continue the D-Type model's success story, by completing its planned production run in Coventry, is one of those once-in-a-lifetime projects that our world-class experts at Jaguar Land Rover Classic are proud to fulfill," said Tim Hannig, director of [Jaguar Land Rover Classic](#).

1955 Jaguar D-Type that won Le Mans sets \$21.78 million record price at auction. #

# Jaguar Will Make 25 New D-Types

Live photos copyright 2016 Drew Phillips / Autoblog

<https://www.autoblog.com/2016/08/21/1955-jaguar-d-type-21-million-record-auction/>

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1955 Jaguar D-Type that won Le Mans sets \$21.78 million record price at auction

There's simply no denying that the Jaguar D-Type is



one of the most noteworthy race cars ever devised. Jaguar pioneered the use of the monocoque chassis design, and D-Types won the 24 Hours of Le Mans in 1955, 1956, and 1957. And with its bodywork pulled taught over the wheels, engine, and passenger compartment, not to mention the massive fin behind the driver's headrest, the D-Type also one of the most stunning.

The car you see above, Jaguar D-Type chassis number XKD 501, won the 24 Hours of Le Mans in 1956, narrowly defeating a team from Aston Martin. Along the way, this D-Type completed 2,507.19 miles at an average speed of 104.47 miles per hour, and a maximum speed of 156.868 mph on the Mulsanne Straight. It was entered by the non-factory team Ecurie Ecosse, and therefore painted in the team's traditional Scottish blue with a white cross.

That kind of provenance, coupled with its pristine original race-winning condition, makes XKD 501



extremely valuable. In fact, it just sold at RM Sotheby's Monterey auction for \$21.78 million (a \$19.8 million bid plus auction fees), making it the most expensive British automobile ever sold at auction. Take a gander at our high-res image gallery above to soak up all its low-slung goodness.

<https://www.bloomberg.com/news/articles/2018-02-07/jaguar-will-make-25-new-d-type-roadsters-for-die-hard-devotees>

By Hannah Elliott, February 7, 2018, 5:00 pm

Twenty-five will be made—considerably more than the six Lightweight E-Types Jaguar built in 2014 and the nine XKSS's it built in 2017.

A spokesman for Jaguar, owned by Tata Motors Ltd., said the increase reflects that only 75 were completed of an original production run that had been intended in 1955 to reach 100, though it's safe to say the company will make a tidy profit producing these modern historic vehicles. Tata's Jaguar Land Rover Ltd. has done similar work on a far less-expensive and rarefied scale to much success with its Land Rover Classic and Range Rover Rebuild programs. The Range Rover Rebuild program, for instance, reissues small batches (fewer than a dozen) of 1970s-era Range Rovers to capitalize on the explosion of interest in them on the vintage market.

The new D-Type will make its first public appearance at the Salon Retro-mobile on Wednesday, Feb. 7 in Paris.

Every aspect of the new version will follow authentic, original specifications, including the sleek hood, wide-angle cylinder heads, quick-change brake calipers, and unmistakable tail fin. The interior will have the same round speedometer dial, thin wooden and metal-perforated steering wheel (right-hand drive, of course), and four-speed manual shifter. The steel on the exterior will also be the alloy. At the time of its original debut, the car had 250 horsepower and could hit a top speed of 167 miles per hour. Clients can even choose to buy either a 1955-spec short-nose or 1956-spec long-nose version.

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**Remember when paper bags were being blamed for the destruction of trees and plastic bags were the solution?**



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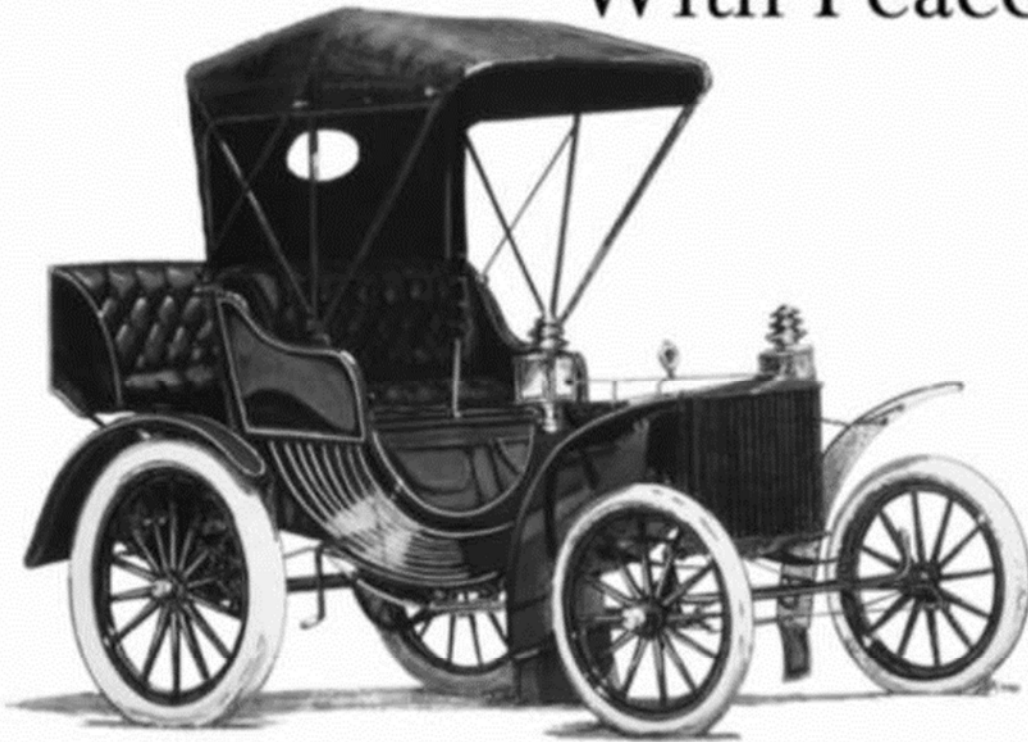
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# MAYBE 2021 RMJC Club Schedule of Events

## January

12<sup>th</sup>, NO Monthly Meeting at Mimi's

## February

2<sup>nd</sup>, No Board Meeting

9<sup>th</sup>, Monthly Meeting at Mimi's?

Program: What did you do this past year?

## March

9<sup>th</sup>, Maybe Monthly Meeting at Mimi's  
19<sup>th</sup>-21<sup>st</sup>, AGM, Columbia SC, Maybe

## April

3<sup>rd</sup>, Maybe Saturday, Spring Tune-up at Oakleys  
6<sup>th</sup> Maybe Board Meeting-\_\_\_\_\_  
13<sup>th</sup>, Maybe Monthly Meeting at Mimi's  
18<sup>th</sup>, Maybe First judge's school at Kennedys

## May

11<sup>th</sup>, Monthly Meeting at Mimi's  
15<sup>th</sup>, Second Judges' school at the Kennedys  
16<sup>th</sup>, Spring Dust-Off \_\_\_\_\_

## June

1<sup>st</sup>, Board Meeting \_\_\_\_\_  
8<sup>th</sup>, Monthly Meeting at Mimi's  
13<sup>th</sup>, ACC Show-Vince  
27<sup>th</sup>, Concours-Frank Sullivan

## July

13<sup>th</sup>, No Monthly Meeting  
17<sup>th</sup>, Summer Party-Kennedys

## August

3<sup>rd</sup>, Board Meeting at \_\_\_\_\_  
10<sup>th</sup>, Monthly Meeting at Mimi's  
No events, any ideas?

## September

14<sup>th</sup>, Monthly Meeting at Mimi's  
18<sup>th</sup>-19<sup>th</sup>, Conclave-Gary  
25<sup>th</sup>, JCSC Concours?  
? Bid for the Kids-Brent  
Talk about slate for Candidates for Elections

## October

5<sup>th</sup>, Board Meeting at Kennedys  
12<sup>th</sup>, Monthly Meeting at Mimi's

## November

9<sup>th</sup>, Monthly Meeting at Mimi's

## December

7<sup>th</sup>, Board Meeting at Brent McGs  
11<sup>th</sup>, Holiday Party at \_\_\_\_\_  
14<sup>th</sup>, no monthly meeting

### December Members' Birthdays

Jackie Redrupp Jan 1<sup>st</sup>  
Jeanne Pucci Jan 5<sup>th</sup>  
Bill McClure Jan 6<sup>th</sup>  
Rosemary Denton Jan 6<sup>th</sup>



Jean Oakley Jan 8<sup>th</sup>  
Ray Horrall Jan 8<sup>th</sup>  
Brent McGibbon Jan 16<sup>th</sup>  
David Vigil Jan 29<sup>th</sup>  
If we missed your birthday during the year, please let us know.

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