

March 2021

Cat Tales



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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 proper credit is given.

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

Meetings have been temporarily suspended.
Call 303-489-3955 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 1st Tuesday of every even numbered month.

2021 RMJC Officers

Put title in front of @rockymountainjaguarclub.org

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board@rockymountainjaguarclub.org

The RMJC is supportive of the:

Jaguar Club Southern Colorado – JCSC

Rory Andrykowski, President

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

Jaguar Club of New Mexico – JCNM

John Dias, President

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 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 Jaguars.

2021 Board Members

Brent McGibbon bemcgibbo@aol.com

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Chris Barrington jchris@ecentral.com

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Vince Lane 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 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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treasurer@rockymountainjaguarclub.org

Bus Card for Members \$25 NL, \$45 NL & Web Annual Commercial & Non-Member

Advertising Rates:

Non-Member 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

March President's Letter by Frank Oakley

Boy, it sure is hard to write an article when the weather and COVID prevent any activities. I am sure looking forward to meetings and things to do.

Thanks to Rory Andrykowski and the JCSC, on the afternoon of the 13th of February, Jean and I were able to attend a very nice afternoon tea at The Castle at Cherokee Ranch. After tea, we were taken on a tour of the Castle. Beautiful views, antiques, and artwork. A very impressive place, and maybe a place for a function, depending on costs.

I did manage to have some Jaguar time the other day. I broke out my car duster, and wiped down the cars in the garage. Whoo-Hoo. Such a thrill.

Oh, I went by Mimi's in Loantree and they are perinatally closed.

Keep the faith, better times are coming, I promise.

About the Cover

Rory Andrykowski took this photo and many other great shots at the Cherokee Ranch. See page 7. Thanks Rory, and thanks for shooting the picture long ways top to bottom.

Electric Jaguars

Jaguar Scraps Planned Electric XJ, Yet Vows to Go EV Only by 2025

CEO won't promise that Jaguar will offer anything that could be described as a sports car beyond 2025. Land Rover, too, will go electric by 2035.



- Jaguar Land Rover has announced plans to have an electric version of every model it makes starting in 2030, in a strategy called Reimagine.
- Jaguar itself, however, will kill off every internal

-combustion vehicle only four years from now, becoming an all-EV brand by 2025.

- The company had been close to rolling out [an electric XJ](#) (pictured above) but has now scrapped that model entirely.

Jaguar Land Rover has joined the rush of automakers committing to an electric future, one that will see the first Land Rover EV arrive as soon as 2024, and the British SUV brand is committing to offering a pure electric version of every model in the range as soon as 2030.

The transformation for Jaguar is going to be considerably more radical. The brand's entire range of combustion models is set to be axed as soon as 2025. From that point onward, Jaguar will become a solely electric brand, with models set to be built on what the company says is a new platform that won't be shared with Land Rover. The company has also confirmed there is no place for [the forthcoming XJ sedan](#) under this Reimagine strategy. The XJ has been scrapped despite being almost ready for market introduction—and despite being an EV. When questioned about the new strategy, JLR CEO Thierry Bolloré refused to promise that Jaguar will offer anything that could be described as a sports car beyond 2025. For a brand long associated with performance sedans, coupes, and roadsters, that marks a revolutionary change.

The official line on the XJ's cancellation was limited to a terse announcement that the car "does not fit with our vision for the reimagined brand." But *Car and Driver* managed to speak to a well-informed insider who says that the XJ's biggest problem was that "they [the company] didn't think they'd be able to sell enough of them" and that its combination of performance, range, and likely price point "just wasn't attractive when compared to the wider market." The XJ also seems to have fallen afoul of JLR's attempts to rationalize its production base: the Castle Bromwich plant that was to build it, is set to be repurposed away from construction once the XE, XF, and **F-type** currently assembled there are phased out.

Bolloré refused to say how many models Jaguar will offer beyond 2025 but conceded that "the portfolio is going to be more compact." That is no surprise given the brand's sliding sales. After a peak of 180,000 units following the launch of the F-Pace and E-Pace crossovers, these had slumped to just 102,000 globally last year. That figure was driven downward by the COVID-19 crisis but also split among six different models. That's barely more than the 93,000 across two model lines that Saab managed in the year before GM dumped it in 2010. Bolloré promised that the brand's future will involve

cars that "totally reimagine Jaguar and are absolutely unique." Yet, given current market trends, we'd be very surprised if that didn't result in a lineup formed exclusively of crossover EVs.

More on Electric Jaguars

Jaguar to go all-electric Jaguar cars to go all-electric by 2025 as JLR plans full range of e-models by 2030

<https://www.reuters.com/article/tata-motors-jlr-idUSKBN2AF0P1>

Reporting by Nick Carey in London and Chandini Monnappa in Bengaluru; Editing by Patrick Graham, Keith Weir, Jason Neely and Jan Harvey

JLR, owned by India's Tata Motors, said its Land Rover brand will launch six pure electric models over the next five years, with the first one coming in 2024.

Known for its iconic, high-performance E-Type model in the 1960s and 1970s, Jaguar faces the same challenge as many other carmakers - making the transition to electric vehicles while retaining the feeling and power of a luxury combustion engine model.

JLR said it will keep all three of its British plants open as it electrifies its range. "It's time to re-imagine the next chapter for both brands," Chief Executive Thierry Bolloré said.

Shares in Tata Motors rose as much as 3% after the announcement.

JLR said its electric plans for Jaguar would be centered at its Solihull plant, but dropped plans to build the XJ, the brand's flagship full-size car, at its Castle Bromwich facility in central England.

Bolloré, who took over as CEO in September, said the Castle Bromwich plant would focus instead on "non-production" activities in the long term. He provided few details.

JLR said it will spend around 2.5 billion pounds (\$3.5 billion) annually on electrification technologies and the development of connected vehicle services.

The company said it was also investing in developing hydrogen fuel cells in anticipation of a future shift to hydrogen to power vehicles.

The carmaker will have prototypes using hydrogen fuel cells on Britain's roads within the next year, it said, as part of a long-range investment plan.

Car groups worldwide are pursuing zero-emission strategies to meet stringent CO2 emission targets in Europe and China.

Luxury car brand Bentley Motors, owned by Germany's Volkswagen, said in November its model range will be fully electric by 2030, and last month General to achieve positive cash excluding debt by 2025.

Motors Co said it aimed to have a zero-emission lineup by 2035.

A number of countries have also announced bans on new fossil-fuel vehicle sales. In the United Kingdom, that ban should take effect in 2030.

JLR said it was a "on a path towards" a double-digit operating profit and positive cash flow, and aims

A Set of Brakes ...

... are more than somewhere to rest your foot while you're having an accident." Jaguar, Moss, Dewis, and the disc brake.

By [Daniel Strohl](#) on Feb 14th, 2021 at 8:00 am
Courtesy Jon Strader

[https://www.hemmings.com/stories/2021/02/14/a-set-of-brakes-to-do-the-job-rather-than-somewhere-to-rest-your-foot-while-youre-having-an-accident-jaguar-moss-dewis-and-the-disc-brake?](https://www.hemmings.com/stories/2021/02/14/a-set-of-brakes-to-do-the-job-rather-than-somewhere-to-rest-your-foot-while-youre-having-an-accident-jaguar-moss-dewis-and-the-disc-brake?reer=news&utm_source=edaily&utm_medium=email&utm_campaign=2021-02-14)

reer=news&utm_source=edaily&utm_medium=email&utm_campaign=2021-02-14

The story of Jaguar's development of the disc brake, of passenger car technology forged in racing success, of British automotive innovation on the world stage, is one that's often repeated and widely known. But that doesn't mean it's not worth retelling, especially from the points of view of two of the men largely responsible for the development of that technology for Jaguar: [Stirling Moss](#) and [Norman Dewis](#). In the last couple of years we've lost both the racer and the test driver after long and eventful careers. Fortunately, filmmaker Al Clark not only got to sit with both men before they died but also reunite them with the cars and the locations that played key roles in the story for his documentary "[The Racers that Stopped the World](#)," released late last year.

Disc brakes were first developed for Aviation. The P-47 Bomber with Bendix Disc brakes comes to mind. Then of course there was the Crosley Hot Shot that carried Bendix first attempt at automobile disc brakes in 1950. Dunlop was also involved in aviation disc brake development, but the fact remains that the development of the Dunlop disc brakes by Jaguar for the C-Type, mainly by Norman Dewis and certainly Sir Stirling Moss is the first successful application for automotive use. That fact can never be taken lightly. Norman Dewis had many scary moments in that development work. Even later with the D-Type there were brake failures at high speed that had nasty results. Such as what really ended Jimmy Stewart's (Sir Jackie Stewart's older brother.) racing career in a customer D-Type test session for Ecurie Ecosse (David Murray's Scottish National racing team.)

A JCNA RALLY is FUN! REALLY!

If you like to drive your Jaguar and enjoy the Great Outdoors; If you enjoy the company of folks who like the twisty bits; If you relish the sound of your engine screaming like a scalded cat; If you like the challenge of the hunt; THEN, the **JCNA Rally Program** was created for Clubs and members who enjoy driving their Jags! The **TIME, DISTANCE, SPEED** format is the most popular and manageable rally format.

If you want to get to know your new members, increase membership event participation, recruit new members, or just have fun with your Jaguar Club friends, THEN, why not try the **JCNA Rally Program**. A Rally is a driving event that starts at a specific location like a coffee shop parking lot or donut shop, the participants receive written route instructions. The **RALLY MASTER**, the person in charge, gets everyone headed in the right direction at timed intervals, like every two minutes, this is when the fun starts, whether you have a navigator or do it by yourself.

The basic ingredients of a Rally are:

The **Rally Master** is the person in charge of organizing and writing the rally route. The rally instructions are written in sections or “Stages” along the route to the end-rally destination. These “Stages” are usually measured in miles, average speed, and time.

Rally Stages usually have “**Check-Points**”, where your mileage and time are recorded. Self-Check Points are features along the route, i.e., statues, commercial signs, monuments, etc. where the navigator records the time and distance when they arrive at the feature. Alternatively, two-person teams can staff Manned Check-Points and record the times when teams pass by.

Writing the Rally Route has always been a challenge for most Rally Masters. In the old days it was created using printed maps from gas stations, Automobile Club maps, THOMAS BROTHERS Map Books, or trial and error. Today, thanks to technology, we can write Rally Instructions using **GOOGLE MAPS SATILLITE** feature on your desktop computer. This tool makes writing a rally route a piece of cake, as the English would say. The idea of writing instructions for a Rally is amazingly simple. Just use common sense.

THE EVENT:

First, choose a starting location and the end destination, preferably with food features and restrooms. Make sure you have printed enough instructions for the participants. Some Clubs will email the instructions and have their members download the documents, in either case, people are people

and they just might forget to bring the instructions along. Also, you might get some folks who decided at the last minute to attend and did not download the instructions, this way you are covered!!! Make sure you have enough pencils and clip boards or notify participants to bring their own.

THE ROUTE:

With your **GOOGLE MAPS** display, select a route that combines interesting features, twisty bits, straights, and convenient check-point locations or features. Make sure your instructions specify all local driving regulations must be obeyed, a speeding ticket gets you disqualified! **NO ALCOLHOL prior/during the event!**

The route instructions are written in a type of shorthand. For example, **LT** is Left Turn, **RT** is Right Turn, **MERGE** means to join another street left or right, **T- End** is when a street ends at a cross street and you must either turn Right or Left or make a forced **U-Turn** and go back from whence you came. Those are the basic directional instructions to writing a rally route.

Rallies are generally planned for weekends, during the daylight hours, in all weather conditions. Running a rally in the evening might be another challenge for your club. Usually, these rallies start in the late afternoon and end in the evening at a dinner location.

We suggest that you include a social event at the end of your rally, a dinner, luncheon, or picnic event is highly recommended. Folks like to share their experiences after driving the event and a lot of laughs can be had from those who get lost or mixed-up, better yet might need couples counseling afterwards, LOL.

AND THE WINNER IS...

Any event that has a competition component as part of the format is always fun and can be rewarding. The **TIME, DISTANCE, SPEED** format is such a competition format. You have three competition categories, **TIME-** team closest to actual route running time, **DISTANCE-** team that came closest to actual measured course mileage, and **SPEED-** the team that drove the actual average speed of the course, and finally, the **OVERALL WINNING TEAM** that managed to successfully come closest to all three competition categories. By having four Awards Categories you increase the participants possibilities of winning one or more of the categories. Make sure you have trophies to hand out to the winners and losers, Most Lost, Slowest Time, **SPEEDSTER!**

The most important thing is to acknowledge everyone's participation whether they won, placed, or just showed up and had a good time. **AND** a good time is what the JCNA RALLY Program is designed to create, the celebration of membership, meeting new friends, enjoying the countryside, and most important, enjoying your Jaguar automobile with your friends.

New Members

John and Sherri Hawk, Aurora, 1971 Ser 3 E-Type, OTS

Mike and Elisabeth Moore, Breckenridge, CO

News from Just a Car Guy

<http://justacarguy.blogspot.com/search/label/Jaguar>,

The San Antonio Porsche dealer had this custom made for his wife in 1967, featuring a leather interior based on a Lucchese boot pattern he liked. (thanks Gary!)



<http://justacarguy.blogspot.com/search/label/Jaguar>

Article by Jesse Bowers, the Just A Car Guy

Jumbo Goddard bought the Le-mans winning Jaguar OKV1 (the prototype XK SS) screwed a windscreen to it, and chopped the fuel tank in half to make space for his picnic basket (thanks Paul!)



His favorite car was the Jaguar works Le Mans D Type OKV1 that came second in 1954 and driven by Duncan Hamilton.

After Le Mans, Hamilton bought the D type from Jaguar and it was tidied up and displayed at the Paris motor show on the Jaguar display, but after the show it was being driven back to Calais and was wrecked.

Hamilton recovered the damaged Jag and set it aside in his workshop. Enter Jumbo Goddard... In 1956, He heard of the car awaiting its fate and approached Hamilton to buy it off him.

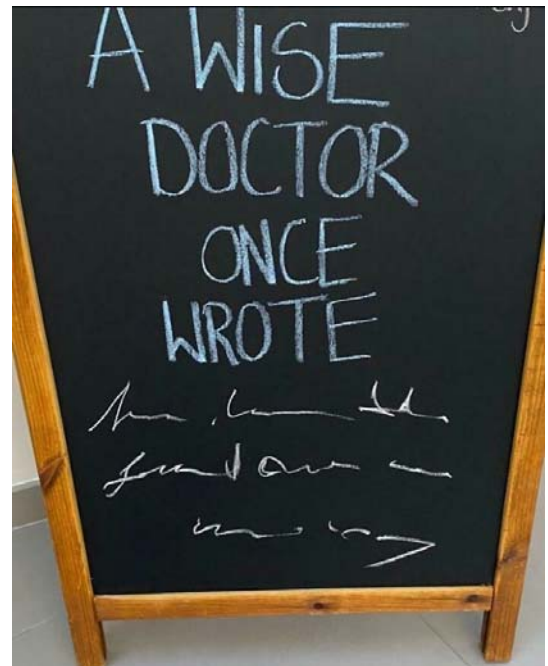
Hamilton was going to part it out, a deal was done and OKV1 changed hands, part of the deal was Hamilton repair OKV1 as a touring car.

The damaged fin was left off, a windshield was fitted, a luggage rack bolted to the rear, the fuel tank was cut in half so a picnic basket would fit, and a passenger door and seat installed.



<https://rmsothebys.com/en/auctions/az21/arizona/lots/r0063-1955-jaguar-d-type/1019669>

Dispatched 29 December 1955 and delivered new to Henlys of Manchester, England, XKD 518's appearance immediately distinguished it from the already rarified D-Type set. Painted Red with an interior trimmed to match, it was one of a very small number of D-Types (perhaps as few as two or three examples) to be so finished when new. One historian suggests, somewhat humorously, that this unexpected livery was selected by Jaguar in hopes of breaking into the Italian privateer racing market.



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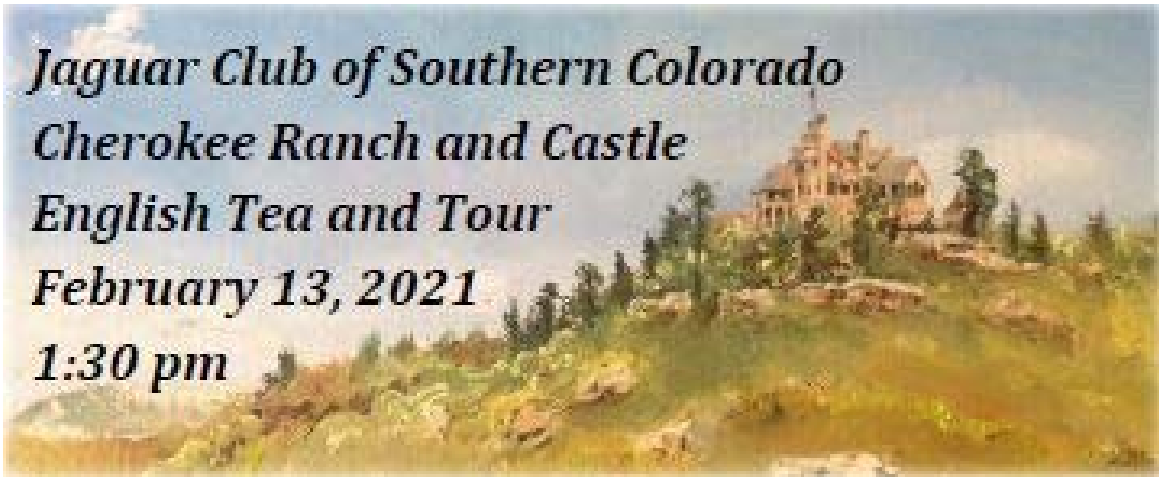


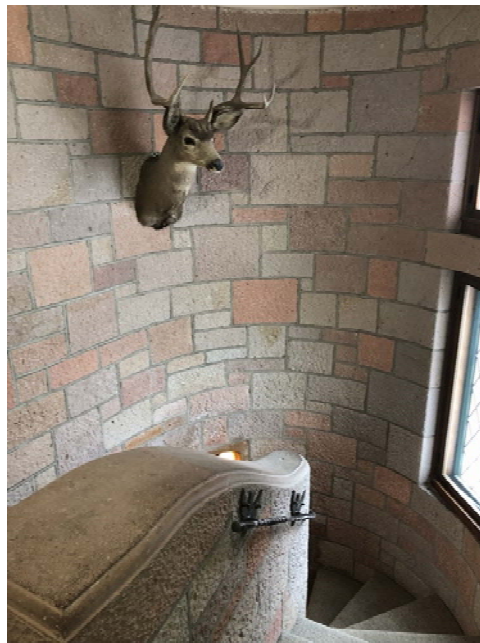
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Tea at Cherokee Ranch & Castle

The Colorado Springs club, *Jaguar Club of Southern Colorado*, and Rory and Emily Andrykowski set up a Tea for their club, and with things the way they are, they had a few extra seats, but not enough for us to invite everyone in the club, maybe next year. Even on a snowie and cold day, there were about 10 of them and us and we had a fun time. First we were served some very scrumptious delicacies then given a guided tour of the facilities. (Photos by Rory A and Steve K)

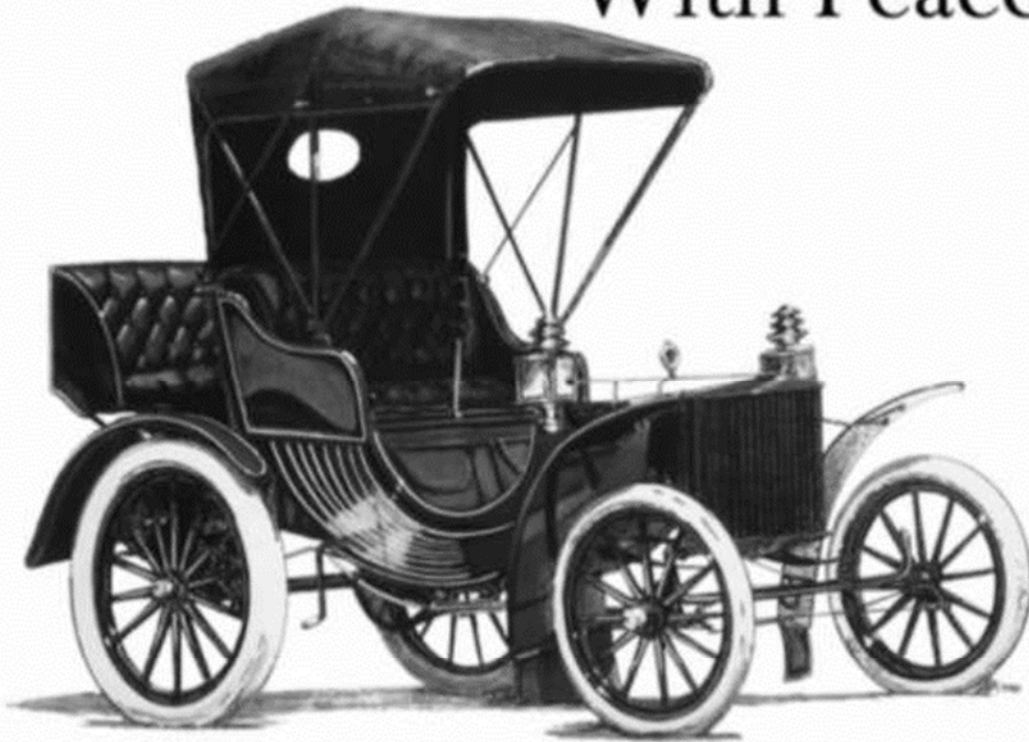




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MAYBE 2021 RMJC Club Schedule of Events

January

12th, NO Monthly Meeting at _____

February

2nd, No Board Meeting
9th, No Monthly Meeting

March

9th, No Monthly Meeting
19th-21st, No AGM

April

3rd, Maybe Saturday, Spring Tune-up at Oakleys
6th Maybe Board Meeting-_____
13th, Maybe Monthly Meeting
18th, Maybe First judge's school at Kennedys

May

11th, Monthly Meeting at _____
15th, Second Judges' school at the Kennedys
16th, Spring Dust-Off _____

June

1st, Board Meeting _____
8th, Monthly Meeting at _____
13th, ACC Show-Vince
27th, Concours-Frank Sullivan

July

13th, No Monthly Meeting
17th, Summer Party-Kennedys

August

3rd, Board Meeting at _____
10th, Monthly Meeting at _____
No events, any ideas?

September

14th, Monthly Meeting at _____
18th-19th, Conclave-Gary
25th, JCSC Concours?
? Bid for the Kids-Brent
Talk about slate for Candidates for Elections

October

5th, Board Meeting at Kennedys
12th, Monthly Meeting at _____
20-24 Tentative IJF in Ft. Meyers, FL

November

9th, Monthly Meeting at _____

December

7th, Board Meeting at Brent McGs
11th, Holiday Party at _____
14th, no monthly meeting

March Members' Birthdays

Linda Eisnach	Mar 13 th
Pete Day	Mar 20 th
Bill Beeson, Secretary	Mar 25 th
Gene Cookenboo	Mar 26 th



If we missed your birthday during the year, please let us know.

Our wireless doorbells sitting on their chargers....



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March 2021

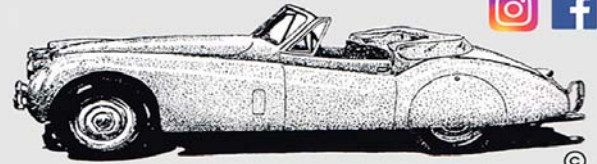
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9 No Monthly Meeting	10	11	12	13
14 Daylight Savings Time	15	16	17 St. Patrick's Day	18	19	20 Spring Begins
21	22	23	24	25	26	27
28	29	30	31			

To:



O.S.J.I.

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XK150		Front Seats	1595
Front Seats	1295	Rear Seats	1595
Rear Seats	239	MKIX Saloon	
Call for models not listed - 800.338.8034		Front Seats	1595
		Rear Seats	1595

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