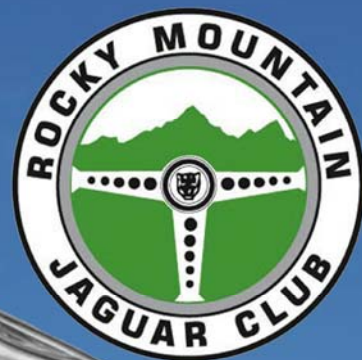


December 2021 Cat Tales



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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 are held the 3rd Tuesday of each month at the New York Deli, 7105 E Hampden Ave, Denver, CO 80224, Call 303-489-3955 for details.

Board meetings are open to all and are held at a member's house at 6:30 pm on the 2nd Tuesday of every even numbered month.

2021 RMJC Officers

Put title in front of @rockymountainjaguarclub.org

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

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

Secretary: Bill Beeson 303-324-9525 [secretary@](mailto:secretary@rockymountainjaguarclub.org)

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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

Brian Redrupp jagnuts2@gmail.com

Chris Barrington jchris@ecentral.com

Tom Estes thomas.estes78@gmail.com

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:
303-489-3944 or at:

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

President's Letter

Boy, where does the time go? Seems like just yesterday was the first of November, and now the month is gone! I hope everyone had a pleasant Thanksgiving with family and friends. Ours was very nice, if a little quitter than usual. Spent it with our daughter and her family. Lots of good food and good company.

The Triumph exhibit at the Forney Museum was a treat to see. With my history, I knew most of the cars there and their owners. The tour was really fantastic. Kristoff surely knows his stuff, and histories of the cars there, both in front and behind the scenes.

Next up we have the Christmas Party at the Kennedys. What would we do without them? They do so much for the club, both in front and behind the scenes, without even thinking about it. Many thanks.

Oh well, you have decided to stick with me for another year as President. At the Board Meeting this month, we will try to set up calendar of events for the coming year. Hopefully we can do more than in 2021 and enjoy ourselves and our cars.

Let's have some fun!!!

Frank

Cover Photo

This month's cover photo is of a beautiful XK 140 Fixed Head Coupe taken at the IJF Concours d'Elegance. The weather was wonderful and the Jaguars plentiful.

PS, last month's cover photo of the Series 1 E-Type did not belong to Jeff Spinzig. Now I am not sure who it does belong to.



RMJC Facebook Page

We are trying to get more members to check out the Club's Facebook page Rocky Mountain Jaguar Club <https://www.facebook.com/Rocky-Mountain-Jaguar-Club-205643049466160> You can also do a Google search for Rocky Mountain Jaguar Club Facebook, as this is easier than typing in the whole web link mention above.

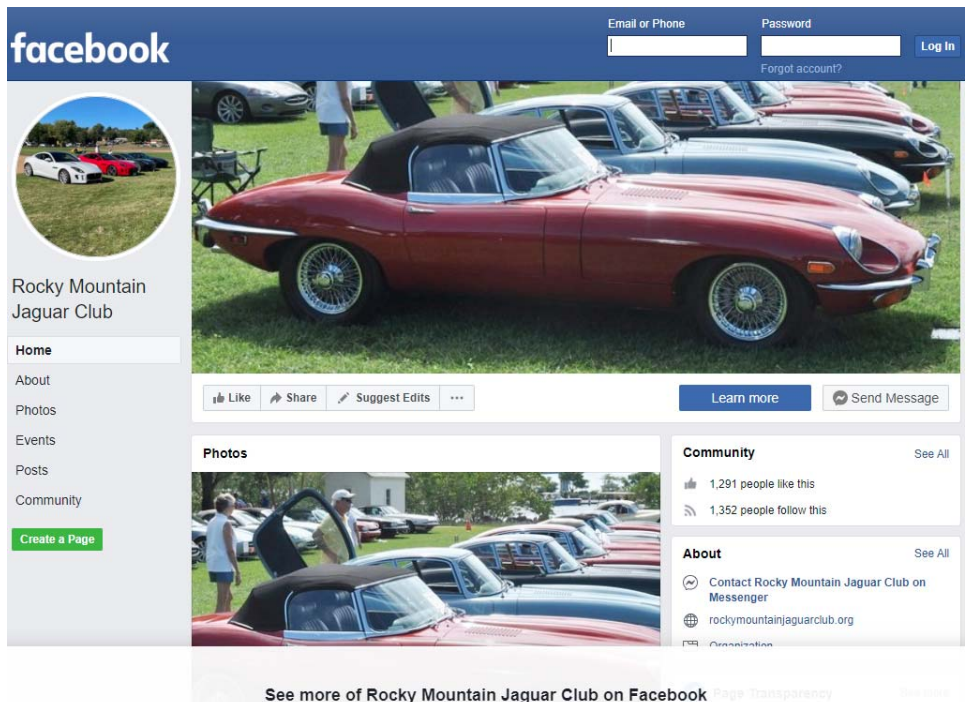
David Villalovos the creator of the Facebook page for the club does a great job of posting Jaguar content he finds on Facebook. He usually posts several times a month.

David recently updated the header photo for the Club's Facebook page to Steve Parker's 2018 F-Type, taken during the 2021 Colorado Springs Concours.

I have been helping to post photos since 2019 from events and car shows that the Club attends. I have posted photos from the Spring Dust-off from May 2021. Also, I have posted photos from the Club's Concours in June 2021, The Ability Connect Car Show at Arapahoe Community College, The English Motoring Conclave and the Colorado Springs Concours all happened during September 2021.

We have followers from around the World that follow the Club's Facebook page. I have seen followers from Argentina, England, Italy and Japan. I believe we also have some followers from Arabic speaking countries. Many of these followers probably found the Club's Facebook page by searching Jaguar Cars in Facebook. There is a major car culture following on Facebook with several pages dedicated to Jaguars.

Mark Kintgen
RMJC Facebook Co-Administrator



November 2021 RMJC Monthly General Meeting by Bill Beeson

The meeting was opened by President Frank at 7:10 pm with a welcome to all seventeen members present. There were no guests or new members in attendance.

Members celebrating November Birthdays:

Tom Estes	Nov 3rd
Susan Strader	Nov 10 th
Mel Salter	Nov 12 th
John Cicchetti	Nov 14 th
Chris Barrington	Nov 15 th
Judy George	Nov 19 th
Barb Lane	Nov 26 th
Sharon Stricker	Nov 30 th

Membership Report-Steve K reporting for Deanie stated that membership remains steady, well above one hundred members.

Treasurer's Report-Deanie was not in attendance and therefore, there was not a Treasurer's or Web Master report this evening.

CCCC Update-The club is looking for a member to represent the club at the CCCC meetings. They meet the first Wednesday of each month, usually at Forney's.

Facebook-Mark was not in attendance and therefore, no update.

Newsletter-Steve looking for members to contribute articles or article ideas for Cat Tales.

Old Business-None

Event Recap

IJF Report-Steve: The International Jaguar Festival was a wonderful event and a very good time. RMJC was well represented with Deanie's F Type judged as 1st place in Class against several very nice competitors. The venue was held on the Hilton Hotel grass lawn which made it elegant and delightful.

Forney Transportation Museum Tour-Steve: There were twenty-nine members for the tour. Museum Curator Christof Kheim led a compete and interesting tour of the museum and the seldom opened back storage area. This museum is a gem that covers all areas of transportation. The Triumph Club display was a special treat with many beautiful examples of the marque.

Upcoming Events/New Business

November-Club Elections – The slate of the candidates was elected by acclamation. For 2022:

Pres: Frank Oakley
VP: Bob Grossman
Chief Judge: Gary George

Board:

Chris Barrington, Brent McGibbon, Vince Lane, Tom Estes, Deb Ramirez

Appointed Positions:

Facebook Editor: Mark Kintgen
Membership/Treasurer/Web Master: Deanie
Newsletter Editor: Steve Kennedy
Secretary: Bill Beeson

Events Planning:

Colorado Railroad Museum - Steve Parker & Steve K are working on an event at the museum, perhaps it will be the 2022 Spring Dust Off.

Summer Party/Drive - Tim & Cynthia Volin, along with Deanie are working on a Sumer Drive.

Concours – The Club is looking for a member to head up the 2022 Concours d'Elegance planning and venue.

2022 Calendar Planning - *if you have something you would like to suggest or plan, please let Frank or Steve know.*

December

11th - 5:30 pm, Holiday Party at Kennedys

14th - Board Meeting at Ramirez

21st - No Monthly Meeting

Raffle- Winners included Tom E, Dwight E, Vince L, Olene G, Alex R, Betsy B, Ken M, Bill G, Mike R, and Brent M.

Adjourned: 7:50pm
Bill Beeson, Secretary



FOR SALE: 1988 JAGUAR XJ6. \$5,495. 103k miles, very good condition, always garaged. Maintenance records, Tires nearly new, Full size new spare. 3.6 L. All Alum. 6-Cyl. engine, 4 sp. trans., Ride levelling system. Reply to DON, at 720 -219-6924, damacdoug@msn.com. Castle Rock, CO.

December Board Meeting

The December Board Meeting will be at Deb and Mike Ramirez. Meeting starts around 7 pm. We will be planning our 2022 events. If you have suggestions, please let a board member know. 11708 Tennyson Way, Westminster.



The Year Santa Hired a Consultant

Renewals

Dues are Due, Due to JCNA raising their membership dues, 2022 dues will be \$75. You can either go to the RMJC web site and renew there, <http://rockymountainjaguarclub.org/membership-renewals/>

Or complete the renewal form on the inside back page of this newsletter.

For new members, our printed Membership Form did not have a place for Birthday Month/Day on it. Now it does. We are still working on updating the web site. When you renew, please everyone, we like to include birthdays in the newsletter and make sure the Jagu-ars you own are up to date.



**Don't Be
Left Out!
Renew Your
Membership
Today!**

Holiday Party at the Kennedys

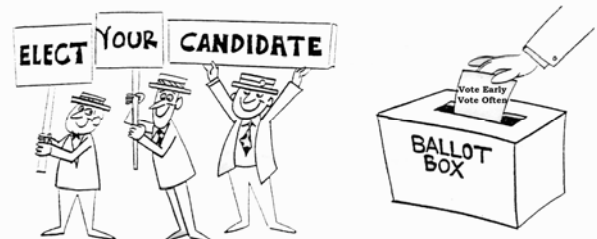
The Holiday Party is December 11th at the Kennedys'. Cocktails at 5:30, dinner around 6:30. No gift exchange, \$20 per person, The registration form is on the web site, or you can just mail a check made out to RMJC to Deanie Kennedy, 8137 Zang St., Arvada, CO 80005. Casual holiday attire. We will be taking pictures in front of the Christmas Tree.

Elections at the November Meeting

Pres: Frank Oakley
VP: Bob Grossman
Chief Judge: Gary George

Board:
Chris Barrington
Brent McGibbon
Vince Lane
Tom Estes
Deb Ramirez

Appointments
Secretary: Bill Beeson
Membership/Treasurer/Web Master: Deanie
Newsletter Editor: Steve Kennedy



Life should NOT be a journey to the grave with intention of arriving safely in an attractive and well-preserved body, but rather to skid in sideways - Beer in one hand - chocolate in the other - body thoroughly used up, totally worn out and screaming "WOO-HOO, what a ride that was"!!!!!! □

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International Jaguar Festival



IJF Dinner Cruise



REVs Museum



PIERCE-ARROW
1915 Model 48 B-3



MASERATI
1938 8CTF



JAGUAR
1955 D-Type



JAGUAR
1962 E-Type



**1951 Porsche 356SL
Gmünd Coupe**



DUESENBERG
1930 J Phaeton, LeBaron



Forney's Tour



29 members turned out for the Forney's Tour



Getting to be quite a few F-Types in the club. That is _____ on the left, Deanie's in the center.

Here is Digby's story on their F-Type. We got our '15 F type R, V8 in August with 34K miles, after a lengthy search. We looked at other F-Types but really wanted an R and it had to be British Racing Green Metallic. Pam and I had seen and driven an F-Types S in that color and it really hooked us but I wanted an R, so it took a while. Pam found the car in Farmington, NM. Not exactly a place you would think of when looking for an F type.

Interesting, I used to live in Farmington and had a job there at the hospital working as a Paramedic in the ER and on the medical flight team, back in the 80's. So, it was cool to find the car there but acquiring it was not without some drama. After getting assurances from the seller that the car had been thoroughly checked out and would be covered by a 3-month warranty, and checking Carfax and Mal-vin websites, we drove to Farmington and at first sight we said this is our car. We took it for half a day



to get thoroughly acquainted and loved everything about it except that it lacked the power under full throttle that I knew it should have, being the owner of an XF 5.0 V8. So very disappointed, we returned the car and prepared to walk away. The dealer was apologetic and after scanning the car found it had two fault codes. They said they would send the car to Jaguar in Albuquerque to see if it could be sorted. We had no formal agreement and no money had changed hands but agreed that we might still be interested pending what Jaguar in Albuquerque found. They also agreed that I could talk directly to Jaguar in Albuquerque after the car was checked out.

To make a long story short, **the car had a defective battery**. It had enough voltage to start the car but not enough to run all systems properly under full throttle. Jaguar replaced the battery and also checked the car bumper to bumper, brakes, cooling system and so forth and road tested it. I talked directly to the Jaguar service manager and he gave the car thumbs up. The seller also agreed to deliver the car so we would not have to go get it and that sealed the deal. The car is a lot of fun, turns heads and we are both enjoying our new ride. It is a nice complement to our 5.0 XF and we feel blessed to have both in our garage.

But you know what I am talking about.

The only problem is getting in and out but it's keeping us working to stay flexible.

Regards, Digby







IJF Awards Dinner



The IJF started on October 20th at the REVS auto museum. It was really an interesting museum. There were lots of vintage race cars. They broke us up into six groups, we each had our own docent giving us guided tours.

That evening, the Marriott on Sanibel island had a dinner cruise. It was a bit of a cloudy evening, but it was still enjoyable. The boat seated around 75 people. We went around the Sanibel Harbor.

The next day was a 100-mile Rallye/Tour of Sanibel Island. We had a great lunch at a quaint little bed and breakfast. It was right on Sanibel Harbor.

Friday was the concours on the Marriott grounds again, right on the harbor. There were around 80 cars, somewhere around 30 Champion, 30 Driven, and 20 Display. There were lots of fantastic Jaguars there. Several pre-war SS cars, a bunch of 1950's XKs, lots of the newer sports cars and sedans, even an XJ 220. There was a beautiful 1960 grey MK IX that took Best of Show with 100 points.

And of course, Deanie took 1st in Class with 99.94.



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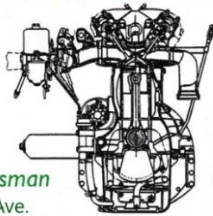
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2021 Vail Concours d'Elegance

It was time of the year again to get the SVR ready for the 2021 Vail Concours d'Elegance. By now you know the drill. Two weeks of intensive detailing every inch of the SVR. I finished Friday with my drive up to Vail scheduled for Saturday afternoon to check into my hotel.

Let the "drama" begin! Once I was packed Saturday, I checked my emails to print a copy of my registration confirmation. I checked my emails with no luck. I then checked my credit card statements as well as my check register with nothing there either! Hmmmm. It was beginning to look like I had completely forgotten to send in my registration!!!!

I frantically texted and emailed Mark the organizer of the event to plead my case. Fortunately I had been in contact with Mark last year after I won to get a copy of the article in the Vail Magazine. So, there I sat with fingers crossed, Saturday morning contemplating my royal screw up! When I finally heard back from him, Mark said he received one last minute cancellation and he would let me take their spot. Since it was literally the last minute, Mark said I could pick up my registration stuff at the entrance.

So, hearing the good news, I gleefully packed up the car and drove up to Vail Saturday afternoon. When I arrived, I checked out the concours venue before checking into my hotel room. The room was perfect! I had a "murphy bed" that folded out from the wall, a full kitchen, fireplace, deck and a 55" TV. The bonus was that I also got a private garage for the SVR - which turned out to be a stroke of good luck because it poured down raining overnight.

The next morning I figured that I had better get there early since I still needed to pick up my paperwork. So, with that in mind, I set my alarm for 5:30 am. The staging started at 7:00 but I got there at 6:30 just because of my situation. Nobody was on site! As the volunteers began to show up I was relieved when they gave me my window sticker. I was the first in line for the judged vehicles. The gates opened at 7:00 and we were guided to the grassy area where 49 cars were staged for judging. There were another 48 cars staged in another area that were just for display.

It was another clear crispy gorgeous Vail morning in the 50's with a deep blue sky and white puffy clouds. Once we were staged, we were all busy dusting off our cars and getting to know each other. Once I had finished dusting and wiping down the SVR (several times) the gates were open to the public at 8:00.

As people began to flood into the show, the SVR got plenty of attention. Several people had never seen an F-Type before (it was the only F-Type at the show). Others remembered seeing the car last year as well as when it was at the ACC Concours d'Elegance the previous weekend. Win, lose or draw, the best part of attending these shows is always meeting the people.

I wanted to look around, but I was tethered to my chair until the SVR was judged. While I waited for my turn to be judged, I did get a chance to look at some of the other judged cars that were nearby. As expected, there were plenty of very well cared for cars of every make, model and year that were being judged in several different classifications. When I looked at my placard, I noticed that mine had the "classification" area left blank. So, I had no clue in what group I was being judged. I didn't give it a second thought as I was just grateful that I was just able to get in.

The hours ticked by and around noon the judges came by. While I was waiting, a video crew stopped by and wanted to film a segment about the story of the paint job on the SVR (which he said was recommended by the judges). When the judges arrived, they apologized, as they had somehow forgotten to judge my car. It was probably due to the fiasco with the paperwork that I'm sure I created. So I had nothing to complain about. That was on me! I recognized most of the judges from last year and they recognized the car. The 5 judges went about their work doing their micro inspections of the exterior, interior and engine compartment. I forgot to ask them what classification I was in.

So, fast forward to 2:30 when the results were being announced. There were multiple classifications that had first, second and third place awards in each. So we all gathered around the stage eagerly awaiting the results. It was really hard to hear the announcer since he only had a toy sized megaphone that he didn't speak directly into. About half way through there were a few cars that I recognized and thought were legitimate contenders.

As the awards ceremony came to an end, the announcer went through the last group. I didn't hear what group it was, since I had stopped listening. I did hear that the white/red XKE roadster that I had been admiring had won as did a

TR6 that had a complete frame off restoration with modifications. It was awesome. Earlier I told the owner that his red TR6 would be my first pick. Turns out that I was close. He picked up second in whatever class he was in. The last award of the day in this class was first place. This went to a 2018 Jaguar F-Type SVR! HUH??? SAY WHAT!!! I couldn't believe my ears! The SVR took first place (in some category) for the second year in a row!!! WOW!!!

The judges all stopped by afterwards and said how much they admired the paint as well as the rarity and overall condition of the car. So, there you have it! Another fun weekend! I really was not expecting a repeat, but I'm not complaining!

Cheers!

Steve Parker

2021 Colorado Grand

VAIL OR BUST -- 1200+ MILES ON THE COLORADO GRAND IN A XK-120

All Jaguar Club members share a love of cars and driving. Imagine the thrill of driving rare vintage cars through the Rockies during the Fall? Seeing museum quality cars in action for a week far exceeds the thrill even given a few break downs...

The Colorado Grand recently completed its 32nd annual rally. It was glorious seeing 100 pre-1960 sport and race cars, all notable marques, some pedigreed. There are 100 drivers, 100 co-drivers, 50 support including the Colorado State Patrol, mechanics and organizers. The charity event makes \$500,000 in charitable grants to local communities each year. Many consider this the top US rally.

I want to share my experience of the rally, which was Sept. 13 - 18, 2021. My friend Judge Ray Satter had forwarded him the photo taken as I departed Denver for Vail with the sign on the front license: VAIL OR BUST. Ray and I both shared a very close friend who sold me my first car, a 57 MGA at age 16 (me) in 1975. Now the bad news, Steve Kennedy did not realize that I write a lot – sharing stories makes me tick with two books under my belt... (Outset Photo)

Back Story

I've loved vintage British cars my whole life (so far). As a child, in the 60s, I played in my grandfather's '36 Bentley and was hooked by that old leather smell. Later, a \$200 MGA coupe came complete with a bungee cord holding the doors closed. I still have the '67 Healey BJ8 bought in the 80s with see through floor boards, restored twice and driven often. The MG and Healey came from a friend (with a fighter pilot son who drove hard). Restoring the MG led to my grandfather giving me his beloved '36 Bentley. Enough history, let's get to the Colorado Grand. The Colorado Grand is a charity car rally which has donated over \$7.2 million to date. Over the years I had seen their car shows in Vail. Its an amazing collection of people and machines from all over the world. This year we had Bentley, Jaguar, AC Bristol, Alvis, Allard, Aston, Healey, MG even those non-English Mercedes, Porsche, Bugatti, Delahey, Ferrari, Alfa, Lancia, Maserati, Siata, Bocar, Scarab, Shelby Cobra, Kurtis, Studebaker and a Oldsmobile with Cuban plates. It's a pop-up car museum.

During the pandemic a dream emerged to research cars for the Grand. It is a selective application process with strict criteria. I talked with some board members about the kinds of cars sought and visited drivers. Some cars practically require a mechanical engineer to drive. These cars are meant for racing, not comfort, remove the steering wheel to enter the cockpit. Many early open cars have no weather protection -- no tops, tiny Brooklyn style racing screens, no roll up windows. Age and rarity mean harder restoration and maintenance issues.

My initial plan was to find a car in Europe, leave it there for a few driving trips, then bring it home. (My grandparents did this in the 50s with an early Healey. Later they found the Bentley in London and sent it home.) I watched various auctions, intrigued by Italian cars and early prewar English. This idea was shelved because oddly the pandemic authorities did not consider driving vintage cars essential travel...

The XK120

A close college friend (from Germany), also obsessed with vintage cars, suggested I look at XK Jaguars. Why Jaguar?

The XK120 was the fastest production car of the time, with exceptional modern post-war engineering and curvy design. They won Le Mans powered with an advanced 3.4 liter, double overhead cam engine. This launched Jaguar's status as a major marque.

I decided to search in the US and found a '51 XK120 on Bring-A-Trailer.com at a favorable price. Wendy (my patient wife), and I flew to Spokane to check it out before sending it to Denver. I've known Paul at Sportscar Craftsmen since my MG days, 40 years. He has worked on my Healey. Paul's crew went through the XK to correct issues from wiring, mechanical, suspension, even the tires. Of course, none of this was apparent in the auction -- but its price left room to get it right. (When did you last hear that with on a vintage car project?)

The XK is an OTS (open two-seater). In your mind's eye what's better than a roadster? A roadster with a top. Many had none, but they were an option. Ron at Autoweave installed the soft top with period hardware I sourced.

I applied for the Grand in the Spring with my Co-Driver Ron Timmerman (collects mostly Porsche).

Pre-tour

Enough back story... I've been nervous about driving this 70-year-old Jaguar cross country. Despite having suffered few breakdowns over the years, its been a long time since I did a long trip. So, having filled the car with ethanol-free gas (to avoid vapor lock on hot days) -- I drove the XK to Vail, Wendy followed in a real car. It was a beautiful September day. The car (and her Subaru) drove great. The XK powered up the mountain roads without hesitation. At 70 MPH, the 70-year-old is straight and true, with a comfortable ride. My confidence level was up and I was ready to embark on the adventure...



Although the rally starts Tuesday Sept 14, we went to the Vail Hyatt Grand Sunday to see the cars arrive, meet people and get the lay of the land. It's like a museum walking through the parking garage. I met Andy Green, a professional restorer, and told him the temperature gauge was not working. He suggested a remote oven thermometer with batteries and a cord. Who knew Walmart had vintage Jaguar parts? Any car part under \$20, is a win! I duct taped the sensor to the radiator manifold running front to back, ran the cord through a firewall grommet. Then, Velcro tape held the monitor on the dash.

Upon my return to the garage, I nearly fell over because there was an identical Silver XK120 with red interior. I parked next to it. Later, I tried to open the trunk on the wrong car more than once....

Pre-tour Orientation

The Grand starts Monday with a check-in where we receive a thick Route notebook, tour decals, special license plates and more loot. At the orientation meeting we are given an overview. We meet the board, sponsors and the nine Colorado State Patrolmen (known as "Motors") who will escort us. The rally is a charitable event distributing \$500,000 yearly in support of the Colorado State Patrol and grants to each town we visit. This is extra special to me because my late father-in-law was in the Patrol. The Grand is a big production.

The rules are simple and clear: drive safely, never cross yellow lines, follow speed limits in towns and be courteous.

There are several crews of mechanics on hand to keep the cars on the road. If terminal they tow the car and provide a new Mercedes. They work all night if needed.

Day 1

Ron & I left Vail at 8:30 am for a 285 mile drive via Wolcott, Toponas, over Gore Pass to the C Lazy U Ranch (near Granby) where we stopped for coffee. The ranch is owned by my friend Don Bailey, who was there to greet us. It is a historic guest ranch which closed in 2020 due to the major Cameron Peak fire. Miraculously there was no loss of life. They lost only five of many buildings. There was a heroic rescue of 200 horses by the local community.

We drove north and saw the aftermath of the fire for miles. Walden was our next stop for lunch. Main Street was closed to display the cars. The BBQ and live band was put on by local volunteers. In return, the Grand un-

derwrites a local charity. In the afternoon we drove back to Topanas, Oak Creek over Muddy Pass to Steamboat Springs. The hill country had great roads and very little traffic, allowing us to enjoy the cars.

We arrived at the Steamboat Grand, our base for 2 nights. Three cars were terminal including a vintage Bentley with a stuck clutch and a Maserati with a front-end problem shredding its tire.

Day 2

We left at 8:30 am for Encampment, WY -- a 308-mile loop in tandem with Kurt Furger's 8-liter vintage WO Bentley. We went over Rabbit Ears Pass (9246') with my 3.4-liter engine running strong. Through North Park, we stopped for coffee in Walden at the medical clinic, a grant recipient. Heading north we passed ranch after ranch on the relatively straight road to Encampment. We had a BBQ and were hosted at the outdoor museum which has many historic buildings and various collections. After lunch we headed east through Centennial towards Saratoga and Laramie, on the Medicine Bow National Forest Snowy Range Scenic Byway. The Union Pacific pushed through this area using its timber to build the first transcontinental railroad (which figures into Day 3). We returned the other direction over Rabbit Ears Pass, a long climb and again no hesitation in my XK.

Ron traded rides in Kurt's Bentley, (a veteran rally driver who prefers to leave the windshield down). William Taylor rode with me. He is Kurt's co-driver and a Lotus expert and author. Apparently, William was glad for wind relief from my actual windshield.

Day 3

We departed Steamboat via Hayden and Meeker enroute to Grand Junction, a 215-mile drive, the easiest day of the rally. This is coal country. We passed many mines as we headed south-west through Craig towards a lunch stop in Meeker. We stopped in Craig with Kurt and his Bentley, Bill Bollendonk & Alan Magnuson in a MG TA roadster. We saw David Moffat's railroad car "Marcia". Moffat and others were responsible for making Denver a railway hub. The transcontinental railway bypassed Denver through Wyoming. Moffat and others knew Denver's future depended on their building a railway spur. Were it not for that, Denver would be Cheyenne and vice-versa. Moffat built the tunnel and intended to reach Salt Lake City but ended in Craig, collapsing in bankruptcy in 1913 and dying soon after.

We had a BBQ in Meeker with a band, again our cars on display downtown. The afternoon drive was beautiful as we took the Powderhorn highway, scenic twisting and hilly roads.

My XK pulled out of Meeker in hot weather and sputtered with decreased power. My worst fear finally materialized on the third day, after 700 miles. The XK reached speed but with accelerator floored. We could have stopped for help from the mechanics, but persevered. Upon arrival at the Grand Junction Doubletree, we checked in and the mechanics took a look. Engine cooled, the gentleman from the McPherson College of Auto Restoration said "let's start with the spark plugs" (which had about 1500 miles). We pulled all six. Number one was dry with white carbon build up. It concerned everyone. (Later a specialist, Tom Ellis suggests this may be from a vacuum leak.) Numbers two through five looked better but six was black, wet and fouled. I had brought a new set among my spare parts.) We replaced them and cleaned the old ones, for use later. We did a compression test on number six at 110 pounds. (A leak down test determines if rings or valves. The valves may have carbon build up, not sealing well.)

I was running non-ethanol gas as much as possible to avoid vapor lock in the heat, which tended to be premium. It was suggested by Gregory Nels, a specialist, that higher octane also reduces oil and carbon build up. (Low compression engines can run on mid-grade.)

That evening we had a lovely outdoor cocktail party and dinner, followed by whiskey and cigars which helped take the sting out of the seven car casualties as day three.

Day 4

This would be a long day, 304 miles to Vail, so we left at 7:30 am. Glenwood Canyon was restricted so we detoured south through Salida. Enroute, we passed Hotchkiss, Delta and Crawford, tracing the Black Canyon of the Gunnison. This was possibly the most scenic drive of the entire outstanding trip. The Blue Mesa Reservoir stretches for miles; its water level about 20' below the high-water line. We had lunch at Salida in front of the courthouse with the cars on display. After lunch I stopped by Cowboys & Daisies, a



friend's store, in the historic downtown. Matt, a trooper, stopped to see if my car was ok – we were off route. He stopped traffic to let me turn around and then followed us through Buena Vista for the next 30 miles.

We passed through Leadville and Tennessee Pass (elevation 10,424', discovered by Kit Carson and John Fremont in 1845). The drive was downhill for the next 30 miles to Minturn.

We victoriously reached the finish line at Lionshead where an announcer recognized each car and handed us a plaque. The rally cars lined the Alps style village where we had celebratory beer while the crowd walked among the cars. Every stop gave you an opportunity to see special cars close up and talk to the owners. I had a close look at the pre-war Alfa 6C.

Final banquet

We sat with new friends to celebrate a wonderful week. The event ran flawlessly. The weather was mild and the roads in good shape and without traffic. Every car we passed -- or passed us -- was a marvel. It is simply overwhelming when you consider the total effort to bring 100 notable cars and drivers to Vail -- the event planning, making the cars road worthy. Eight cars out of 100 failed to finish, despite the best efforts of the mechanics. When else do you see so many pre-1960 vintage sport and race-cars in action...

Post Rally

The Vail Classic Car Foundation held a "cars and coffee" Saturday morning. Who could miss driving through Vail Village and parking at Gondola 1? (Wish it could happen during ski season!) There were three Grand cars there, and another 30 cars ranging from a race rat to a Pantera, 31 Studebaker, 58 MGA Coupe.... It's good to know there are so many car events in Colorado welcoming us.

Regards,
Steve Weil, President & Chief Creative Officer
Great Story, Thanks Steve W!!!



F-Type License Plate Bracket

With lots of new F-Type owners in the club, many not wanting to drill holes in their front bar, here is a very nice solution that Steve Parker found, it's by **Sto n Sho**, www.stonsho.com. There is an existing bolt located in the center under the front bumper, perfect for attaching the Quick Release bracket that holds the front license plate. They are currently around \$100, but well worth it.



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2021 RMJC Club Schedule of Events

January

12th, NO Monthly Meeting

February

2nd, No Board Meeting

9th, No Monthly Meeting

March

9th, No Monthly Meeting

19th-21st, No AGM

April

11th, Monthly Meeting at the
Kennedys

24th, Judge's school at Kennedys

May

4th, **Board Meeting at Oakley's**

11th, No Monthly Meeting

15th, **NO** Second Judges' school

16th, Spring Dust-Off Mark Baker

June

1st, Board Meeting at Bob Grossmans

8th, Monthly Meeting at The NY Deli

13th, ACC Show-Moved to September

12

27th, Concours-Frank Sullivan

July

17th, Summer Party-Kennedys

20th, Monthly Meeting

August

3rd, Board Meeting NYD—Brent

17th, Monthly Meeting at The NY Deli

26th-28th 2021 AGM, Columbia, SC

27th-29th Glenwood Rallye

September

1-6 Colo Spgs Air Show

12th, ACC Show - Vince

17-19 Colorado Grand in Vail

18th-6 pm at the Kennedys

for the Mums

18th-19th, Conclave-Gary

21th, Monthly Meeting at The NY Deli

26th, JCSC Concours

Talk about slate for Candidates for
Elections

October

9th Drive for the Kids

12th, Board Meeting at Kennedys

19th, Monthly Meeting at The NY Deli

Talk about slate for Candidates
for Elections

20-24 IJF in Ft. Meyers, FL

November

14th, 11 am Forney's Tour

16th, Monthly Meeting at The NY Deli
Club Elections

December

11th, **Holiday Party at Kennedys**

14th, **Board Meeting at Ramirez**

21st **NO Monthly Meeting**

December Members' Birthdays

John Wheeler Dec 4th
LizSchmidt Dec 7th
BradWard Dec 8th
GerryTubaugh Dec 9th



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

Dave Reed Dec 10th
Janet Johnson Dec 20th
Betsy Beeson Dec 23rd
Kerry Kirby Dec 23rd
Bonnie Rickel Dec 25th

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“Tibbe” Key Duplication

RMJC Members,

Club sponsor and vendor, Brooklands Motorcar, Jeff Schroder’s company, located in Golden, now has the ability to decode and copy Jaguar barrel style (Tibbe) keys. Jaguar used these keys initially for the ignition switch only in the early 1990’s, then for all locks, on all models, up until 2009.

Brooklands is currently offering a 50% discount, only to club members, and will make you a duplicate key for \$25.00, plus the cost of the blank. In addition, if you ever lose your only key or get locked out of your car, Brooklands can both gain you entry as well as recreate you a new key, without needing your original keys! Brooklands also does standard key duplication, free for club members, you just need to purchase or provide the required blank key. Please contact Jeff Schroeder at 303-913-4011 or at Jeff@brooklandsmotorcar.com, for more details





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Membership, New and Renewals

RMJC Membership Form

Name (as you want it on your name tag) _____ Month/Day Birthday _____

Spouse’s Name (as you want it on the name tag) _____ Mo/Day BD _____

Street Address _____

City/Town/Zip Code _____

e-mail address 1 _____

e-mail address 2 _____

Home Phone _____

Annual Fees

New Membership Fee*	\$95
Current Membership Renewal fee	\$75
Optional Business Card Ad in Newsletter	\$25
Optional Business Card Ad on the web site	\$25
BOTH Newsletter & web site ad	\$45
Extra Name Tag (New Members get 2 free)	\$10
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



December 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11 Holiday Party at the Kennedys
12	13	14 RMJC Board Meeting at the Ramirez	15	16	17	18
19	20	21 No Monthly Meeting	22	23	24	25 Christmas
26	27	28	29	30	31	

To:



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