

DESERT CHAT

Tech Edition



"Is JCCA Going NASCAR?"

Your Ad Here



Summer - 2023 Newsletter

Jaguar Club of Central Arizona

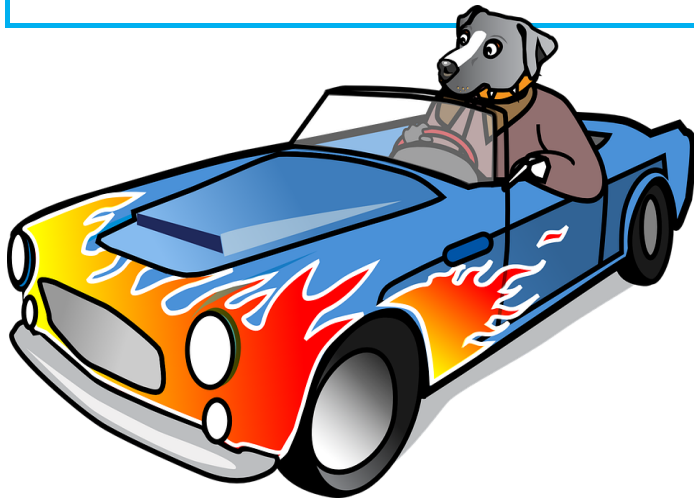
www.JCCA.CLUB

(PHOTO: Gennaro file)

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Jaguar Life, Tech, & Corporate Ownership

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JOIN JCCA

Go to our website jcca.club

\$80/yr. includes JCCA benefits, bi-monthly newsletter, JCNA bi-monthly magazine and benefits.

JCCA Events & Camaraderie

JCNA membership and club benefits offered.

MEMBERS

Score keeping for Concours, Slalom, Rally, for those clubs that participate.

Bi-monthly magazine, technical articles, history, features, club doings along with Classified Ads in JJ, JCNA Website, Club Newsletters and Club Websites.

A common communications network for intra-club activities, calendar of events with historical and technical information library access.

JCNA Tech Hot Line is just a phone call away. Access to Coventry Foundation "JAGUAR TOOL LENDING PROGRAM"

5% discount on collector automobile insurance (HAGERTY).

New JAGUAR owner membership referrals, PASSPORT TO SERVICE.

Book and Gift Store inventory in the JCNA Store

Authenticity Services for everyone through the Coventry Foundation

An excuse to bring like-minded good people together

NATIONAL AND REGIONAL CLUB

Blanket insurance for Club Events and all Club Officers and Directors The trophy awards program for Concours, Rally, Slalom, Club Newsletter, Service Awards.

Awards for individuals/clubs outstanding in several categories.

Automobile Advertisers resources in the JAGUAR JOURNAL

North American and Regional hosted events
North American inter-club networking

Officers: Jeff Gennaro, **President** Rosemary Price, **JPP** Dr. Marj Schafer, **Newsletter Co-Editor**
Wayne Martin, **Vice President** Michael Sbraga **Director** Larry Schafer, **ESQ, Compliance Officer, NL-Ed., Writer**
Kim Morgan, **Secretary** Jim Vranich, **Director** Tim Martin, **Photographer**, Cindy Rock, **Reporter**
Robert Morgan, **Treasurer** Emeriti Directors: Dennis Eynon, **JCCA & JCNA PP** Phil Parker, **JAGIN & JCCA PP**



Jeff Gennaro
President



The answer to the newsletter cover question is, **No, JCCA is not racing, but we are borrowing a NASCAR concept.** Since this is our TECH newsletter, I'd like to introduce you to our NASCAR advertising concept. We have purchased an X-Type 2002 Jaguar (See pg. 17) for the purpose of having TECH meetings where we have a "Pit Practice" for repairs. We borrow a page from NASCAR ADVERTISING and plan to sell ads to introduce Jaguar's new "Reimage" approach to the Brand.

Get out your "Bear Run" pens, buy an ad, or solicit your car friends or other contacts. Like Nascar, advertising sponsors will get their money's worth everywhere this car goes: on the road to Jags & Java (Cars & Coffees), Drive & Dines, Tours (Drives & Runs), Meetings, Parties, Partner Events, Car Shows, Concours, Gas Stations, Newsletter, and on the website. **No racing!** It will attract attention, curiosity, interest, and questions. Hopefully, it will attract younger and older followers interested in maintaining the Jaguar Marque.

JCCA's fall schedule is full of activities; see our newsletter calendar, social media and watch the website e-mail.

September: "Pit Practice" headlights, air filter maintenance, and more.

JCCA's Sonoita/Tombstone Wine Tour

Ambassadors going to Inland Empire Jag Club & JCNA Southwest Region Concours – Idyllwild, CA

October: Jags & Java – Chandler

Judges Training & Practice at the JCCA Car Show with partner British Wheels on the Green

November: Jags & Java-Arrowhead

Ambassadors going to Jaguar Club of Southern AZ Concours – Tucson

JCCA's Annual General Meeting, Election Results, & Holiday Party (Dress Up)

December: Drive & Dine: Holiday Toy Drive & other partner events

When attending JCCA-sponsored events, buying ads, and renewing your membership, **we need to go "High Tech" and save credit card fees.** Forms and instructions will be on the website. Please use Zelle, Apple Pay, Venmo, or check instead of a credit card. **Make your payment out to JCCA. If you need help, contact Robert Morgan (Treasurer) at rmorgan59@cox.net.**



Michael Sbraga
Membership Coordinator

Welcome Jaguar Club Central Arizona (JCCA) Member Aficionados to the 2023 Desert Chat Summer Newsletter "Tech" Edition. Our current membership is 85 Active Members and 5 Affiliate Members. The monthly Jags & Java (J&J) will not be held until October due to the summer heat. The Drive & Dines are replaced with other fall activities and resume in November. Look at our JCCA website to get the dates for the coming events.

For members who haven't been active with the Club recently, please look in this Newsletter and the JCCA website for the upcoming events. We are starting to record what members are attending our events and will have year-end prizes for those who have attended the most events, traveled the furthest, etc.

If you know anyone owning a Jaguar and not belonging to JCCA, please tell them about our Club and ask them to join. The yearly dues of \$80.00 pays both the JCCA and JCNA Memberships.

One of the benefits of membership is the ease of finding experienced members who can offer "Hints and Tips" for various Jag models. For early E-Type information, contact: Mike Mullan (mike@classicssouthwest.com), and/or Larry Fleming (larryfleming@cox.net). Talk to Bob McNeese (nwapilot2@msn.com) re: 1970 S2 E-Type complete restoration. A good connection for F-Pace & F-type is Dean Lewellen (deanlinaz@gmail.com). (See Dean's article on pages 11-12 of this Newsletter.)

Don't forget to become involved with JCCA. We can always use more help in planning and executing our events. The more involved you are, the better the events. Please provide me with any ideas you think you would like to see. Contact me at membership@jcca.club or 480-560-3057.

NOTE: We still need members who can help JCCA with their website. Anyone experienced with web experience or Wild Apricot software, please come forward.

Stay well, my Jaguar Aficionados.

JCCA 2023 CALENDAR & MORE



9/9 JCCA Tech Car Pit Practice Site: TBD (Watch your email)

9/10 Pikes Peak JCNA Sanctioned Concours, Jag Club of Southern Colorado, Contact Rory Andrykowski, rory.nrel@gmail.com 719-636-9199

9/22-24 JCCA AZ Wine Country Tour: (pg.5) Sonoita-Tombstone Merriment weekend: Rustic Hotel, Steakhouse, visit Long Nose Kates, Cemetery, DIY Award Activities. Limited # (see website)

9/30-10/1 Join JCCA Ambassadors: 2 JCNA sanctioned concours in one. Inland Empire Jag Club & JCNA Southwest Region @ Idyllwild, CA in the mountains above Palm Springs. Contact: Mike Zavos 858.518.5898 or Mark (markmayuga@verizon.net) 909.772.1075

October

10/5 JCCA Nominating Committee posts selections (see e-mail). Nominations from members open until 10/14 contact eddocmarj@cox.net.

10/14 JCCA Jags & Java Chandler JLR Dealership

10/15-31 JCCA Bylaws Amendments posted, open comment period. (See website)

10/14 The 40th Annual Sedona Car Show: Celebration of the 70th Anniversary of the Chevrolet Corvette. All cars welcome.

10/15-31 New Officers Electronic Voting Members e-mail notice—closes Oct. 31.

10/22 First Christian Church Scottsdale Car Show 2 pm-5p.m. Call Scott @ 317-797-9684

10/26-27 An alternative event to IJF will be the 2023 Cal Clubs Reunion in Morro Bay, CA. All clubs invited. Contact: MarkMayuga@Verizon.net or 909-772-1075

JCCA Judges Training: New TEC# Approach, may include on-line & hands on. (Watch your e-mail)

10/29/ JCCA Car Show w/ Judges Training continued @ British Wheels on the Green, Peoria. This is NOT a sanctioned Concours. Much to do: activities, awards, & learn to be a judge. Get ready for 2024 JCCA Concours.

November

11/11 JCCA Jags & Java Arrowhead Dealership

11/ 11 Jaguar Club of Southern AZ Sanctioned Concours, La Encanta Plaza, Tucson, AZ

11/18 SCCC—E-Type Show (pg. 6)

11/18 JCCA's Holiday Party & Annual General Meeting, site TBD. Don't miss this event, Holiday Dress, celebrate our successes, new election results, bylaws ratification, AWARDS. (Watch for earlier on-line voting e-mails)



THE LOAFER TROPHY

December

12/9 Drive & Dine w/Toys For Tots: Site TBD

The Yee Haa! Adventure-JCCA's Annual Wine Country Tour

Save the Date



JCCA's 2023 AZ Wine Country Tour - Sonoita Inn September 22nd to Sept. 24th, 2023

Drive together to Sonoita AZ, stay at the historic western Sonoita Inn. Join our

Yee Haa! 2-Night Adventure.

We will leave Mesa Friday at **10:30 am from Riverview Center parking lot** (Starbucks), and travel south with a stop for lunch outside of Tucson, then back on the road to the Sonoita Inn.

After check in we will host a private dinner at 6:00 p.m. at the "**Steak Out**" steak house restaurant and salon next door. After dinner we head back to the hotel for a private Desert/ Coffee / Drinks party.

Saturday morning, we have planned a special activity with Continental breakfast with Bellini's and Bloody Mary's.

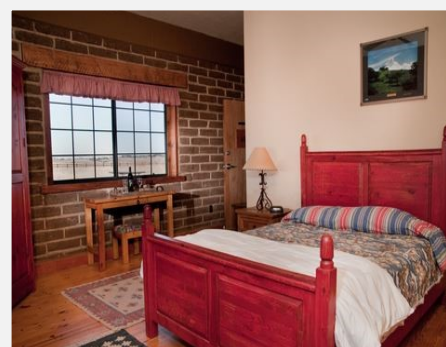
At 10:30 am we will head out on a drive to visit Tombstone and enjoy our hosted lunch at Big Nose Kate's.

Depart Tombstone at 2:30pm and return to the Sonoita Inn to relax until dinner festivities begin at 5:30 p.m.

The party includes several blind tastings, food, and prizes.
The musical styling of DJ Spotify will flow through the air.

Join us for a great time in Southern Arizona.

On Sunday morning enjoy our continental breakfast; shop in Sonoita before heading back to the Valley.



JCCA is coordinating the Hotel registrations for this Event

Tour Cost: \$585.00 - Dbl Occ

Limited Single OCC rate \$ 495.00

REGISTER NOW

For more information - Jeff Gennaro 602-451-8468

JCCA Newsletter and Concours SPONSOR

2 In 1 Day
Save the Date
November 18

SCCC—Morning

JCCA - AGM
 &
 Holiday Party
 Evening

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TELL THEM JCCA SENT YOU!

Save THE Date

THE 11TH ANNUAL SPORTS & COLLECTOR CAR CENTER
 "E" VENT SATURDAY NOVEMBER 18, 2023 8:00 a.m. to 12:00 noon
 SCOTTSDALE PLAZA RESORT 7200 N SCOTTSDALE RD P.V. AZ 85253

JCCA Officer Elections & Bylaws Amendments Official Notice

10/5 JCCA 2024 Officers Nominating Committee posts nominations. Watch your e-mail & website. 10/5-10/14 Open Nominations from Members-contact eddocmarj@cox.net

10/15-30 JCCA Bylaws Amendments posted with open comment period (See e-mail reminder & review website)

10/15-31 JCCA Members Electronic Voting for New Officers (Check e-mail & website)

11/18 JCCA Annual General Meeting & Holiday Party. Election of Officers Announced & Bylaws voting (in person).

Jaguar Life — Summer - June

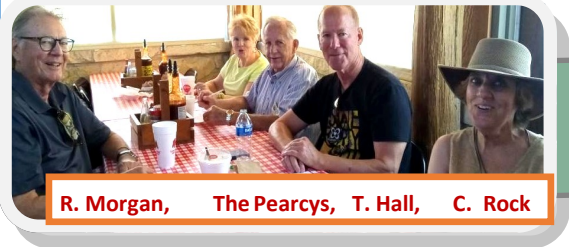
Jags & Java - JCCA Returns to East Valley Chandler: Jaguar Service Center, 6.10.23



Where are the cars, only LR's? Lynn and Bob Brown, JCCA's Ambassador's to Idyllwild. Bob, featured J&J speaker: Trip to Inland Empire & LA Concours.

President Jeff & members
(Photos: Editor's file)

Dave Percy gets car serviced during J & J



R. Morgan, The Percys, T. Hall, C. Rock

THE 868.8m. CONVERGENCE-BREAKFAST DRIVE-Rudy's Goodyear, AZ

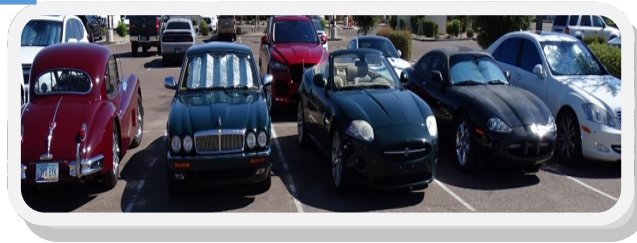
By Cindy Rock, et.al. Photos: by C. Rock & Tim Martin

The June 24th drive to Rudy's BBQ was indeed a Convergence of Members throughout Maricopa County. What a surprise to see 13 "Cats" and their 21 lovers. It's June and starting to get hot. Several of us had driven there a few years ago, but it was later in the day, and I recall the sun was brutal at that hour. While Tim Martin struck out from Scottsdale (NE valley, 76m. round trip) driving his XK8 Convertible with the top down, I waited until the last horn blew before committing to attending. This little piece of the old west is tucked far away in the SW Valley, Goodyear, AZ. Old Timers remember this as the WWII airplane assembly town. Something about BBQ and breakfast didn't sound all that enticing, but I was surprised, as I think a few others were, too! Many of us opted for the breakfast tacos stuffed with scrambled eggs, peppers, cheese, and your choice of potatoes and/or smoked brisket or other breakfast meats. Wayne, Jennifer Randall, Ken Lee, and Jim



Lewellens, Vranich, Wiseman, Greenbank

Vranich drove an 84 m—round trip from Anthem, AZ. Wayne came to make his BBQ brisket comparison to his favorite Texas BBQ recipe. Rudy's got a tip of his hat! Although, Rudy's is in the Morgans' stomping grounds, they had a 22m. round trip. The Percys and new members, the Halls, motored the furthest from the East Valley, each driving 104m. It was a nice morning for a drive. Great to see what others were driving. Catching everyone's eye was Jack Braly coming from Surprise, AZ (37m.) in his maroon 1956 XK140, MC, FHC. The hungry breakfast "Cats" racked up a total of 868m. round trip.



T. Martin, Braly, Greenbank

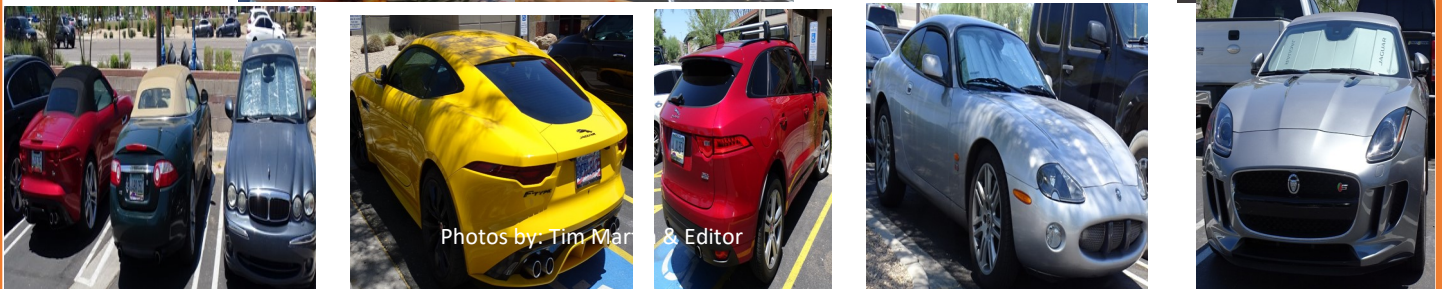
Jaguar Life — Summer - July 8, 23 The Red-White-Blue Celebration



Do “Mad Dogs and [faux] Englishmen go out in the midday sun?” The answer is “YES” If you are a JCCA member on 08



July 2023 revving your engine in 111° weather. Thirty-four revelers roared along highways and byways looking for the “Stillery” hidden at Norterra in the northern part of the Valley of the Sun. Finding our “Live From Nashville” site was a driving adventure with members passing by mountain preserves, bat caves (Schafers), airports, terraced mining operations, and catching each other on the freeways. There’s more than desert on JCCA drives. Joleen and husband “Bubba” Harrison’s F-Type shot up the 75 miles backcountry from Coolidge, AZ. Mike Mullan (driver) and Larry Fleming (navigator) in a an XK8 earlier stop at a Cars & Coffee, then added the Nashville hunt. Driver Andrea St. Gelais had a short drive from North Phoenix. The Anthem group: Vranich, Lee, and Poggas had a 15m. leisurely drive. Westside drivers included: Morgans from the Estrella Mts., Lewellens, and Rock starting in Sun City, AZ, and Gennaro driving JCCAs Tech Car from Glendale, Az. The Eastside team comprised Halls (Gilbert) and Sbragas (Mesa). A much larger clowder of cars roared out of Scottsdale with drivers Wiseman, Eynon, Parkers, T Martin, W. Martins, Andersons, and Rosemary Price. Rigo Duran, former Activities Chair, moving to Venezulea gave a farewell. Always a showman, it looked like he was going on stage to join the foot-stomping guitarist. Dean L. summed up this Nashville Drive & Dine as, “Great food, great service, fun country western atmos-



August 12, Drive & Dine Faux-British Heritage Celebration

"Jaguar Life"



It was heritage time, with driving hats, shopping hints, and armour masques.

Sir David Percy attended our Drive bringing a true British pedigree. His ancestor, Henry Percy, later made famous as 'Harry Hotspur' was born on 20 May 1364 at [Alnwick Castle](#) in Northumberland.

When he was twelve years old, Harry received a knighthood from [King Edward III](#) and at the age of fourteen saw active service at the Siege of Berwick. In 1380 he accompanied Edmund Mortimer, 3rd Earl of March to Ireland and in 1383 travelled in Prussia.

[King Richard II](#) appointed Harry as warden of the East March and in 1385 he accompanied Richard on an expedition into Scotland. In tribute to his rapid advance and readiness to attack, the opposing Scots nicknamed him 'Hatspore', the name seems to have stuck. In April 1386 Hotspur was dispatched to France to reinforce the English garrison at Calais, while there he led raids into Picardy. Between August and in October 1387 he took command of a naval force in an attempt to relieve the siege of Brest. Richard II honoured him by creating him a Knight of the Garter in 1388.

During the proceeding years, the renown of Hotspur continued to grow. After the deposition of King Richard II, Bolingbroke was crowned [King Henry IV](#), Percy and his father received lavish rewards of lands and offices. The new king appointed Hotspur High Sheriff of Flintshire in 1399. The Scots, led by James Douglas, Earl of Douglas, and the Earls of Mar and Moray invaded England in the summer of 1388. Hotspur led the English forces against them at the [Battle of Otterburn](#). Douglas was killed in the battle and Hotspur was captured by the Scots, along with his brother Ralph, but was soon ransomed for a fee of 7,000 marks. Ask Dave for the end of the story.



Best Driving Hat winners: Sir David Pearcy (Hatspore), Kim Morgan, Nancy & Phil Parker

HAT SHOPPING W/ SIR PEARCY

"I had trouble finding the "Flat Cap; Newsboy Cap; Gatsby Cap; Driving Cap; Hunting Cap; Duckbill Ivy Cap; Cabbie Cap;" and probably other names.

My "100% Irish Linen Flat Cap" was made by "Doogan from Donegal, Ireland." I ordered it from "IrishTweed.etsy" Cost was \$42.91 The 3" diameter Jaguar patch was found under "Jaguar patches on Ebay". It is an iron on/sew on item for \$11.72 including shipping. I had a professional seamstress sew it on for \$20.

I found the Jaguar pins listed under "Jaguar tie tacks and lapel pins". One was \$13.21 and one was \$13.48. [Pearcy, a true "Brit; all of that to win a \$9 Jaguar Cup!]

Faux Brits On the Mobe Armour Masques, Darts, Billiards & Slaying Dragons



Dean Lewellen, Ready to Slay Dragons



Cindy Rock, ready to slay dragons and darts



Dragon Slayers: W. Martin, M Sabraga, Parker & Pres. Gennaro



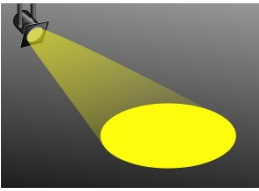
Dart Slayers: Morgan (Chief), 2023 Dart King—Mike Sabraga, Rock, Gennaro



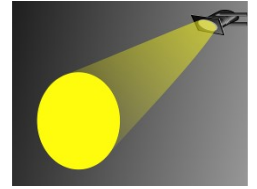
Billiards Slayers: W. Martin, Parker (Co-Chief) Rulon, Gennaro, Vranish (Co-Chief)



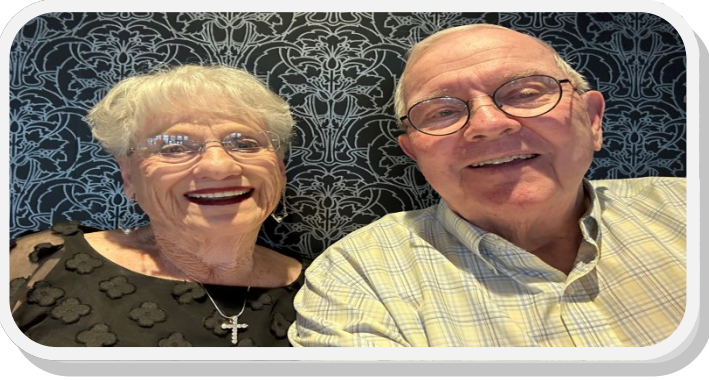
Spectators: Martin Popov, Peter & Lisa Heckmann (Photos: Ed. file)



Membership Spotlight



Dean & Elaine Lewellen



Dean and Elaine joined JCCA in March of 2021 after purchasing a new Jaguar XF from Arrowhead Jaguar the first week that they were open for business in Glendale. They had previously owned a 1998 Jag XJ8 which Elaine still refers to as her most favorite car of all we have ever owned. Later that year, Dean found a one-owner, Arizona from birth, F Type V8S on consignment at a local specialty dealer. Well, these two Jags took over the space in the garage, and, also in our hearts which had been occupied nearly forever by Porsches and other German marques.

Dean and Elaine were members of the Porsche Club of America for forty-five years where Dean served as a Concours judge for the national "Porsche Parade" for several years and contributed technical articles for the local PCA Region newsletter, "Going Places". Eight Porsches, including six 911s, have resided in the garage over the last forty some years. They have owned other British marques in the past—a Vauxhall, a Sunbeam Tiger, a Mini Cooper S and two Range Rover County Classics.

Dean retired from Boeing in 1997 after forty years of service. He held several Engineering Design assignments and retired as the Director of Research & Engineering of the Helicopter Division in Philadelphia, PA. Elaine spent thirty years in the wholesale and retail travel industry, marketing trips to Alaska and the Canadian Rockies. They have three children, five grandchildren and one great granddaughter. The

children are an engineer, an accountant and a landscape designer by profession.

Dean and Elaine moved to Sun City West in 1997 where they enjoy the amenities, activities and life in the active retirement community. They serve as volunteers at their Church, the local Thrift Store and the Automotive/Restoration Club of the Sun City West Recreation Center.

The F Type is more visceral, loud and fun while being more elegant than any of the more "clinical" 911s owned over the years. It puts a smile on your face every time you press the "Start" button.

The Lewellen's always bring a smile to club members as they say, "We find JCCA a more friendly and welcoming experience than some of the other clubs we have belonged to in the past. We look forward to participating in as many future club events as we are able. JCCA is a great Club!"



Photos: D. Lewellen

(See Dean's article on Braking Systems, pgs. 11-12)



BRAKES—AN INSIDE LOOK *by Dean Lewellen*

Every Jaguar owner can drive in the complete comfort of knowing that their Jaguar is equipped with the very best automotive braking system available anywhere on the planet. Everything we have read or heard about Jaguar brakes is always positive and complementary. The one I like best is—the brakes on a Jag work as if you had driven into a lane of wet concrete—I can mentally feel that level of effectiveness.

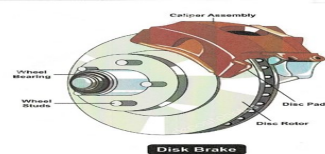
I think we all take the braking system for granted on all our vehicles, Jaguar or otherwise, until a system component fails or we mentally fail to operate our brakes. Then it gets our attention immediately, like when it costs \$1,000.00 or more for new pads and rotors or when we suddenly see the yellow light as we approach a busy intersection. For a moment or two, our vehicle's brakes become number one! To avoid these surprises, a basic understanding of your automobile's braking system may benefit your health and wallet.

To understand the theory of a braking system, ask any physicist pals, and they will tell you that the brakes convert your vehicle's kinetic energy into heat. Translation: Brakes stop the car, or more accurately, brakes stop the wheels. There is a big difference because the most powerful brakes worldwide will not stop your vehicle effectively if the road surface has little or no traction. Mash the brake pedal, and the wheels will stop turning, but the vehicle may skid happily along the road. Many drivers tend to think of a skid as a "brake failure" when the situation is really a failure of the driver to understand the driving conditions and drive accordingly.

A typical brake system is relatively simple. When you step on the brake pedal, the force your leg exerts is applied to a device called a master cylinder. The master cylinder contains a piston that pressurizes a network of hydraulic lines that lead to each of the vehicle's wheels. At each wheel, the brake fluid pressure operates the brakes by driving pistons that force the linings or pads against a rotating drum or disc, creating frictional forces and heat. The friction force slows the wheel and, in turn, the entire vehicle.

The heat generated by the friction force slowing the wheel is dissipated to the surrounding air aided by the wheel spoke design and the design and materials of the rotating drum or disc hardware. All modern braking systems are many times more powerful than the vehicle's engine, so even at full throttle, a very powerful vehicle can be easily stopped with the brakes.

Power brakes are now standard on virtually all modern cars, using energy supplied by the engine to help power the brakes so your right or left leg doesn't have to do all the work. To eliminate the possibility of a sudden or complete brake failure, modern vehicles have two parallel brake systems, each controlling two of the vehicle's wheels.



A significant advancement in braking came in the form of all-wheel disc brakes. Jaguar began experimental development with a Dunlop-patented disc brake system in late 1951 on a prototype XK 120. In 1953, Jaguar won 1st and 2nd place at Le Mans in C-Types equipped with Dunlop four-wheel disc brakes. The 1957 XK 150s and the 1958 Mark IX sedans were equipped with four-wheel Dunlop disc brakes from the factory. Every Jaguar produced since then comes with four-wheel disc brakes.

Disc brake systems have a metal (or now an available composite) rotor that spins along with the wheel and a stationary caliper that squeezes the disc with a replaceable pad when the brakes are applied. Additionally, the discs are usually internally vented to allow greater airflow for more rapid dissipation of the heat generated by the frictional stopping forces.

Your vehicle's tires generate the maximum deceleration when braking forces are brought right up to the brink of lock-up. Once the brakes lock up and the wheels skid, the actual deceleration rate is reduced, and any directional control from the steering

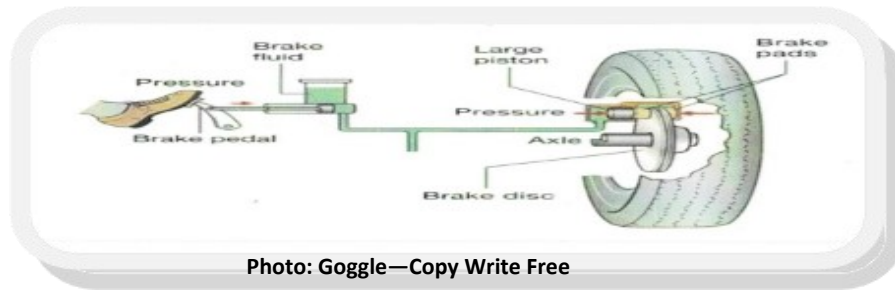


Photo: Goggle—Copy Write Free

Computer-controlled anti-lock braking systems (ABS) have provided great advances in stopping distances and controllability in most situations, particularly in bad weather or when cornering. ABS uses electronic and hydraulic controls to allow normal braking rates right up to the point of wheel lock-up, then the system steps in to reduce the fluid pressures to the brakes to keep the vehicle deceleration rate at its maximum. ABS systems have speed sensors at each wheel that provide feedback information to the ABS computer. The computer uses this feedback data to determine the overall vehicle speed and detect when a wheel begins to lock up.

Each wheel is independently computer controlled, and the braking pressure is automatically reduced and limited only to the locking-up wheel. ABS brakes have a big advantage over non-ABS brakes. When one wheel locks up on a non-ABS car, the only way to allow it to spin again is by the driver reducing the brake pedal pressure, which reduces the braking forces at all four wheels at once. ABS will provide shorter stopping distances in difficult situations than a non-ABS system, even with an expert driver.

Driving with ABS requires no special training, though you may need to "un-learn" what you were taught about how to drive with non-ABS brakes. Drivers were taught to "pump" the brakes to prevent lock-up and avoid skidding straight ahead without steering control. With ABS, you simply push on the brake pedal as hard and steady as possible to make a stop. If traction is marginal, you may feel a pulsing sensation through the brake pedal and hear a chattering noise, which is completely normal. You will have complete steering control to swerve or turn to avoid any obstacle.

Our Jaguars' and other vehicles' superb braking performance can be maintained at peak levels by a few simple maintenance practices and routine inspections.

1. Drain and refill the complete braking system with fresh brake fluid every two years. Do this every year for your tracked cars. Bleeding the systems after every track day is also recommended.
2. Inspect the brake pad thickness at least twice yearly. Know your model's operational minimum pad thickness--it is 3mm for most modern models and types. Always replace all the pads on a common axle when replacing your brake pads.
3. Use the factory-recommended brake fluid type for your specific model. Don't skimp here.
4. Inspect all hoses, lines, and connections for leaks when inspecting your brake pads. Any leaking components must be repaired immediately.
5. Inspect the pedal mechanism for smooth operation, free travel, and cleanliness of the area.
6. Check stop lights for proper operation at least twice yearly.

Enjoy the superb stopping power generated by the braking system of your Jaguar. Your brakes will stop your car faster than you can think ahead.

Happy Braking—Dean



Photo: Lewellen File



JAGUAR DAIMLER HERITAGE TRUST: Norman Dewis, One Of The Greatest Of All Test-Drivers! “The Man Behind the Jaguar/Dunlap Braking System”

Editor’s Note: as an extension of Dean Lewellen’s, “Brakes - an Inside Look,” we bring you a summary of the Heritage article on Norman Dewis (1920-2019), who brought about major change to the auto industry, Some JCCA members may remember meeting Norman at a few of our events and through contacts with member Terry Larson.

The Jaguar Daimler Heritage Trust was established in 1983. by a team of employees and volunteers working together to bring the Jaguar legend to life. The following is a summary of Norman Dewis life, the full article and other Jaguar History may be found at <https://www.jaguarheritage.com>.

The name Norman Dewis is well known in motoring circles as someone who has done it all from racing and rallying to high-speed record and, above all, testing cars for development and production.

Norman’s father died in 1934 leaving the family without a breadwinner. Norman left school and thought about applying for a job at the Humber factory. Encouraged by his grandfather, he walked up to the gatehouse and asked about a job; he was granted an interview with the labour manager and started work in the motor industry the following Monday.

His time at Humber was not a happy one. He knew some of the lads working for Armstrong Siddeley down the road and they had proper apprenticeships. In 1935, he applied; they found out that he was the family wage-earner and offered a 5-year apprenticeship when he turned 15.

Norman went through the entire works as an apprentice, learning all facets of manufacturing cars and quipped, “When you completed the course you had a first-class knowledge of what goes into making a motor car. Having done with your own hands you knew exactly how it was put together.” Dewis worked hard and at the age of 17 learned to drive and was allowed to undertake chassis testing for himself. However, with the unrest in Europe, Dewis followed some of his older friends into the Royal Air Force Volunteer Reserve (RAFVR); he wanted to be a pilot but failed the test. When war broke out, he became an air gunner instead.

In 1942, following an illness, he was told that he was off flying duties. The RAF posted him to their factory at Baginton Airport just outside Coventry. Here he worked in the experimental department on various



Photo: Wikipedia

projects. Norman’s work on aircraft had not gone unnoticed and the Air Ministry interviewed him for a post with the Aeronautical Inspection Directorate (AID). After the war, Norman felt his career should be taking a new direction. Through a friend, he met Jaguar’s Chief Engineer (also ex-Humber) and found they were looking for a test engineer and driver. Norman recalled that he asked for more money than he was getting at Lea-Francis factory and it was agreed.

He started work for Jaguar on 1 January 1952 as chief test driver and development engineer. Norman now entered the world of Jaguar and would work on developing every new car from the famous Coventry manufacturer. He gained the respect of all those who worked for Jaguar from [William Lyons](#) down to those who worked on the factory floor. Norman never did anything half-heartedly, he was thorough and this work ethic he instilled into his team as it grew. Norman knew his task, he knew how cars and engines worked and behaved. For example, his work with Dunlop on the disc braking system was long and involved, the outcome was a first rate braking system that gave Dunlop, and Jaguar, a lead over others manufacturers.

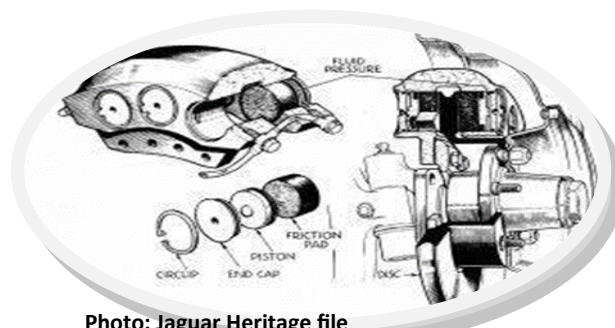


Photo: Jaguar Heritage file

Dewis continued:

Norman started at Jaguar at a very exciting and interesting time; the [XK120](#) was in production and the [C-type](#) had been developed from it. He worked with Malcolm Sayer, who had joined Jaguar from the Bristol Aircraft Company bringing with him aeronautical technology that was to prove highly significant for Jaguar. The man who headed Jaguar, William (later Sir William) Lyons did not meet his new test driver until later in his first week. Norman remembers that Lyons met him in the experimental department one evening and introduced himself saying: "I hope you can work as efficiently for us as I've heard you worked for Lea-Francis." They chatted a bit and Lyons showed him the work he was doing in the body shop with various body styling exercises. This impressed Norman, he could see that the boss was someone who was interested in him and his work for Jaguar. "It was a small team", remembers Norman.

"What I did find out, almost from day one, was the fact that Jaguar did not have a proper test department and there were no written test procedures. It was all a bit hit-and-miss with people like Phil Weaver, [Bob Knight](#) and Bill Heynes driving the cars around the MIRA circuit for a few laps to decide if all was well. There was no set programme and when they asked professional racing drivers to test the cars, especially the C-type, they got varying reports, none of which made sense in terms of getting it right. It was Heynes who decided that it had to be one person doing the development driving and filing a report for problems to be fixed and sorted out. This sort of inconsistent testing applied to the road cars as well. There was no real testing going on."

Dunlop Disc Brake Testing

His first test was with a C-type (XKC001) which he took to the MIRA track at Lindley; here he did several circuits at different speeds and found that the C-type could not take corners at speed "At 90 the back end came around and it was too quick to correct and I put that down in my report. I don't think they liked that as the car had won Le Mans the previous year but that is what I found. In fact the car was later taken out by Phil Weaver and it was found that the C-type had over-steering tendencies. This was the sort of thing that they had not done before, extensive and hard testing of a type." Norman also discovered that some tests were product-led; suppliers of parts would come along and with one of the engineers take a car out to test their particular product, whether it was braking or suspension system. This was not ideal and Norman decided that these important tests had to be Jaguar-led and not the other way around. Something Norman did early on at Jaguar was to make full and detailed reports of all testing. They were read and discussed before testing continued. This was something that had not been usual at Jaguar during development of a model.

Within weeks of joining Jaguar Norman had been involved with all types of testing, mainly with the C-type and the Mark VII but now came another challenge. At

the Holbrook Estate in Foleshill Jaguar was located near the Dunlop Company. Jaguar and Dunlop have been credited with 'inventing' the disc brake for cars, this is not quite correct as disc brakes of various types had been around for some time and had been fitted, in one form or another, to some motorcars before World War Two. These older versions of a disc brake were far from perfect and had not become a standard feature in the industry. What the two Foleshill concerns, working together, carried out was to make an effective system that could be utilized across the automobile sector.

Testing of the Dunlop patented [disc brakes](#) had commenced in early January 1952. Fitted to C-type XKC001 the system was tested by several drivers including racing drivers [Peter Walker](#) and [Jack Fairman](#), as well as personnel from Jaguar and Dunlop. Dunlop had been loaned the first XK 120 built (HKV 455) and this was fitted with disc brakes to join the test programme. Norman drove this XK 120 for the first time on 1 April and an extensive series of tests with both cars commenced.

Jaguar C-type XKC003 was fitted with disc brakes and made its debut at the Goodwood Easter Meeting on 14 April; driven by [Stirling Moss](#) – it recorded the fastest lap and finished fourth. The disc brake had arrived and gave Jaguar an advantage but it still had to be perfected and this task fell to Norman and the Jaguar-Dunlop team. It cannot be overstated on how important this was, within a few years the disc brake would become available on many cars and today it is standard in the automotive industry. Norman remained very proud of his contribution to this all-important system that is far superior to the old drum brake and has certainly saved many a life.

In 1952 Norman co-drive XKC 003 with [Stirling Moss](#) in the Mille Miglia, the international debut of the disc brake. Sadly, during the race the car skidded on a pool of water, hit a boulder and broke the steering rack. With a temporary side of the road repair it was clear that the C-type was out of the Mille Miglia.

Although stressed by the 1981 XJ40 development, Norman carried out testing around the world, in Australia, Canada, the Middle East and in America, including the last at the Jaguar test facility purpose-built in Arizona. After his retirement in 1985 and developing a love for cowboys and the "Old West," JCCA was blessed with his desire to be a Jaguar Ambassador.



Photo by Terry Larson—Guardian News

Replacing Bonnet or Boot Gas-Filled Strut Rods

By Jim Vranich



Maybe you use an old golf club. Or, perhaps, you use a broomstick. Or, you try holding your Jaguar's boot lid or bonnet with one outstretched arm as you reach for something within. Hopefully, that boot or bonnet hasn't cracked you on your head. You'll relate to these difficulties if your Trunk Lid Gas Springs or Deck Lid Supports are faulty.

Also known as Strut Rods, these gas-filled struts hold the bonnets and boots of many Jaguars. My boot strut rods failed slowly over the past six months. At first, I thought it was the change in weather temperature. But, as the weather changed from cold to warm, the struts continued to close unexpectedly.

I decided to replace them myself. In today's world of internet information, I typed gas strut replacement into my Apple Safari search engine. Sure enough, it brought up many videos of how to replace them. I opened one YouTube video featuring two do-it-yourselfers replacing strut rods on a Cadillac. The strut rods were the same type I was replacing, so I watched them. I was pleasantly surprised to see that the job was relatively easy.

Note: the following photos demonstrating my steps to replace the two strut rods on my 1993 Jaguar XJS.

Tools you will need is another person because once you release a strut rod, you'll realize how heavy a bonnet or boot really is. You will need both hands to perform the repair. So a friend is necessary to hold up the bonnet or boot while you complete the repairs. You will also need a screwdriver. Prior to purchase shopped around for pricing and

availability. One source had a price of \$35.99 per strut rod plus shipping. That's \$71.98 for two plus approximately \$25 for shipping totaling roughly \$96.98 plus tax for two struts. Then I shopped locally at my O'Reilly Auto Parts store in Anthem, AZ. They looked up my XJS Gas Springs or Deck Lid Supports are approximately without curling up their nose because it was an older Jaguar. That was a good sign.

The O'Reilly counterperson, actually the manager Ann, found an application that fit my XJS from the Stabilus Brand, Part number SG266002. O'Reilly's price was \$22.99 each. O'Reilly did not have these struts in stock but offered to have them shipped in via special order directly from Stabilus. Shipping was \$10.00 for both strut rods. That's \$45.98 for two strut rods plus \$10 for shipping totaling \$55.98 plus tax for two struts. That's a saving of \$16 plus a lower tax percentage. The struts arrived in Anthem in less than a week, and O'Reilly's representative called me when they arrived. So, I recommend you shop locally for your Jaguar's gas strut rods.

Best of luck as you replace your Jaguar's worn gas-filled strut rods. Following your successful repair, you can put the old golf club back into your golf bag and return the broomstick to your garage for future sweeping.



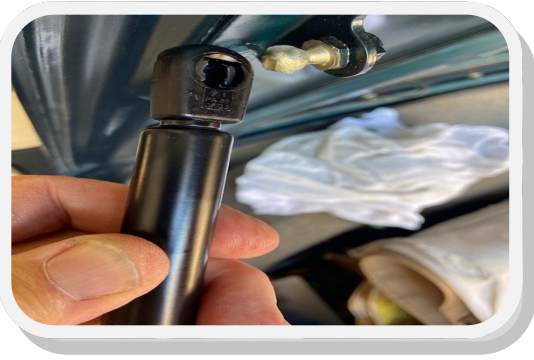
This is the top of the gas filled strut rod. Note the indentations on the top of the rod. Also note the configuration of the old mounted rod so you replace the new rod in the same orientation of top and bottom.



Now, have your friend hold the bonnet or boot for you are about to release the strut rod's support for the lid. Insert a properly sized screwdriver blade into the bottom indentation and pry the band that holds the strut in place toward you.



Here is the attaching band pried back and ready for release. Now take the attaching band off the strut rod. Do the same to the lower end of the strut rod. The lower attaching band is the same as the upper so use the same procedure.



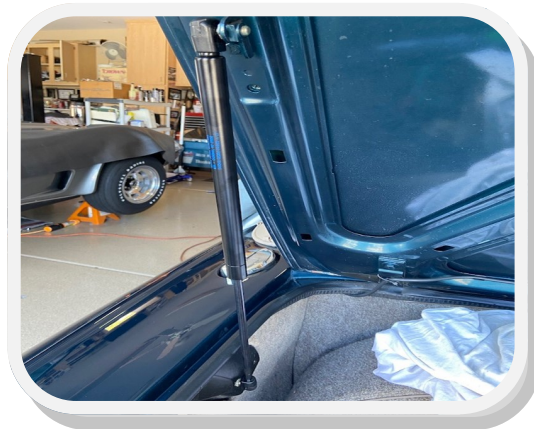
Once the attaching bands are released gently rotate the strut towards you and wiggle the ends off their mount. They will kind of snap off. Hopefully your friend is still holding up the lid.



Here is the strut mount. They are the same style top and bottom. Apply a small dab of light grease on each mount ball prior to installing the new strut rod. I used Permatex Dielectric Grease. It is a nice light grease I use even in non-electrical applications.



Now you are ready to install the new strut rod. Set the top and bottom rod openings onto the ball mount and push inward. You may need to rotate and wiggle them a little to get the rod to attach to the ball mount. This is where the light grease allows the strut's opening to slide onto the ball mount. It should make a snapping sound when the rod is fully attached. Note too that the release band is tight to the rod.



The complete gas strut installation. Good as new!

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JCCA's Tech Car – Jaguar X-Type

By Jeff Gennaro

Be a little NASCAR,
Buy an Ad. E-mail
me 'Jeffrey Gennaro'
jwg511@gmail.com

Returning from the Jaguar Clubs of North America General Annual Meeting this spring, there was an emotional malaise that our Jaguar Marque was declining. We are a creative club with a membership of nearly 100 in the Central AZ region, espousing a commitment to promoting an interest in motoring activities, classes, exhibitions, publications, and motorsports related to the Jaguar Marque. As we embrace the Jaguar "Reimagined Theme," we have purchased a 2002 Jaguar X-Type for a **Tech Practice** car. Purloining the NASCAR concept, we decided to use it for advertising as we motor to multiple events. For your interest, we offer highlights of Wikipedia's X-Type review.

The **Jaguar X-Type** is a car built by the British marque Jaguar from 2001 to 2009. Considered a large family car in Europe and a compact car in the US, the X-Type was part of the compact-executive market segment and sold in four-door saloon and five-door estate body styles. Given the internal designation *X400*, it was front-engined and sold with both front-wheel drive and all-wheel drive variants.

The X-Type was developed when Jaguar was owned by Ford (1999-2009) — and marked Jaguar's entry into the critical compact executive segment. The program aimed to double the marque's worldwide sales — requiring the expansion of engineering resources, factory capacity, marketing capability, sales support, and service. At launch, Autocar called the X-Type "the most important Jaguar ever."

The X-Type, codenamed *X400*, launched in 2001 to compete in the compact executive class dominated by the rear-wheel drive BMW 3 Series and Mercedes-Benz C-Class, despite Ford/Jaguar having no directly competitive platform. Instead, the X-type used a modified version of the front-drive Ford CD132 platform shared with the contemporary Ford Mondeo — with the addition of all-wheel drive (marketed as *Jaguar Traction* or *Jaguar Traction 4*) and handling and steering engineered to minimize front-wheel drive torque-steer.

Initially, the X-Type was available only with all-wheel drive, using a center differential and a compact, maintenance-free viscous coupling with a default split of 60 percent torque to



the rear wheels, 40 percent to the front wheels. Under loss of traction front or rear, the coupling could vary the front/rear torque split and could fully transfer torque to either front or rear wheels to ensure grip.

Engines included either V6 petrol engines: 2.5 liters or 3.0 liters. 2002 an entry-level 2.1 liter V6 front wheel drive model was added. All three engines were available with either five-speed automatic or five-speed manual gearboxes. The base petrol engine was a Jaguar tweaked (Ford Duratec V6) derived from the 2.5-liter that served in the Ford Mondeo, and the 3.0-liter V6 is essentially an adaptation of the engine from the Jaguar S-Type and Lincoln LS.

One notable addition to the AJ-V6 engine design is variable valve timing. The X-Type's petrol engine is also set apart by the use of SFI fuel injection, four valves per cylinder, and featured fracture-split forged powder metal connecting rods, plus a one-piece cast camshaft, and has direct-acting mechanical bucket (DAMB) tappets.

We think this is a great Tech car for our hands-on-practice. Watch your e-mail calendars for our Tech Sessions.



Join Joleen @ Face Book: Jaguar Club of Central Arizona or go to our www.JCCA.Club website. See Tech postings from Greg Gorrie —Pistons Pic, XJ-S timing chain tensioner, driving his E-Type in 116⁰ weather. Check out Eric Billeter's "Woe As Me" need for a new radiator & rebuilding his E-Type V-12 carbs.

(Photos: Gennaro file & Microsoft free clip art)

The Editor's Scoop



Yes, Rip Van Winkle is awake! Earlier, I reported that our Jaguars might be on the endangered species list. While I rubbed the sand out of my eyes, I am now taking a more farsighted look at the influences on the future of our cars.

By Larry Schofer

In the JCCA May/June Newsletter, Adrian Mardel, Jaguar/Land Rover's new CEO, was profiled. With Jaguar's "reimagined" branding and emphasis on technology, we must dive deeper into who owns Jaguar. We now ask, "Who is this multinational mothership behind our beloved Jaguar marque?" You know the answer if you live in India or are corporate 500 watchers. However, as a PJJ (Plain John Jag Owner), it may come as a surprise that three entities are influencing the direction of our cherished cars: Tata Sons Ltd. (Group), Tata Motors, and Tata Consulting Services (TCS) with headquarters in Mumbai, India.

Wikipedia lists the Tata Group as India's leading conglomerate, founded in 1868 by 29-year-old Jamsetji Nusserwanji Tata. It operates in 10 industry sectors in over 100 countries and employs over 800,000. The industries cover almost anything you can think of trade, power generation, steelmaking, chemicals, machinery, consumer goods, I.T., telecommunications, finance, travel, and more. It is also home to well-known car manufacturers such as Jaguar/Land Rover.

Tata Motors Ltd. engages in the manufacture of motor vehicles. The Automotive segment operations include all activities relating to the development, design, manufacture, assembly, and sale of vehicles, including vehicle financing and sale of related parts and accessories. The Other Operations segment includes information technology services, machine tools, and factory automation solutions. The company was founded on September 1, 1945.



The influence on our cars can be seen on the [TCS.com website](https://www.tcs.com), where Natarajan Chandrasekaran is Chairman of the Board of Tata Sons, the holding company and promoter of more than 100 Tata operating companies with aggregate annual revenues of more than U.S. \$100 billion. He joined the Board of Tata Sons in October 2016, was appointed Chairman in January 2017, and reconfirmed for another 5 years in 2022. Chandra also chairs the Boards of several group operating companies, including Tata Steel, Tata Motors, Tata Power, and Tata Consultancy Services (TCS) – of which he was Chief Executive Officer from 2009-17. It may be assumed that Chandra, with his several doctorates in engineering and Information Technology and his 30 years at TCS, is the principal "technology change" influencer affecting our cars.

So, what exactly does TCS do? To get the big picture check out the TCS 2023 Annual Report. TCS is a unique consulting and solutions firm with its starting point in I.T. using digital technology. There is a TCS office in Phoenix, AZ. It may be no coincidence that some of Wymo's 100 Jaguar self-driving cars are located in Chandler, AZ. TCS has a diverse and engaged workforce of more than 45,000 people across the U.S. and collaborates with global teams. TCS clients include nearly half the FORTUNE® 500 companies – in industries ranging from banking and financial services to retail, life sciences and health care, manufacturing, and travel. (Forbes, 2023). A TATA News Release, March 13, 2023, says, "Tata Consultancy Services named to the Forbes annual list of America's Best Large Employers."

**ALL Electric Tech: Tata (TCS) Reimagines Jaguar Racing (No NASCAR HERE!)
(www.jaguarusa.com/jaguar-racing)**



TCS says, "Our entry into Formula E will continue steering the course for our future electric vehicles. The first run into the future - Connect with Jaguar TCS Racing: Facebook: <https://www.facebook.com/JaguarRacing/> Twitter: <https://twitter.com/JaguarRacing> Instagram: <http://instagram.com/jaguarracing> TikTok: <http://www.tiktok.com/@jaguarracing> Website: <http://www.jaguar.com>."

3 August 2023 (TCS News Release)

JAGUAR TCS RACING ANNOUNCE LONG-TERM FUTURE WITH MITCH EVANS

Jaguar TCS Racing have today announced Mitch Evans will return to race for the British team from the 2024 season of the ABB FIA Formula E World Championship.

- Jaguar TCS Racing have today announced that Mitch Evans will return to race for the British team from the 2024 season of the ABB FIA Formula E World Championship
- New Zealander Mitch Evans signs multi-year contract and commits his future to Jaguar TCS Racing, his eighth season with the team
- Extending their relationship means that Evans and Jaguar TCS Racing will be the longest driver and team pairing in Formula E history, providing further consistency for the team
- The partnership is also one of the most successful driver and team pairings since the inception of the all-electric World Championship

The 2024 season begins on Saturday 13 January, for the first of seventeen rounds, in Mexico City

The extension means Evans and Jaguar TCS Racing's relationship will be the longest driver and team pairing in Formula E history, providing further consistency for the team. The partnership is also one of the most successful driver and team pairings since the inception of the all-electric World Championship.

Evans made his debut with Jaguar Racing in 2016 – the same year the team joined the all-electric World Championship and was soon regarded as one of the most talented and fastest drivers in Formula E. In 2019, he translated this into his first race win for the team in Rome. Together, Mitch and the team have formed a formidable pairing achieving 10 wins, 25 podiums, 8 fastest laps, 6 pole positions and 733 championship points over the last seven years.

New Zealander Evans finished the 2023 season third in the Drivers' World Championship, achieving his biggest points haul to date, thanks to four wins, seven podiums and three pole positions. Mitch took the title fight to the final weekend for the third successive season, underlining his status as one of the very best drivers in Formula E. The all-electric World Championship, the pinnacle of electric racing, has the most professional driver line up in world motorsport.



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RACE POWER 300 kW+100kW compared to I-TYPE 5

ATTACK MODE 350 kW+115kW compared to I-TYPE 5

WEIGHT 850 kg-50kg compared to I-TYPE 5

BENGALURU, July 26 (Reuters) - Shares of Tata Motors rose as much as 4.1% to a record high on Wednesday [July 26, 2023] after the company reported a better-than-expected first-quarter profit and announced a plan to cancel its 'A' ordinary shares. The automaker was the second-biggest gainer on the benchmark Nifty 50 (.NSEI) index after engineering firm Larsen & Toubro (LART.NS). The Mumbai-based company posted a consolidated net profit of 32.03 billion rupees (\$391.3 million) for the April-June quarter, compared with a year-ago loss of 50.07 billion rupees.

That beat analysts' estimates of a profit of 26.29 billion rupees, per Refinitiv IBES data. Its UK-based Jaguar Land Rover (JLR) unit, which accounted for 70% of Tata Motors' revenue, benefited from strong demand for its higher-margin SUVs like the Range Rover and an improving supply of semiconductors after crippling shortages for several quarters. JLR logged its highest production levels in nine quarters in April-June, while strong retail sales led to a 66% surge in revenue.

"Strong free cash flow (FCF) generation is expected to support higher investments towards electrification at JLR," JM Financial Institutional Securities said in a note. Kotak Institutional Equities increased its estimates for the company's consolidated earnings before interest, taxes, depreciation, and amortization (EBITDA) by 12% to factor in the first-quarter performances of JLR and Tata Motors' domestic commercial vehicle business. Separately from the results, Tata Motors said it will cancel its 'A' ordinary shares in a move to simplify its securities structure, sending Tata Motors DVR shares up nearly 17%.

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