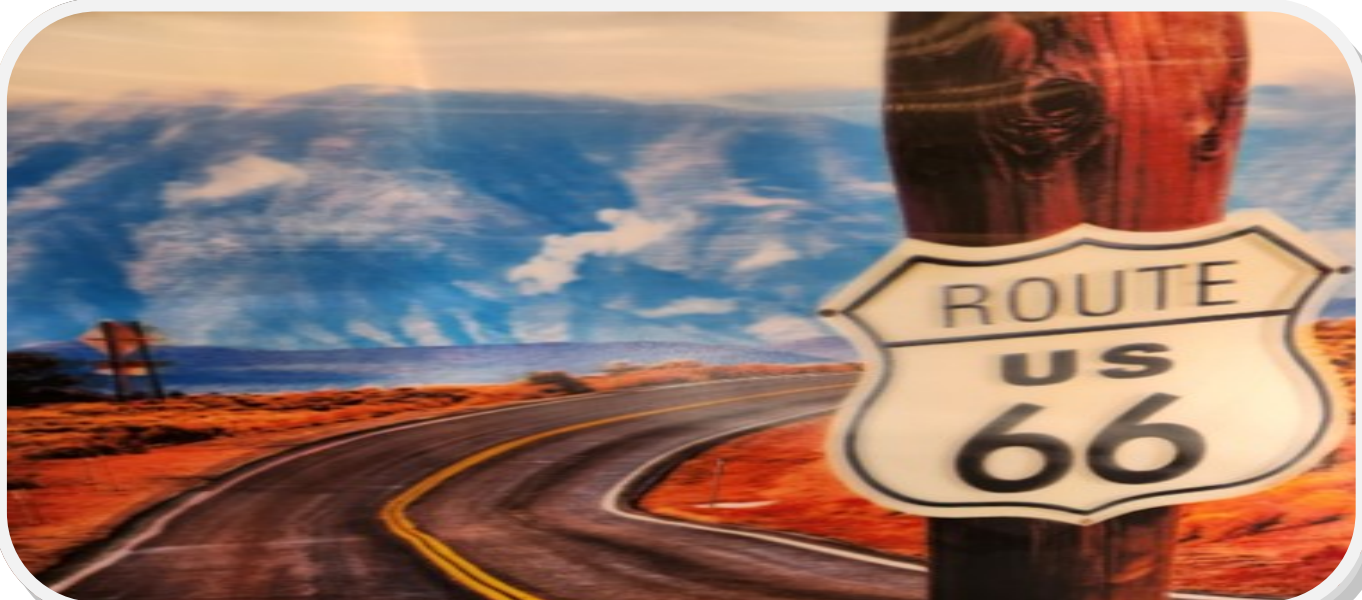


# *DESERT CHAT*

*"THE DRIVES"*



*SAVE THE DATE*



*(Framed Hologram to be auctioned @ the BEAR)*

*January– February 2024*

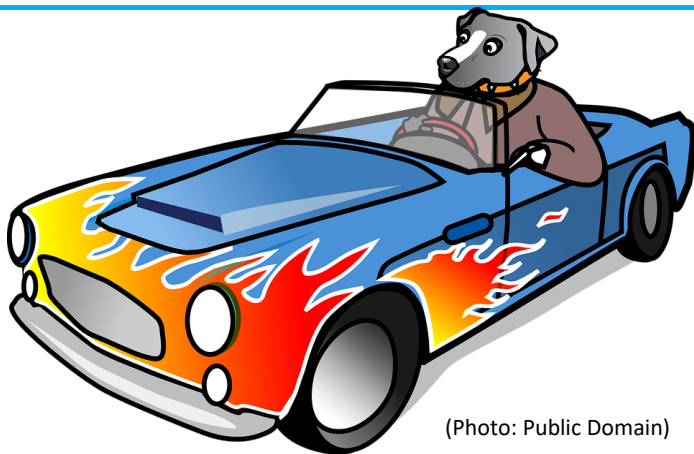
*Jaguar Club of Central Arizona*

*www.JCCA.CLUB*

*Inside this issue*

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(Photo: Public Domain)

**JOIN JCCA**

**Go to our website [jcca.club](http://jcca.club)**

\$85/yr. includes JCCA benefits, bi-monthly newsletter, JCNA bi-monthly magazine and benefits.

JCCA Events & Camaraderie

***JCNA membership and club benefits offered.***

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

Bi-monthly electronic 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).

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**      Tim Martin, **Photographer**      David Champion, **Chief Judge**  
Robert Morgan, **Treasurer**      Emeriti Directors: Dennis Eynon, **JCCA & JCNA PP**      Phil Parker, **JAGIN & JCCA PP**  
Joline Harrison, **Director, Social Media**



**Jeff Gennaro**  
**President**



Welcome to 2024. Your JCCA Board of Directors is actively working on coming events for the year. In March, our club delegates, Dr. Marj Schafer and myself, will attend the JCNA Annual General Meeting in Charlotte, N.C. These meetings target important club input with national issues and decisions. This includes voting for JCNA officers, annual budget changes, and suggested committee procedural changes, e.g., Concours rules and regulations, Awards, and other future planning and sources for local clubs.

I look forward to reporting the results to you in our next issue. JCCA's AGMs are also fun weekends full of entertainment, technical speakers, tours, receptions, and banquets open to all members. Although this year's registration has closed, you might consider joining next year's delegates for a fun experience.

Our team of Board Members, Committee Chairs, and Volunteers are working to expand our club membership. This includes continuing our Jags & Java meetings. Drive & Dine events to new locations, overnight Tours, Rally Car Tech events, and Concours/Car Shows. Our Chief Judge, Dave Champion, will provide Judges' Trainings in preparation for our next Concours event projected for 2025. Skipping a Concours in 2024 will allow more time for new and old judges to update their judging skills with the new JCCA rules. The goal is to create more JCCA judging consistency and accuracy without having to push judging applicants into a "quickie" overview of rules.

Dave plans to offer a variety of judging modalities on different Jaguar models. I hope you will consider becoming a judge. It gives you a good understanding of what it takes to have winning cars and offers an excellent base for communication and camaraderie.

The "Ultimate Drive" is coming soon. I encourage you to participate in our British, European, and American Run (BEAR) to the West on April 27 & 28. (See page 5). Registration is now open. Go to the [www.JCCA.CLUB](http://www.JCCA.CLUB). Join us for a great trip with our JCCA family and others, invite your friends, and make new friends.

*Jeff*

(Photos: Editor's file)



**Michael Sbraga**  
**Membership Coordinator**

Greetings Jaguar Club Central Arizona (JCCA) Member Aficionados to the Desert Chat Jan-Feb 2024 Edition. Our current membership is 73 Active and 4 Affiliate Members. We still have several members who have not renewed their 2024 JCNA/JCCA Memberships, but we are working on them. Please visit our JCCA website at [jcca.club](http://jcca.club) and renew your membership.

JCCA wants to thank Chandler LR for their January Jags & Java (J&J) hospitality. It was a fantastic turnout. (See page 6). Our next Jags & Java will be at Arrowhead Jaguar LR on Saturday, March 9. Also, continue checking our website for the March Drive & Dine (D&D) and when & where it will take place.

The 2024 BEAR event is coming up on April 27, 2024. If your car is not Asian, you can go. Check the JCCA website for all of the details.

Our Website, New Letter, and Facebook page are great ways for our members to stay on top of coming events. I am sure you will want to win the 2024 Event Participation Award. If you are not a FB devotee but want to check it out, go to JCCA's website, near the top left, and click the FB icon; it will take you directly to the announcements and blogs. Be sure to check out technical postings like Greg Gorrie's.

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 \$85.00 pays both the JCCA and Jaguar Club North America (JCNA) Memberships.

Since the last Newsletter, our new members are Bob Power, David Barnes, Gardan Gislason (Associate), Jon Berges, Jon Eric Hexum, Mark Stevens, Paul Hemler, Regan Finnely, Daniel Easter, Tony Hart, and David Taylor. We welcome our new members.

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 want to see or places you would like to go for our monthly D&D or a nice day or weekend road trip. Contact me at [membership@jcca.club](mailto:membership@jcca.club) or 480-560-3057.

**Stay well, my Jaguar Aficionados.**

**Mike**

# JCCA 2024 CALENDAR



## March

**3/1/2024 - 8:30 am - 3:30 pm**

**British Wheels Car Show at the Highland Games**

Gilbert Regional Park, 3005 East Queen Creek Rd.

(Always check JCCA.Club website for final details.)

**3/9/2024 10 pm-12n**

**Jags & Java** Arrowhead Dealership, 19350 AZ-101 Loop, Glendale, AZ 85308

**3/ 30/2024 Drive & Dine — TBD, Check website**



Plan a vacation

## April

**4/13/2024 Jags & Java** Chandler, JLR, 7470 W. Orchid Ln., Chandler, AZ 85226

**Save the Date April 27-28, 2024**

**The Bear (British, European, Am. Run)**

**To the North - Avi Resort & Casino.** Registration now open [www.JCCA.Club](http://www.JCCA.Club) **(No D & D in April)**



Ultimate Drive

## May

**To be Determined**

## June

**June 1, 2024: Jaguar Owners Club of LA.**

68th Concours & Car Show, Huntington Beach, venue: Library and Botanical Gardens.



JCCA Ambassadors' Trip



# Save The Date!

APRIL 27-28, 2024     *The BEAR TO THE NORTHWEST*

Avi Resort & Casino—Registration Now Open @ [www.JCNA.Club](http://www.JCNA.Club)



Scenic Highlights: Part of Rt. 66



Colorado River & Beaches

We will go North West from Phoenix to travel on Old Route 66 to our destination at the AVI Resort and Casino south of Laughlin NV. There will be several interesting stops along the way and is sure to be a great experience. At our first stop in Wickenburg you can enjoy a continental breakfast. Coffee, doughnuts and more. We'll pick up Rt. 66 on the way to Kingman and stop for lunch at the famous [Danbar Steakhouse](#). Private parking reserved. Then over the Rt 66 pass through [Oatman](#) and down and across the river to the [AVI Resort](#).

This year's event will depart from the Desert Ridge Center at the Rt 101 & Tatum Blvd. Registration opens at 7:30am. There will be people directing you where to park. We will begin releasing cars around 8:30am. The Tour photo will be taken as you depart from the starting point. **DON'T MISS THIS "FUN" DRIVE AND WEEKEND EVENTS!**

# Jaguar Life—Jags & Java—2023 Awards Ceremony

Chandler Land Rover Dealership  
 January, 13, 2024 (Photos by Tim Martin)



## 2023 Participation Awards:

Jon Braly & Larry Fleming

## 2023 Car Show Awards

### Best of Show & Best E-Type

Larry & Marj Schafer

XK Winner—Elden VonLehe

XJS Winner—Wayne Martin

XK8—Ian & Candice Fleming

XJ6/8—Jon Berges

F-Type—Dean Lewellen

### Best Theme—

Joline Harrison  
& Nancy Greb



# Jaguar Life — “The Sonoran Desert Parkway Drive” Jan 27, 2024

(Photos By Jim Martin)

How far would you drive for a good pastry , awareness of desert development and a hearty lunch? Ask Joline and Gary Harrison coming from Coolidge and Kim and Robert Morgan. Estrella Mt. dwellers. Do they measure their drives in miles, hours, gas mileage or the discoveries along the way? The Paris Baguette meeting place in North Scottsdale was an undiscovered foodies fantasy for pastries. Then off for the Drive, with no map. Once again, President Jeff’s oral Treasure Hunt. Traversing from Scottsdale, through Carefree, then in to Phoenix and back to Carefree, there was only one bleep when our fearless leader missed the turn to the Sonoran Desert Parkway. With one U-Turn the roaring Cat divers adverted the “lost in desert” award completing the drive to make our luncheon reservation time at Care Free’s The Creek Patio Grill.



## Door Prize Winners





**EUROSPORT**

On the surface, we're a European repair, service and restoration garage based in Phoenix, with a penchant for high performance motors and overlanding rigs. At our core, we're a seasoned crew of well-studied tinkers attuned to translating that special noise your vehicle only makes for you.

See us for all your modern and classic Jaguar needs. Accepting appointments, call or email to schedule.

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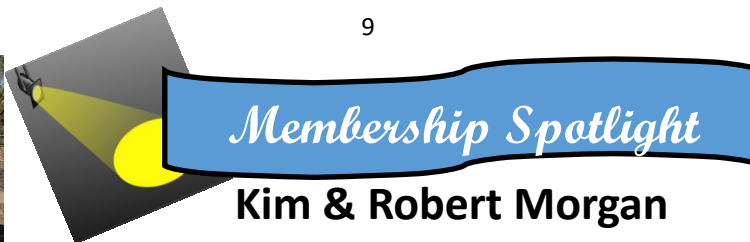
480 490 9070

[howdy@eurosportphoenix.com](mailto:howdy@eurosportphoenix.com)

2120 E Rose Garden Ln Bldgs A1, B1  
Phoenix, Arizona







## Kim & Robert Morgan

JCCA Secretary & Treasurer



I [Robert] was born in Wales. Riding in the back of my Grampa's 'pipe smoke-filled' Triumph-One; I became very aware of an automobile hierarchy. I can still remember my Grampa making disparaging remarks (always preceded by the word "bloody") about rich people when a nice Rover or Jaguar went flashing by. Unfortunately, such a fine car was unattainable for Grampa, who was quite blessed to have a car in post-WW2 Wales.

Moving to Canada in 1960, my brother and I were quite smitten by the huge American cars with giant fins and chrome everywhere, quite different from a typical Morris Minor. When riding in the back seat of our family 1952 Chevrolet Belair, I would count Fords, and my brother would count Chevrolets – he always won. Every once in a great while, a Jaguar sedan would pass by, and we always took notice, but we soon got back to the business of counting Chevies and Fords.

Growing up as teens in Canada, my brother and I were ready and out the door to take our driver's tests at 16. Being the elder by 20 months, my brother was like Mario Andretti in my Mother's 850 cc Austin Mini. We would drive our Mom to work on this long, windy Streetsville Road and then fly back down the road to get to High School. The same car was still remarkably in one piece when it came time for my brother to teach me to drive. Other than doing a speed shift from second to first (while trying for third) and seeing a giant spark emerge from the shifter hole, I did great and was soon on the road myself.

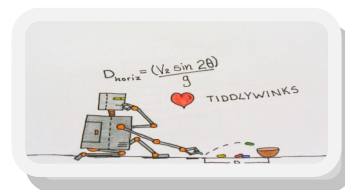
From that time to 2016, I'd owned a series of cars ranging from Pintos to Jeeps, but never a Jaguar. Upon moving to the US in 1988 and having a company-provided Pontiac, I took a test drive in a used XJ6 as a possible fun car, but the economics didn't pencil out. On the other hand, my brother was able to purchase, some years ago, a nicely preserved XJS coupe V-12 in British Racing Green, which, of course, sits in his garage in Canada most of the time.

Fast forward to April of 2016. Now happily married to Kimberly, a law firm Paralegal from Mississippi. I worked as the CFO of a trucking company based out of St. George, Utah. Driving into the parking lot, I noticed an older Jaguar Vanden Plas with a "For Sale" sign - \$6,000

or best offer. "Karma" - After giving the matter some thought (2 seconds worth) and calling around some experts to see what they thought of this 1988 model (all advised against), I worked out a straight trade of a 2004 Chevy pickup, which I had paid \$4K for four years back for the Jaguar. Kimberly supported the transaction even though she enjoyed riding in the truck – she knew how much I had always admired Jaguars.

The 1988 Jaguar had about 63K in mileage and was superficially in great shape – zero rust. It ran well, but the AC didn't work, and the suspension was suspect. However, I shipped it home, and Kimberly and I enjoyed driving it around for several years. It always costs me about \$1K in repairs per year, but we could take it on a couple of Bear runs – one to Hon Dah and the other to the Canoa Resort. We even won First in Class at a Concours. The best thing was that we never had to be towed home.

Over the past few years, Kimberly and I have moved up the automobile hierarchy from Kias and Hondas to Mercedes and Jaguar. Kimberly has enjoyed her E350, and I've had a 2006 Mercedes CL600 – V12 Biturbo, which I replaced with a 2018 F-Pace a few years ago. Last year – having become very envious of the F-Types showing up at the club, we decided to replace the 1988 Jaguar with a 2016 F-Type. It was tough to see the old girl go, but the looks and performance of the F-Type smote us. One of the most satisfying moments driving the F-Type recently was seeing my neighbor spin his Lamborghini while trying to make some passing maneuvers after making a left turn from a stoplight. The Lam was sideways at a full stop while my Jag was speeding away! See Yah!!!!



Kimberly and I agree that the best thing about being a Jaguar owner is the camaraderie we've enjoyed with other Jaguar owners through JCCA membership. We've gotten to know car enthusiasts from all walks of life. Hopefully, we'll be able to continue this experience for many years.

(Photos by Morgans & Free Clip Art)

## It's Tech Time..."TIRES , TIRES & TIRES"



By: Dean Lewellen (Photos by Lewellen)

The tires on our Jaguars and other rides are one of our vehicles' most important operational and safety items. The four contact patches on your car's tires are the only connection your car has with the road you are traveling on. The ability to start, stop, and maneuver under all conditions depends on these four small areas, creating a firm grip between your vehicle and the road surface.

How many of you are driving around today in a vehicle that does not include a spare tire and wheel in case of a tire failure on the road? None of my three cars have a spare—one has run-flat tires; one has a factory-supplied kit to plug and inflate a small puncture; one has tires with a band of sealant covering the tread area to surround and seal up the item creating the puncture. All these tire safety concepts should keep me from having to jack up my car along a busy



roadway to install a spare tire, but I still have "Puncture Anxiety," which must be very similar to the "Range Anxiety" that EV owners experience on a long journey. I still prefer the old-fashioned idea of a spare wheel/tire, even if it is one of the small "donut sizes" some manufacturers provide today.

There are three major usage categories when considering new tires for your Jaguar or other vehicles. They are—All-Season, Summer Performance, or Winter Performance usage. The sub-sets of all three categories are—run-flats, self-sealing, or regular type of construction for your consideration. The most popular brands' All-Season, Regular, or Run-Flat design tires are most suitable for our daily drivers here in the "Valley of the Sun." If you do spirited driving, a Maximum Summer Performance tire would be preferred for your maximum vehicle enjoyment. There is not much call for Winter Performance tires in our area unless you spend time up north on the ski slopes.

When I purchased my 2014 F Type three years ago, the wear bars on the rear tires were within a couple of millimeters of showing boldly, so I began the search for suitable replacements. I could either replace the two aging rear Pirelli P-Zeros to match the fronts or swap out all four for another available brand. I confined the brand search to the "Maximum Performance Summer" category of tires. I was amazed at the proliferation of over fifty products in that category. Prices ranged from over \$200.00 to over

\$500.00 a pop for the 295/30 R20 rear tires. TIRE RACK or DISCOUNT TIRE websites are great sources of tire information and comparison data to help make your tire decision. Survey results from millions of miles of travel are listed in different performance categories. These categories include dry traction, wet traction, hydroplaning resistance, cornering stability, steering response, ride comfort, noise comfort, and tread wear. So, what did I end up with after several hours of research and comparison, including cost? I purchased two Pirelli P-Zero replacements for the rear of the F type for about \$450.00 each. Jaguar seems to have a good working arrangement with Pirelli, a favored OEM provider for most models. I didn't want to break the trend.

Just a couple of reminders about looking after the tires you are running on today. First, check the inflation pressure regularly or at least monthly. All tires, even if they are nitrogen-filled, will lose pressure over time. Your tire's pressure will fluctuate more here in the desert due to the temperature swings from the winter cold to the summer heat. Use the Manufacturer's recommended pressure stated on the placard on the Driver's door sill as a starting point. Second, check the tread area regularly for unusual wear patterns and embedded nails, screws, glass, etc. Alignment issues from potholes or curbs can cause premature wear as well.

Remember to take good care of the tires on your Jaguar, and they will take good care of you.



Dean Lewellen

(Cartoons –Free Clip Art)

Peter Crispin, Editor of the JCNA Journal gave us warning that members will need to adjust to the loss of their hardcopy JCNA Journal soon. It appears that Tata has “reimaged” their marketing and feels, the clubs are more a heritage appendage than a partner for selling the brand. Therefore, Tata has pulled their funding that supported the JCNA Journal.

### **JCNA article July/August 2023 How To Subscribe To The Electronic Jaguar Journal**

**There are two steps in subscribing to the electronic Jaguar Journal. The steps are:**

1. Create an account on the Zinio delivery system **and...**
2. Register at [www.jcna.com](http://www.jcna.com) for an electronic subscription.

Creating an account on Zinio

- Zinio uses email to deliver content notifications and access to the Zinio system.
- Visit [www.zinio.com](http://www.zinio.com) using a browser.
- On the Zinio home page, click on the icon in the upper right side of the panel.
- Register your Zinio account in the pop-up menu. The user ID is the email where you will be notified when new Jaguar Journal editions are published.

**Registering for an electronic subscription at [www.jcna.com](http://www.jcna.com)**

- Visit [www.jcna.com](http://www.jcna.com) using a browser and click on ‘Login’ (must be a club or JCNA member!)
- Log in at [www.jcna.com](http://www.jcna.com) using your JCNA member number and [jcna.com](http://www.jcna.com) password.

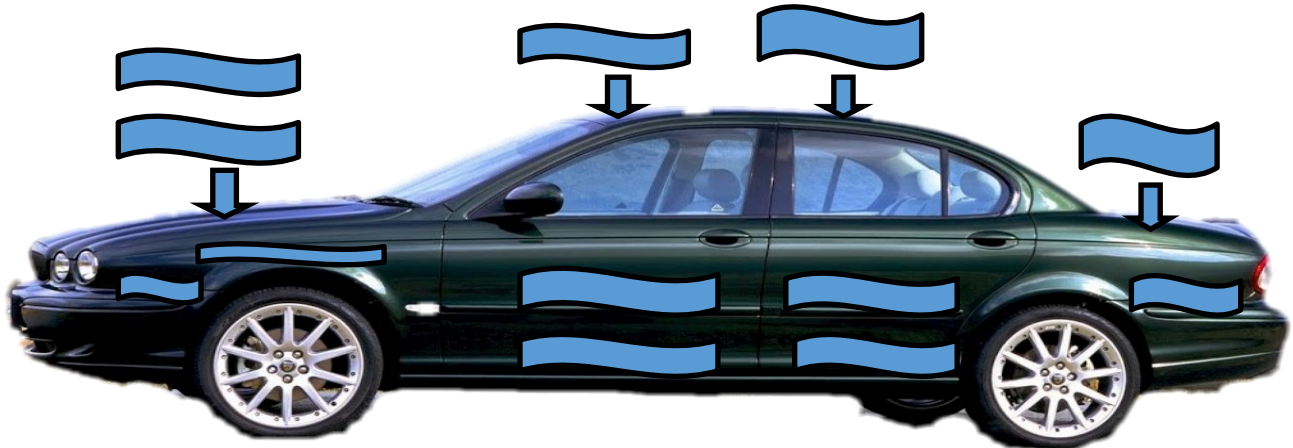
(If you have forgotten your password, use the password recovery option.)

- Once logged in to [www.jcna.com](http://www.jcna.com), click on the ‘Members Only’ section on the left.
- Click on ‘Subscription.’
- Use the ‘Subscription Type’ pull-down menu to select ‘Electronic Jaguar Journal.’
- Enter your Zinio account email in the ‘Subscription Email’ box and enter it a second time in the ‘Confirm Email’ box. Note: JCNA does not need your Zinio account password.
- Click ‘Save’ to update the information at [www.jcna.com](http://www.jcna.com).

**Reading the electronic Jaguar Journal**

- When each Jaguar Journal edition is published at Zinio, subscribed members will receive an email notification at their Zinio-registered email address. A link in the message will take you to [www.zinio.com](http://www.zinio.com).
- Shortly after the Zinio notification, a second email will be sent from JCNA with your current member card and any JJ flysheet content.
- Members can access Zinio from their browser and/or phone and can access all subscribed editions.

Rally/Tech Car Advertising Rates. Help Market Our Marque & Club,  
Interested ? (e-mail Jeff Gennaro <jwg511@gmail.com)



Your Logo Here

### JCCA Rally Car Sponsors

Position #	Site on Car	Cost	Check A POSITION	SPONSOR NAME
1	Hood Rt.	\$200.00		
2	Hood Lft.	\$200.00		
3	Roof Front	\$130.00		
4	Roof Back	\$150.00		
5	Trunk	\$200.00		
6	Left Side ( front)	\$100.00		
7	Left Side ( upper fender)	\$130.00		
8	Left Side (Driver Door upper Half)	\$130.00		
9	Left Side (Driver Door lower Half)	\$130.00		
10	Left Side (Passenger Door upper	\$130.00		
11	Left Side (Passenger Door lower	\$130.00		
12	Left Side (Rear Quarter panel)	\$130.00		
13	Rt. Side ( front)	\$100.00		
14	Rt. Side ( upper fender)	\$130.00		
15	Rt. Side (Driver Door upper Half)	\$130.00		
16	Rt. Side (Driver Door lower Half)	\$130.00		
17	Rt. Side (Passenger Door upper half)	\$130.00		
18	Rt. Side (Passenger Door lower half)	\$130.00		
19	Rt. Side (Rear Quarter panel)	\$130.00		

## “Take the Ultimate Drive”

### Le Mans Raceway with Peter & Gayle Brock

June 29-July 2, 2023 (<https://www.youtube.com/watch?v=5lKp33fkTvl>)



**Note from JCCA Member Terry Larson.** Peter & Gayle Brock kindly sent this great video to me. I thought you might enjoy it.

**Editor's Note:** For Auto History newbies we introduce you to one of the celebrated couples, Peter & Gayle Brock, contributing to auto R&D and adventures in motor spots.

Peter and Gayle Brock take us with them on a drive around the prestigious and historic circuit of Le Mans during the 2023 Classic, celebrating 100 years of endurance racing at 1 week. But first, who are the Brocks?

Peter Elbert Brock (named Elbert after his grandfather E. J. Hall, co-designer of the [Liberty L-12](#) engine and co-founder of [Hall-Scott](#) Motor Car Company) grew up primarily in the [Sausalito](#) area of [northern California](#). When he was 16 years old he saved up to buy a 1949 [MG](#) from the back of the shop where he worked. In addition to the work Brock did on the car, he painted it white so the car's [livery](#) would match the U.S. international racing colors of blue and white.

Brock was first exposed to professional racing when he went to his first [road race](#) at [Pebble Beach, California](#) in 1951, photographing cars and drivers, including [Phil Hill](#) in the 1952 race, but was still too young for a [racing driver's](#) license since the [SCCA](#) minimum age requirement was 21 at that time.

Soon after, his family moved to [Menlo Park](#). He started looking for something faster than his MG and found a half-completed [1946 Ford convertible](#) on a [used car](#) lot. He started in on the [customization](#) of the Ford, which included converting the livery into the white and blue American racing scheme (white car with two blue stripes down the center). While still in high school, he won the Oakland Roadster show with the car, by then referred to as "the Fordillac" because of the [Cadillac](#) engine Brock had installed. Brock won the show again with the car in 1956, months before he left California for [General Motors](#) in [Detroit](#).

Upon graduating from [high school](#), he enrolled at [Stanford University](#) in the engineering department. He subsequently dropped out, and later drove to [Los Angeles](#) to enroll at what was then called the [Art Center School](#), later known as the Art Center College of Design in Pasadena, California. When asked for his portfolio, he had brought no drawings with him, so instead returned to his car, made some drawings of [hot rod](#) cars in his [ring binder](#), returned to the admissions office and presented his "portfolio", and was admitted.

At age 19, while still attending Art Center School, Brock became the youngest designer ever hired by General Motors' [GM Styling](#) design department. In November 1957, Brock drew the sketch (with genesis in the Merrill Powell designed Victress C2) which GM VP of Design Bill Mitchell picked to become the design of the next [Corvette](#), the

[Corvette Stingray](#). As GM had made a commitment to not engage in racing (known as the AMA ban) Brock worked with Mitchell in 1958 in one of the design studios, creating the prototype of the Stingray racer. He penned the classic forms that would eventually become the famed '63 "split window." The production car was renamed the Sting Ray and was released in 1963, almost 4 years after Brock had left GM.

Having turned 21, which allowed him to obtain his SCCA race license, Brock left GM in 1959 to return to California. In Detroit he'd been working on a mid-1950s [Cooper](#) that had run at [Le Mans](#). Returning to California with the Cooper, he started working for [Max Balchowsky](#) at Max's Hollywood Motors shop during the day and worked on his race car at night.

In 1961 [Carroll Shelby](#) and Paul O'Shea met at [Riverside Raceway](#) to discuss opening a driver's school. When Shelby and O'Shea got into a disagreement about who would work for who, O'Shea left. Shelby hired Brock as his first paid employee, running the Carroll Shelby School of High Performance Driving.

Brock worked at [Shelby American](#) until the end of the 1965 season on the Shelby American brand, creating the logos, merchandise, ads, and car liveries. He designed the Shelby components of the Shelby Mustang GT350s and designed race cars for Shelby such as the Lang Cooper, Nethercutt Mirage, [De Tomaso P70](#) and the [Shelby Daytona](#) Cobra coupes that won the [FIA GT World Championship](#) in 1965.

At the end of the 1965 race season, Peter Brock left Shelby American to start his own company, Brock Racing. Brock soon became entranced with hang gliding and after a decade long affair with ultralight flight and building the largest hang gliding company in the world, Brock returned to automobiles. He taught automotive design for two years at his Alma Mater, the Art Center College of Design in Pasadena and then in 1990 began writing a best selling book on the history of the Cobra Daytona Coupes. Upon the book's release, several magazine editors decided Brock might be a good person to cover racing for their periodicals and yet another career was born. Brock quickly became a well respected automotive photojournalist.

In 1997 Brock was contacted by [Superformance](#) about doing a redesign of the original Cobra Daytona Coupe, a project that has resulted in the production of a far more sophisticated and higher performance version of his original design.

**Gayle Brock** began her career in the computer industry. Some of the most successful US-based companies benefited from, and awarded, her contributions. She learned the computer business literally from the ground up, starting almost 50 years ago with roles in programming, engineering, marketing, and sales and ultimately led successful teams as VP of Marketing and Sales. Gayle moved to the Seattle area in 1993 to join Microsoft Corporation. She loved the dynamic environment and the independence the company gave its employees to run their own piece of the business. She often commented she could never work for another high-tech firm

**Peter and Gayle** met at the races and married in the year 2000. In addition to her job at Microsoft, Gayle then spent weekends and vacations at races with Peter. "I had always gone to the races but now I was going to be with him on the photographer's side of the fence. I said we should figure out something for me to do as I don't "hang out" very well. Peter breezily said: 'I'll teach you how to

shoot'.... and he did." Gayle became a renowned automotive photographer in her own right with her work appearing in and on magazine covers worldwide. At the same time her business and computer background came in handy as she led their transition from film to digital photography, even helping the magazines they worked for make the move.

In 2005 Gayle left the computer industry to join Peter and BRE full-time. Her immediate goal was to archive the vast array of [BRE's photographs](#), [posters](#), and



other [memorabilia](#). Seeing the cult following Brock and BRE had, she decided to create the BRE website to share BRE's rich history and archives.

First came the ability of fans to order reprints of BRE archive photos and posters, then reproduction team apparel was offered, then scale models of BRE race cars. New BRE products are continually launched to the delight of BRE fans around the World.

Using their photojournalism skills, the Brocks soon began writing and publishing books of Peter's automotive history. First came "[Corvette Sting Ray: Genesis of an American Icon](#)" which won several prestigious industry awards. This was followed by "[The Road to Modena: The Shelby – DeTomaso P70 Can-Am Sports Racer](#)" which also garnered several awards.

Brock quickly became a popular [speaker](#) at events with Gayle using her computer skills and their archives to create fascinating presentations. In taking their own sports car to many of these events, Brock decided they should get a trailer to transport their car to ensure it got to events safely and on time. Visiting various trailer manufacturers, Brock would be shaking his head, saying as he left "Why doesn't anyone in the trailer

business understand aerodynamics?"

Consistent with Brock's history, he took matters into his own hands and decided to design an aerodynamic car trailer. Brock created a 1/4 scale model of the trailer he wanted to build and soon found a builder of aluminum horse trailers in Canada to make his trailer design a reality. Soon the Brocks were approached by other car enthusiasts wanting one of these trailers for themselves.

Seeing the popularity of their Brock-designed trailer, Gayle's spidey business sense kicked in. She named the trailer the "Aerovault" (meaning aerodynamic and secure) and founded [Aerovault LLC](#) which has to-date built and sold more than 300 Aerovaults.



Gayle manages both the BRE and Aerovault companies in Henderson, NV. **The Brocks** feel extremely lucky. Not only do they have a great time together but their skills complement each other. Peter is the designer and dreamer, the idea guy. Gayle turns Brock's ideas into products, managing all facets of the business from manufacturing, sales and marketing. Together they delight their fan base, making ideas become reality.

(Text & Photos Sources:  
Wikipedia: Peter E. Brock;  
<https://brelegacy.com>)



JCCA's superb shopper, Nancy Parker, obtained two "Calessa Jaguar Women's Medium & Large Hoodies, 100% heavy cotton sport jackets with multi-colored embossed flowers on sleeves for 1/2 price at \$40 each. If interested in purchasing, e-mail Kim Morgan @ [rmorgan59@cox.net](mailto:rmorgan59@cox.net).

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(Photo: Public Domain)

Join Jolien Harrison @ Face Book: Jaguar Club of Central Arizona or go to our [www.JCCA.Club](http://www.JCCA.Club) website. See Events, Tech postings & more.

## Invest in JCCA Advertising Tech - Newsletters & More

### Jaguar Club of Central Arizona (JCCA) Benefits for Advertisers for 2023-2024

- One color advertisement in the JCCA Desert Chat Newsletter published 6 times annually. The JCCA Newsletter is distributed to all current club members and past members via e-mail
- The same advertisement with your company's **hyperlink included in the JCCA web site** under the "Resources" drop down box. The link will be identified as, "Support Our Advertisers".
- Your company's **Name and URL listed on the JCCA's web site home page on a scrolling basis**
- A **presentation about your business'** features, benefits and pertinent information at one JCCA Quarterly Membership meeting — all club members are invited to these quarterly meetings
- A **one page advertorial of your business** will be a feature in our JCCA Desert Chat Newsletter one time during your one year contract. This benefit is available to 1/4 page, 1/2 page and Full Page advertisers
- **6 hard copies of the JCCA Desert Chat Newsletter** will be delivered to your facility for distribution to customers, technicians, suppliers, etc.
- All advertisers are encouraged to **host a cars and coffee** for the JCCA membership during your contract year.

### 2023-2024 JCCA Desert Chat Newsletter Annual Advertising Fees

Business Card \$100 - 1/4 page \$200 - 1/2 pg. \$250 -  
Full Pg. \$300

Want to sign up? Details and forms on [www.JCCA.club](http://www.JCCA.club)

*We appreciate your use of electronic payments to save us money from credit card fees. Help on website.*



(Photo: Public Domain)

Members wanting to advertise cars for sale - FREE

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### Coventry Foundation's West Coast Library Tool Loan Program: [www.Classicshowcase.com](http://www.Classicshowcase.com)

Coventry Foundation's West Coast Library Tool-Loan Program: Classic Showcase is pleased to announce the opening of the Coventry Foundation's West Coast library and Tool-Loan program.



Use your JCNA membership for Tech help ([www.jcna.com](http://www.jcna.com))  
Under Members Only: check out Technical & Originality, Tool Catalogues, Forums. Under General Information use the Tech Hotline - (Have your member # ready)

Note: Merchandise is now being handled by [Zome](http://Zome). Please order from their [on-line store](http://on-line store) : [Zome](http://Zome)







## Carolyn Eynon Singers

### Music From Across the Pond

Sunday, March 17, 2024, 4 p.m.



St. Barnabas on the Desert Episcopal  
6715 N. Mockingbird Lane, Paradise Valley

A Lively concert filled with the best music from composers of England, Scotland, and Ireland! CES will be performing in collaboration with the singers of the Arizona Girlchoir, Maricopa 4-4 Cloggers, & Glendale Pipes & Drum. Piper.

Tickets \$25. See website: [www.CEsingers.org](http://www.CEsingers.org)

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## Electric Formula—E Tech: Tata (TCS) Reimagines Jaguar Racing - ([www.jaguarusa.com/jaguar-racing](http://www.jaguarusa.com/jaguar-racing))

### 2024 Racing Schedule

Jaguar TCS Racing head into the 2024 season of the ABB FIA Formula E World Championship off the back of their best performance to date and with one of the strongest driver line-ups with Mitch Evans & Nick Cassidy (Jaguarusa)



Mitch Evans

- JAN. 13, 2024. MEXICO CITY, MEXICO. (Cassidy 3rd, Evans 5th)
- JAN. 26, DIRIYAH, SAUDI ARABIA. (Cassidy 3rd, Evans 5th)
- JAN. 27, DIRIYAH, SAUDI ARABIA. (Cassidy 1st, Evans 10th)
- MARCH 16 2024. SÃO PAULO, BRAZIL.
- MARCH 30, TOKYO, JAPAN.
- APRIL 13, 14 2024. MISANO, ITALY.
- APRIL 27, MONANCO (See May-July @ [www.fiaformulae.com](http://www.fiaformulae.com).)



Nick Cassidy

Connect with Jaguar TCS Racing: Facebook: <https://www.facebook.com/JaguarRacing>,  
Check X ( former Twitter: <https://twitter.com>)  
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