

DESERT CHAT



THE BEAR W/ PANACHE



BRITISH EURO AMERICAN RUN (BEAR)
4-21-23 DOWNTON GLOBE, AZ
@GLOBE MIAMI TIMES

May/June 2023 Newsletter

Jaguar Club of Central Arizona

www.JCCA.CLUB

(PHOTO: Jolene Harrison)

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"Jaguar Life"

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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"

JLR NEW CAR PURCHASE discount program (currently discontinued due to supply)

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, Proofer**
Robert Morgan, **Treasurer** Emeriti Directors: Dennis Eynon, **JCCA & JCNA PP** Phil Parker, **JAGIN & JCCA PP**



Jeff Gennaro
President



It has been a busy spring for JCCA members. Thanks to all volunteers who made the BEAR, Jags & Java, Lovell's Tour and the Mountain View Dine and Drive special events. Discount Tire's donations and individual participation in the Run is greatly appreciated. They continue to be a key part of the BEAR success team. Thank you to all who donated the Gift baskets for the benefit our Charity, AZ Compassion in Action.

When attending the March JCNA's AGM, a major overhaul of the Jaguar Brand was in the wind. Mark Tisshaw (Auto Car, April 19, 2023) confirms the following changes. Jaguar Land Rover will become a 'house of brands'

Jaguar Land Rover will officially rebrand to JLR as it pushes forward with plans to dramatically overhaul its corporate image while launching a family of radical new electric cars. Speaking today at a wide-reaching company update presentation, CEO Adrian Mardell confirmed the rebranding of the company away from [Jaguar Land Rover](#), where the cars are created under two brands...and instead calling itself JLR, a "house of brands" with cars created under [Range Rover, Discovery, Defender and Jaguar](#).

On the rebirth of Jaguar as an electric-only luxury brand, Mardell said this was something that's "very personal" and "unfinished business" for him, having originally joined Jaguar 32 years ago. "The Jaguar of 32 years ago is where we're going back to and the right place for us to be."

Mardell acknowledged that JLR had been "quiet" over the past couple of years as it battled several key global challenges faced by the whole industry, most notably semiconductor chip supply.

Mardell said this was now easing, while confirming that JLR had stronger and deeper relationships with chip suppliers off the back of the crisis with future supply secured, and that it was able to start delivering models within its record 200,000-strong order bank, more than three quarters of which are of the Range Rover, Range Rover Sport and Land Rover Defender models. (See pg. 17 for more on Mardell)

JCCA's future goals include reaching out to our sister brands to develop joint involvement.



Michael Sbraga
Membership Coordinator

Welcome Jaguar Club Central Arizona (JCCA) Member Aficionados to the Desert Chat May-June 2023 Edition. Our current membership is 85 Active Members and 5 Affiliate Members. Our monthly "Drive & Dine" (D&D) and "Jags & Java" (J&J) events are going strong. Our Bi-Monthly J&J at the Land Rover Chandler Dealership has been re-established and the June J&J will be held there. The J&J's will not be held from July through September due to the summer heat and the D&D's will be breakfast oriented during this same time period.

The J&J's and D&D's are excellent ways to stay in touch with your Jaguar friends and to look at the beautiful Jaguars of your fellow JCCA Members. However, be aware of the Dealerships, because you never know just what may follow you home. Look at our JCCA website to get the dates for the upcoming J&J, D&D, and other events.

For our members who haven't been active with the club recently, you have missed the BEAR, the Lovell Collection, and the D&D at the Mountain View Pub. Please look in this newsletter and on the JCCA website of the upcoming events. We are starting to keep a record of which members are going to our events and will have year-end prizes for those who have attended the most events, traveled the furthest, etc.

If you know of 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.

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: Still needing members who can help JCCA with their website and The Desert Chat Newsletter. Anyone experienced with Wild Apricot software, please come forward.

Stay well my Jaguar Aficionados.

JCCA 2023 CALENDAR

Jaguar Club of Central Arizona

JCCA, JCNA & Partner Events

June

June 10, JCCA Jags & Java
We are back at Land Rover Dealership Chandler. **No Jags and Java in July & August**

June 24, Breakfast Run: Rudy's BarBQ
9 a.m. 845 N. Litchfield Rd., Goodyear

June 23-24, Partner Event: South West Unique Little Car Club's special invitation to other car clubs from Shirley Blahak (Highland Games/Mini Club) to get cool at Lazy J Ranch outside of Flagstaff and enjoy on the 23rd a 84th birthday celebration including campfire for ranch owner and car enthusiast. 24th: Main Event 10-3 p.m. cars & picnic. \$20 per car. Free camping at ranch, hotel nearby. Call (602-509-3751 or e-mail (landlordgin@msn.com).

JULY

July 8, It's Red/White/Blue Time
Celebrate with a Drive, Lunch and Nashville Entertainment,
"The Stillery, 12:30 @
2501 W. Happy Valley Rd., 85085

August

August 12, Mavrix Bowling, Late Lunch Special Event— 2 p.m.
9139 E. Talking Stick Way, Scottsdale, 85250 (Exceptional VIP event with virtual reality lanes. You don't have to bowl, be a spectator & root for your favorite bowler. (Don't miss this.)

August 26, AZ Casino Breakfast Drive
9 a.m. @ 101 & MCKELLIPS,
(Drivers raved about the 2022 event)

Regional Summer Concours

June 24—Rocky Mt. Jaguar Club
"Big Cats in RiNo" Denver: Contact Vince Lane blcswwid@msn.com
720-220-6361



Zonies" Go to SD July 15, San Diego Club Concours
<https://sdjagclub.wildaparicot.org/Events>



JCCA Ambassadors Parvin & Mitch Cohen in San Diego

End of Summer/Fall

Aug, Sept./October: join JCCA's Ambassadors to out of Phx. drives: sanctioned Concours, car shows, and activities. Support members wanting regional & national points.

Sept. 19-22 Cal Club ReUnion '19
markmayuga@verizon.net (See pg.6)

Sept./23-25, JCCA's Southern AZ Wine Tour—Get in the mood for another adventure through wine country.

Sept. 29-Oct 1, the scenic Inland Empire Jag Club & Jag Owners Club of LA Concours @ Idyllwild, CA., above Palm Springs. 2 separate Concours (JCCA points) @ 1 site. Contact: markmayuga@verizon.net
909-772-1075

Oct. TBD JCCA's Car Show

Oct. TBD—Pikes Peak Concours, Jag Club of Southern Colorado, Contact Rory Andrykowski,
rory.nrel@gmail.com 719-636-9199

Oct. 14, The 40th Annual Sedona Car Show: 70th Anniversary of the Chevrolet Corvette. All cars welcome. (JCCA's Schafers won the 2013 Mayor's Award)

Nov. 11, Jaguar Club of Southern AZ Concours, La Encanta Plaza, Tucson, AZ

Nov. TBD JCCA's Annual General Meeting

Dec./Jan. TBD JCCA's Holiday Party

October IJF Cancelled in Santa Barbara

Alternative Event—2023 Cal Clubs + Others Reunion in Marro Bay



The JCNA International Jaguar Festival, Santa Barbara, has been cancelled due to rising costs. Mark Mayuga, event chairman, has taken the responsibility of canceling this annual event which celebrates all things JAGUAR. The event was scheduled for October 29 through November 1st. The HILTON Santa Barbara Hotel Resort and Spa was the selected event site located on the beach in this famous Spanish Colonial themed city. The events included a JCNA Concours, Rally, Slalom, and celebration meals. Due to inflation, cost of food, labor rate increases, and increases in use-fees from 2022, the event would have cost over \$2600.00 per couple. The banquet costs increased to over \$500 dollars for 3 meals per person. Mark determined that this was not sustainable and that many members would not be signing up for the events. The host club would have been liable for over \$55,000+ food & beverage minimums. JOCLA determined that this was not in the best interest of JCNA members and JOCLA. Mark Mayuga negotiated in good faith and was not willing to compromise the quality of past events. Therefore the 2023 JCNA International Jaguar Festival has been cancelled. John Boswell, JCNA President was consulted and agreed to this action.

An alternative event will be the 2023 Cal Clubs Reunion in Morro Bay, California,

September 19-22. This event will welcome all JCNA members from the Western States, Southwest, Central, Southeast and Eastern Regions. The La Serena Hotel, Masterpiece Hotel, and the San Marcos Inn will be the official event hotels. The City of Morro Bay is located on the Central Coast of California. Morro Bay, San Simeon, Cambria, and Paso Robles locations will host the attending club members. This successful relaxing event will include driving Rally/tour, museum tours, wine tastings, Hearst Castle tours, luncheons and dinners in Morro Bay and the seacoast town of Cambria.

I regret this action, but it is our responsibility as the host club, JOCLA, to give JCNA members the most responsible and best value for dollar possible, this also includes the event sponsors and their support of JCNA.

Thank you for your understanding of the situation as described.

Respectfully, Mark Mayuga

JOCLA President, IJF Chairman

Chairman Membership and Marketing Committee

If you want to travel as JCCA's Ambassador's group going to other club's activities, shows and concours check out this newsletter's calendar, page 3.

THE BEAR (RUN) TO THE EAST, APRIL 22-23, 2023

Jaguar Life with Partners

BY JIM VRANICH

A bright chilly Saturday morning in Anthem, Arizona greeted me (1993 XJS) and new JCCA member Terry Quinn (1995 XJS) as we started our 2 Jaguar caravan to Riverview Center, Mesa, AZ for this spring's BEAR Run To the East. Prior to leaving I reset my trip odometer. I thought, "let's see how far we're going on this tour."

The Saturday traffic pace from Anthem to Mesa was just what our Jaguars ordered. Along the way we met up with JCCA Vice-President Wayne Martin (1993 XJS) and his wife Pam. When we arrived at Riverview Center, JCCA Emeriti Director Phil Parker and wife Nancy were readying the check-in area along with JCCA Newsletter Editor Dr. Marj Schaffer and JCCA Compliance Advisor, NL Ed., Writer Larry Schaffer.

After registration was completed, the 39 participating cars lined up for exit. As we drove out of the parking lot, Tim Martin and Terry Quinn snapped pictures of each car for our Desert Chat Newsletter pages and Jolene Harrison's pictures are featured on Facebook @ [Jaguar Club of Central Arizona](#).

OK LET'S GO!

Terry Quinn was the first Jaguar out of the parking lot and he smartly worked most participants into a caravan of sweet rides to Globe. It was easy to spot Terry's Rose-colored XJS and hear the throaty sound of its new exhaust system courtesy of General BEAR Tour sponsor [Eurosport of North Phoenix](#).

Highway 202 East took the group to Highway 60 East motoring through Superior and Miami, Arizona towards Globe. By now the Bright Yellow 2020 C8 Corvette, carrying Pam Holich and Kevin Mead was leading us on spirited drive through wonderful curves and mountain views. Thank you to the brave men and women who carved US 60 East out of the Pinal Mountains. Spring was evident everywhere. Yellow poppies and green covered the jutting mountains along the twisting highway.



Globe's Chamber of Commerce rolled out the red carpet for us. Following the excellent directions in our BEAR Run tour guide, we parked our heavily breathing steeds on Oak Street that the Chamber had blocked off making a welcome parking lot for us. We became a car show for locals who discovered us on Oak Street. There were cameras and smiles everywhere.

Oak Street fronts Globe's Historic 1910 Gila County Sherriff's Office. Here we discovered Chamber sponsored refreshment tables offering piping hot coffee, fruit skewers, pastries and "fried-before-you" donuts. Participants mingled balancing coffee and sweets while the heat ticked off all the fully warmed engines. Some folks went on the 1910 Jail Tour while others shopped at The Pickle Barrel Trading Post. Double Thumbs Up to Globe's Chamber of Commerce! They took care of us and were so friendly. We'll be back.

ON TO SHOW LOW!

We left Globe for Show Low as the Arizona sun continued to shine on us. Highway 60 East was now Highway 60/State Route 77. Ooh! and Aah! scenery in the Apache Mountains bordered our new road east. Now leading the pack was Jack Braly's 1956 XK140 FHC. What a site to behold. That maroon cat led us on a chase through the hills! Occasionally I could hear the BRACCK from its exhaust pipes as Jack down shifted to attack a hill. Only once did I see a large plume of blue smoke. Thankfully it was just an engine burp – no problem. The well-worn DOHC just kept pulling us through twists and turns.



The Cattleman's Restaurant in Show Low welcomed us with private seating. Pre arranged salads, hamburgers and chicken sandwiches really hit the spot. Ice teas and Diet Cokes were quaffed. Again, we encountered friendly service people. Arizona really knows hospitality. One fun thing about this trip is there were not any prearranged seating assignments at gatherings. So you can sit with whomever you want. Making new friends and finding out more about the classic they're driving.

Prior to departure water, snacks and the trivia contest were distributed. Being a solo driver I chose not to participate in the trivia contest. More on that later...

NEXT STOP – PINETOP

As we continued East on HWY60/SR77 Julian Anderson's silver 2014 F-Type R blew past me and took the lead. Julian being the leader, picked up the pace considerably. I followed George Gorrie's silver 2006 Aston Martin Vantage Coupe. Behind me was a stunning silver Jaguar F Type Coupe with black wheels. What an exquisite site in my rearview mirror.

Julian led us through 34 miles of Sitgreaves Forest roadways. Driving into the town of McNary, Julian took an unexpected right into a Safeway Shopping plaza. Four of us followed Julian. (Now remember, the trivia contest is on.) Hmmm. Is this a stop for the trivia contest? Julian hopped out of his XF, looked at us and asked, "why have you followed me here?" I replied, "Are you doing the trivia contest?" "No said Julian. I'm making a pit stop!" Ha. The laugh's on us. We four followers quickly hit the road and found an iconic, red 1985 Porsche 911 Targa in front of us. Mike and Patty Henningsen piloted their Porsche on a spirited drive into Pinetop. This iconic Porsche with Targa Top removed, motored along effortlessly. Man and nature were in tune.

LAST STOP HON-DAH RESORT

By now my face had a big ol' smile etched into it. What an amazing drive! My 4.0 litre Jaguar AJ-6 engine hadn't skipped a beat and had consumed one full tank of gas. We were happy.



Our BEAR organizers had arranged a special parking section for us at the Hon-Dah Resort. We filed into our parking slots and then headed to pick up our keys at a courtesy desk manned by Dennis and Carolyn Eynon, President Jeff and Jewell Gennaro and Facebook Coordinator Jolene Harrison and her helpful husband Gary. We were into our rooms licitly split.

After a brief in-room cool down we joined our driving brethren for a happy hour followed by a royal banquet. Again, there weren't any seating assignments at the 10 seat round tables so friends new and old saddled up for a sumptuous buffet that included salads, spring vegetables, fish, poultry, hand carved roast beef and reportedly low calorie desserts.



President Jeff Gennaro then took the microphone and conducted a lively raffle for eight charity baskets offered by our BEAR Run To the East sponsors. Jeff also auctioned an \$800 value-detailing prize from Badge Sponsor Cascio Motors and 4 handsome cowboy hats. Bidding was fun and serious.

I retired to room 227 after a long day that I will never forget. What fun! What nice people! What great preparation!

BACK TO ANTHEM

We greeted Sunday morning at Hon-Dah Resort's breakfast buffet. Good fuel for the drive home. Jeff G. and Dennis E. received many Atta Boys and pats on the back as our BEAR participants – now friends, departed Pinetop. "Looking forward to the next BEAR Run was the most common goodbye quip.

Terry Quinn and I gassed up our XJSs and headed west on HWY 260 to HWY 87 towards Anthem. We arrived home at 2:15pm. Said our goodbyes and I parked my Jaguar in the garage. We had driven 509 miles over the weekend. Time well spent!



Mike Lovell was gracious enough to open his collection of fine automobiles to the Jaguar Club of Central Arizona. He does not often open his collection to tours. For Mike Sbraga to receive a “yes” response was very exciting. The Lovell collection is an eclectic collection housed in a 10,000 sq. ft. warehouse displaying an industrial vibe with dark grey walls and a polished black concrete floor. The collection spans as far back as a 1932 Packard, and as current as a modern Aston Martin Vanquish. The assemblage leans heavily on Tri-5’s and 60’s era muscle, including his 1967 Camaro he purchased at the age of thirteen. Also, the collection includes about 50+ motorcycles from the 1920’s to modern day bikes. The center stage of Lovell’s collectables, on a revolving raised platform, is an original 1965 Shelby Cobra 289. This event brought out our long-time members as well as new members and was followed up by a quick drive to Keegan’s Grill for dinner.



Old Members D. Champion, N. Parker, A St. Gelais sharing thoughts with new member, M. Popov



Mike Lovell, muscle man (center) points out shop amenities to Josie, Ron Atkins & M. Sbraga

Jaguar Life — Jags & Java - Featuring XK & XKR Owners

May 13 2023 - Arrowhead Dealership

By Cindy Rock



It was, as always, great to see so many Jags/Java friends at Arrowhead Jaguar on Saturday, May 13, 2023. JCCA's XK owners came in "droves" to show and tell about their cars, including C Novotny, L & M Schafer, J Pennypacker, M Ross, M Sbraga, D Champion, and new member T Wiseman – as well as all of their admirers. John Pennypacker related a story only he could tell about his cool cat, Francesca and "how she got her name."



J P will no doubt have stories to tell upon his return from his upcoming trip to the original Taj Mahal (not to be confused with the country blues artist)! When your last name is Mahal, and you have a son, you really have little choice but to name him Taj.

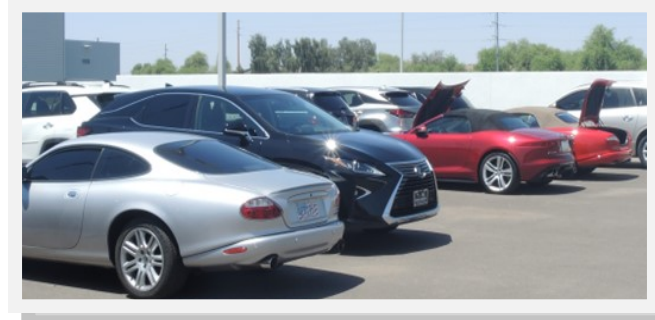
Charlie Novotny's 2001 XKR Roadster's sparkling black exterior with a deep taupe leather interior were immaculately detailed – "clean enough to eat on" but he admonished that no edibles will be permitted near it! Can't say I blame him – a real labor of love! When Marj (our editor) nudged me to elaborate on the uniqueness of the engine, Jim V graciously reminded me that Charlie had sanded and polished the intake plenum to a pristine chrome-like shine and, after sanding the valve covers smooth, he then painted them an outstanding Ford red! Talk about attention to detail – we won't find another like that!



Marj wore a vividly colored blue tunic while Larry sported a blue golf shirt to complement their 2004 Portfolio XKR which was also an eye-popping Coronado Blue with wide chrome wheels!



A neatly designed questionnaire for attendees to offer input for future club events was very well received. Existing members shared ideas while potential member, Lisa, expressed enthusiasm at driving her 2014 Jaguar she had bought new and in which she has proudly racked up 140k miles - without Club membership! Here's hoping she joins us for future excursions!



I hope to see more of you at our next event!

Cindy Rock,

Happy Driving!

(Check out additional pics by Tim Martin on JCCA .Club website & FB)

18 JCCA members attended our Mountain View Pub drive and dine Thursday, May 18th. We had reserved seating outside on their deck. The mountain views were spectacular as afternoon sunlight progressed to sunset.

Reuben Sandwiches and Fish and Chips seemed to be the most popular dinner items. Jeff G. generously started our dinner with Mexican style nachos with cheese and sour cream. Did someone say this was an Irish Pub?

Our group talked up a storm. Not to say anything about the real storm that was coming over the mountains. Club members were not glued to their seats either. They moved around to engage fellow club members.



More Jaguar Life By Jim Vranich

Early evening was met with a very light rain shower so we moved inside and took over a long table to continue lively conversations.

Our wait staff, led by Autumn was efficient, friendly and accurate regarding orders and billing. We thank them very much. Cameron chauffeured an Irish green cart up and down the hill where reserved parking had been prepared. All went well.

Tim Martin appeared with his trusty camera and snapped pictures of our fun event.



Technical Help from JCNA & Coventry Foundation Tools



Official Jaguar Shop Tools Due to an executed MOI between the Coventry Foundation and JCNA all tools have been relocated and sorted at the Foundations Facility. This move is seamless for JCNA members who have benefited from the vast holdings of the foundation for over 8 years. So the process for JCNA members to loan tools remains the same. There will be many additions to the PDF of tools available in the near future as there are many offerings that are not listed. The illustration is simply one wall of Official tools held by both organizations. Soon tools that are excess to both organizations needs will be offered for purchase at a fraction of their original cost and much less than currently on-line.

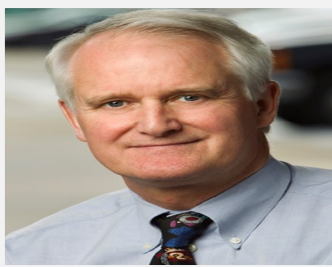
Also for you cross breeders the influx of tools has provided many special tools for Triumph, MG, Rover, Daimler, Austin, Healey and others. Feel free to ask if they are available either at JCNA or on the Foundations web site at www.CoventryFoundation.org.

Coventry Foundation's West Coast Library Tool Loan Program: 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.

Membership Spotlight

David Champion



David A. Champion is an engineer with extensive experience in automotive testing, design and development. He started his career working for the “infamous” Lucas Electrical Co, sometimes referred to as the “Prince of Darkness” due to their propensity to cause British cars to break down. In 1980 he joined Land Rover as a development engineer working on future Defender and Range Rover models.

David grew up in the UK around test tracks and car designers . He tagged along with his father who was an engineer for an English truck manufacturer before he became a tire engineer at Goodyear. He received a bachelor's degree in Mechanical Engineering and Metal & Material Science in 1977 from the University of Aston in Birmingham, England.

In 1985, David moved to Phoenix on a 2-year contract with Land Rover in order to set up a hot climate test facility. The initial 2 years has turned into 38 years, as he met his wife, married in 1987, and started a family in Scottsdale. He ran the Rover Group Test Facility for 9 years, conducting a fleet of test vehicles looking for what would break due to the heat of the AZ summers and also the cold of Timmins Northern ON, International Falls MN and Fairbanks AK.

Rather than return to the UK when BMW bought Land Rover in 1994 he joined Nissan as a senior engineer with Nissan Motor Corp. in Gardena, Calif. While at Nissan, he also worked as a model-line engineer, responsible for reporting vehicle problems to Nissan design and production groups for ultimate resolution.

In 1997 he was recruited to be the Director of Consumer Reports Auto Test Facility in East Haddam CT, where he was in charge of their extensive auto, tire and child seat testing at the 327-acre site in East Haddam, CT. The Auto Test campus is a state-of-the-art facility with specially paved surfaces, straight- and winding-road courses, an off-road course, the latest computerized test equipment, and an expert staff. The department anonymously buys and tests more than 80 cars and trucks a year, and is the largest independent consumer automobile testing center in the world.

He moved back to the valley in 2012 and rejoined Nissan at their proving grounds just south of Maricopa, where he was an executive senior advisor for design and quality. He was involved in the design and development of future products and systems, including advanced zero emission vehicles and autonomous driving cars.

David has owned 5 Jaguars, XK120, XK140, MKII, XJ6C, and currently has a 2009 XK coupe. Since retiring in 2018 he started a consulting company helping auto manufacturers with his wealth of expertise. He is also renovating a 1985 British Rover Vitesse, which is quite a task as they were never imported into the US. His first car was a 1959 Mini.

Considering David's background, JCCA is happy to announce that he will join the JCCA Concours team. David has experience in showing his cars and with his memberships in other clubs he will assist JCCA in developing new partnerships that may give us a larger venue for our Concours or Car Shows. David has also consented to be the Chief Judge for our JCNA sanctioned Concours. Watch JCCA's newsletters, e-mails, website, Facebook and twitter for information on new Judges and old-timers renewal trainings.





“The Other Woman”

Preserving the Car Hobby By Rosemary Price

I always knew what “Girl” my husband was playing with!! Either a 1998 or 1999 XK8, or a 1999 XJS, or a 2004 Vanden Plas, or a 2005 S-Type – all were seen with him about town on any day or evening.

The car hobby is a mindset of enjoying the design and handling of your favorite car. The car hobby is a gathering of car owners who never tire of gazing and evaluating their own and the cars of others. The conversations are consistent with diagnosing a medical injury or in the case of your car, diagnosing a sound, a handling nuance, or simply inquiring about a competent repair service.

The hobby allows the cars to be driven as they were meant to be, and then parked for viewing by friends and strangers who want to know more about the car, the marquis, and the manufacturer.

What do you like best/least about your car? What destinations do you enjoy? These are the car hobby activities and remember that the car has the shine of a lifetime or the ability to take away the breath of the viewer. When your car has achieved perfection in its mechanicals and appearance, then it is taken to a judged event to evaluate it next to its peers. Judging presents the car with earned points of excellence according to the judging rigors of Jaguar manufacturer standards.

To entertain the idea of a judged event, there must be a Chief Judge of the event who invites Certified Jaguar judges to evaluate cars against a checklist of high standards based on Showroom Ready. This cadre of informed and trained judges are essential for any judging event. Oftentimes, judges from other clubs are willing to travel to venues to help with the task at hand. All JCCA members are encouraged to go through the annual Judge’s Training, if only to learn more about their own Jaguar.

Judging is a component of JCNA membership. Models created before the wild child F-Type are regularly scrutinized by Certified JCNA judges for body fit, cleanliness (if you can see it – it must be judged), mechanical accuracy. However, the F-type and I-type are clad with protective outer coverings so that the mechanicals and other inner-workings are protected from the owner tinkering or the

outdoor elements. Nonetheless, these two models are viewed for cleanliness.

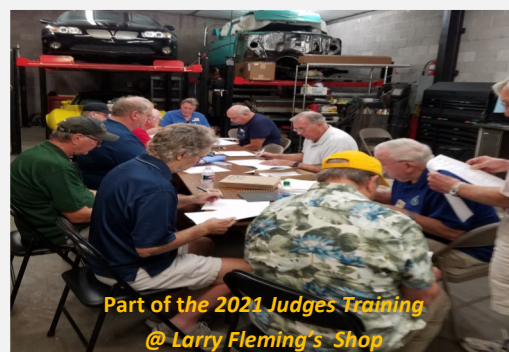
Therefore, many clubs simply enter these models into the DISPLAY field or compete in a JCNA unsanctioned theme competition for viewer appreciation.

No matter the vehicle, it is safe to say that it is a pleasure to bring out the “girls” for a day of admiration and camaraderie.

JCCA

Update Car Shows & Concours

By Philp Parker, Concours Coordinator & Chief Judge Emeritus



Part of the 2021 Judges Training
@ Larry Fleming's Shop

As you read pg.12 in this newsletter, David Champion has consented to join the Concours/Car Show team. With his engineering and Land Rover experience, we welcome him aboard as our new Chief Judge. Watch your e-mails, website, and newsletter calendar listings for Judges’ Training information. Coming back from the difficult preceding years of the pandemic, we are projecting Judges’ training to be a strong endeavor with hands-on learning opportunities. Currently, a Car Show is being discussed for fall 2023 at a partner venue and a Concours in 2024.

The Editors' Scoops



Stay awake, with the threat that all Jags will be electric by 2025. Given some of the difficulties with the EVs, all Jags may be considered "Classics" soon.

By Larry Schafer

It's Rip Van Winkle back from the Pandemic. I feel like I closed my eyes, and everything changed. As I awakened, I attended the May Jags and Java at the Arrowhead, Phoenix, JLR Dealership only to find a whole new group in management, sales, and service. Not to mention that there were 3-Ferraris, and a couple of Land Rovers on the showroom floor, but no Jaguars. The only new Jaguar I saw was an I-Pace in the front car corral tied up to a white post which I am now told is called a Charging Station. What happened to gas for cars? Oh, it's bad for the climate and costs upwards of \$5-6 a gallon. That's a gallon not a liter.

Rumors are spreading fast that the Jaguar Brand is also going to be put to bed and the dwarfs are moving up to Land Rovers. Penske Chandler has moved Jaguar sales to North Phoenix but will service Jags. (That is, if they have trained Jaguar specialists.)

While asleep, I had visions of Coventry selling Jaguar to Ford and then awakened to find now it's in the hands of an Indian manufacturer, Tata Motors a manufacturer of cars, busses, and trucks in 125 countries. (So much for England and the USA car dominance.)

Meanwhile, while in my repose, Tata Motors has gone through several JLR CEOs with Adrian Mardell just appointed as the Interim JLR CEO according to JLR Nov. 22 News Release).

He joined Jaguar Land Rover in 1990, holding a variety of financial positions until 2008, when he became Deputy Chief Financial Officer and Operations Controller, and subsequently Chief Transformation Officer. In this role, Adrian established a multi-disciplined team and set up two significant company-wide programs: 'Charge' focusing on short term profit and cash improvements; and 'Accelerate', a longer-term strategy to deliver long-term operating efficiencies. In his current role, Adrian's responsibilities include corporate finance, treasury, financial reporting, accounting, tax, internal control, and business support. Throughout his career, Adrian has had at heart to be a transparent, motivational, and compassionate leader, who would share his passion for his discipline with his teams. Outside of work, Adrian enjoys spending time with his wife and 5 daughters. He is also a fan of National Hunt horse racing and an avid supporter of American Football, specifically the Detroit Lions.



Scoop #2 by Dr. Marj Schafer - Tata (TCS) Reimagines Jaguar Racing (www.jaguarusa.com/jaguar-racing)

Sam Bird joined Jaguar TCS Racing ahead of season 7 of the Formula E World Championship and won a race on his debut weekend. Bird made his name after storming to second place in the 2013 GP2 Series and then winning the 2015 FIA World Endurance Championship, before taking second place the following year. A veteran of Formula E, Bird is the only driver to have won a race in the first seven seasons of the Championship from 2014 up until 2021. (Check out both drivers on FB, Twitter, Instagram)



(News 2023: Jaguarusa.com)

Mitch Evans made his Formula E World Championship debut with Jaguar in 2016. He started racing aged 6, going on to win the New Zealand Grand Prix at 16, the youngest driver to win an international Grand Prix. Evans took the GP3 title in 2012 and finished third in GP2 the following year. In his best season yet with four wins and seven podiums, Evans took the drivers' world championship down to the wire, finishing the season a superb second.

When other investments crash, what do collector cars do? (Hagerty Insider, Market Trends, by Adam Shapiro, 4/12/2023)



Rarely has it seemed so vital to understand how markets cycle. As 2022 drew to a close, the stock market had become [Pontiac Aztek](#) ugly, with the S&P 500 losing 25 percent of its value from its January peak. Bonds, typically an island of stability, safety, and value, hit bargain basement prices as large pension funds and institutional investors sold them off to raise cash. Stock prices have since rebounded, but continued fears of inflation and recent headlines about bank failures and financial contagion don't suggest that stability is just around the corner.

The collector car market, meanwhile, is leveling off following a years-long hot streak. The Hagerty Market Rating, our bird's-eye measure of the entire market, broke records throughout last summer and currently remains near its all-time high. Following the sage wisdom of *Blood, Sweat & Tears* ("What goes up, must come down"), it's only natural to ask how long that can last.

Legendary financier and investment banker J.P. Morgan said, "I made a fortune getting out too soon." Right now, millions of Americans, some invested in the stock market, others holding on to assets like real estate, art, and collector cars, are observing the ups and downs, assessing their portfolios, and asking the same question: How do you know when "too soon" is?

The long game

In bear markets, stock investors find reassurance in the claim that the historic average annual return in stocks is between 8 to 10 percent. Over the long term, the trend indeed is up. But many investors fail to internalize what "long term" really means.

"I'm talking years—no one can predict precisely where they will be at any given point in the future," said Sam Ro, a CFA and the editor of the long-term investor newsletter TKer.co. "Markets do not move in predictable ways," he added. "If they did, then I'd be a lot richer."

The same principles of patience hold in the car market. Over the long haul, most classics grow steadily in value. The average appreciation for vehicles that have been in the *Hagerty Price Guide* since 2007 is 229 percent.

Year to year and vehicle to vehicle, though, the outcomes differ dramatically. For instance, auction data show that cars purchased and then "flipped" within less than two and a half years stand less than a 50 percent chance of turning a profit. A sheer gamble, in other words. Hold out longer, and your chances im-

prove dramatically—by year seven, auction sellers make money 95 percent of the time.

"I would say the car market is much slower moving than traditional financial markets. The swings aren't as dramatic and severe. But it definitely has some unpredictability to it," said David Gooding, President, and Co-Founder of Gooding & Company.

Given that unpredictability, hard-and-fast rules and get-rich-quick strategies often fail the pressure test of the real world. Take for instance, the "7 percent rule." Very simply, the 7 percent rule is a strategy to preserve capital and cap losses, in which an investor sells a stock when it falls 7 percent or more off its purchase price. Sounds great, but David Nelson, Chief Strategist at Belpointe Wealth Management and host of *The Money Runner* podcast, notes there's no guarantee that the next thing you invest in will do any better, especially in volatile times like ours.

"I talk to a lot of hedge fund guys that are really good asset allocators," Nelson said, "And right about now, they don't know where the bottom is."

Also keep in mind that knee-jerk reactions can cheat you out of the returns you might have seen if only you'd stood pat. "Part of the deal when it comes to achieving long-run returns is understanding that you're going to have years where the market is down 20 percent," said Ro. Car collectors, he adds, have the benefit of being able to, you know, enjoy those investments, even in "bad" years. "Sure, the market value of classic cars, or maybe even the specific car that you own, might be falling. But unless you go in and sell, you're not actually realizing any sort of fluctuation in the market," Ro said.

Cars in the fast lane

Although there's no magic number or strategy when it comes to market cycles, there are some historical patterns worth understanding. Perhaps the most important at the moment, for collectors, is the way in which tangible assets perform during tough times. In the words of a recent Credit Suisse report on collectibles, "...cars have a negative correlation with most assets, showing some counter-cyclical properties." Translation: When stocks and bonds go down, cars go up.

Wall Street and its high net-worth clients have always hedged their traditional investments with assets like classic cars—ultra-high net-worth portfolios allocate an average of 5 percent of

their wealth to collectibles, according to Credit Suisse. (For comparison, the average allocation for gold is 3 percent.)

Collectibles become particularly important during times of uncertainty, the report notes, as “precious stores of value...with prices based on scarcity and societal value” rather than the gyrations of the economy.

That is one reason the collector car market—particularly its higher echelons—shifted into high gear just as more traditional investments, stocks, and bonds ran out of gas in 2022. The Monterey auctions in August set a record of more than \$470M, followed up by new benchmarks at the [January](#) and [Amelia](#) auctions so far this year.

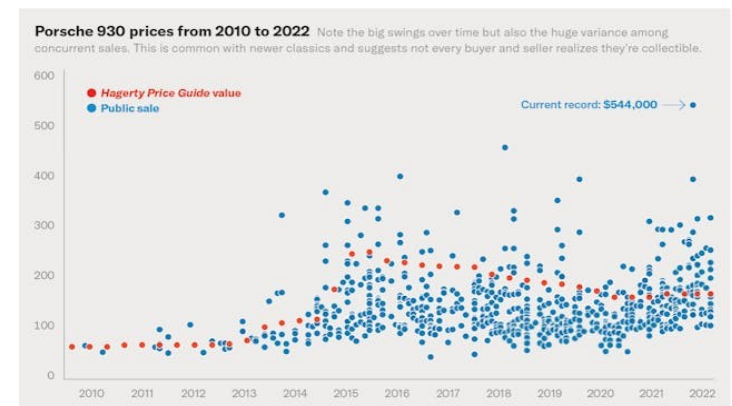
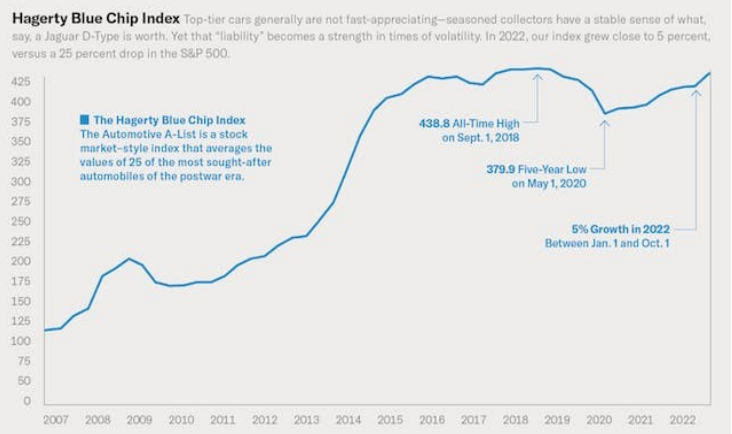
The attractiveness of collector cars as an asset class in volatile times can become a liability, as it on occasion draws money-minded speculators who don’t sufficiently understand what they’re buying. See: [Ferraris in the late 1980s](#) and, to a lesser degree, air-cooled Porsche 911 Turbos in the 2010s.

“We certainly see people who are a bit more speculative at times, and depending on how the markets are doing, those players do come to the fore and make their presence known,” said Alain Squindo, the Chief Operating Officer at Broad Arrow Group. But, he added, we’re generally not seeing that. “By and large, it is fundamentally a passion play.”

That last observation is bolstered by UBS’s report, *The Value of Collecting*, which found for most people, collecting is about passion over profit. “They spend significant time and money building their collections, driven by a deep passion for their subject.” The report adds that “62 percent of collectors have never sold an object in their collection, generally because they have such strong emotional ties to it.” So much for the 7 percent rule.

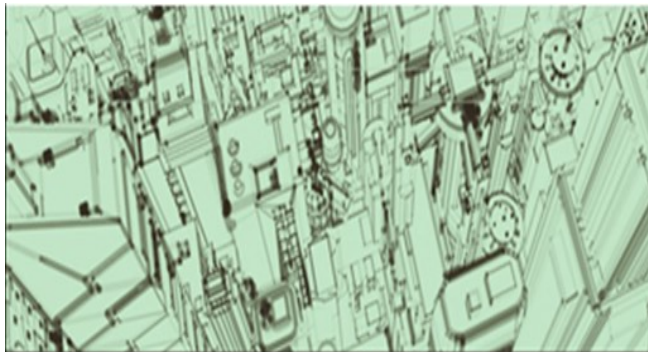
The most important thing to consider when “timing” the market—any market—may be the common disclaimer SEC-regulated financiers are required to share with their clients: Historic performance is no guarantee of future performance. On Wall Street and in Las Vegas, this means the house always wins. For car collectors, it’s a license to put your passion first—because trying to play the game for the money will seldom get you anywhere.

Adam Shapiro is an award-winning financial journalist and a car nut who admits to being an awful mechanic, even though his grandfather had a junkyard in Portland, Maine. Shapiro has covered <https://www.hagerty.com/valuation-tools> has served the Federal Reserve, the White House, and Capitol Hill for Yahoo Finance and FOX Business. He established the FOX Business Networks’ annual coverage of the Pebble Beach Concours in 2008. (Check your car value @ <https://www.hagerty.com/valuation-tools>.)



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Technical Car Hints



In responding to some of JCCA's survey questions, Mike Sbraga shares the following sites to find help.

ZF Transmission guy: YouTube - ShopLifeTV

YouTube for Gary Ferraro learning about repairing and rebuilding ZF Automatic Transmission, which are in a lot of Jaguars.

YouTube - "Secrets of The XK8".



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