

Jaguar Owners Association North Texas

Second
Quarter
2020

President's Message

So is anyone else tired of this social distancing? It does make keeping a club active much harder. Given many of our members are in that "at risk" category, it is the right thing to do. There has not been much visible club activities going on this second quarter, but there has been some things going on in the background. The planning for the 50th Concours D'Elegance tentatively scheduled for September 26 is still in progress. There is the potential that hosting the concours with the Park Cities Preservation and Historical Society Car Show would make the combined event too big to meet the group gathering limits that will likely be in place in September. Plans for a JOANT only event are being made as a back up plan. Hosting the concours is important to those members that are competing for a JCNA title and that makes it important to the club.

There are also plans being made for a driving tour / rally that would start in Grapevine, travel for a little over two hours on some scenic roads, and then end back at the start in Grapevine. Of course there would be food at the end, but it will depend on the Covid guidance as to where. There is also some plans to meet at Andretti's Go Cart Track for some racing, then make a stop at Frisco Jaguar to show we support them, and then lunch at a nearby Sonic.

By the time you get this newsletter, we will have already tried to hold a virtual monthly meeting / happy hour. It is not like the real meetings, but at least we will be able to see some member's smiling faces.

You may have also already received a "Monkey Survey" request to gather more information on what the members like and want to do after things get back to normal. Please respond to the survey. It will help the board make the club even better.

If you like the way Rebecca looks in the JOANT Logo mask, you can get one of your own. They were purchased for the Concours Goodie Bags, but they could be put to good use long before then. Send Don Marpe an email if you want some.

If you have a need to get other outerwear with the JOANT logo, the web page has a link to our store at Lands End. Shirts, sweaters, hats, almost anything you want can have the JOANT logo added.

If you have a project you want to share with the members or a fix that could help out someone else like the "Green Rain" article, please send the article to Don so he can add it to the next newsletter. There is no limit on the number of pages we can have in the newsletter.

Richard Wright—Proud President of JOANT



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Meet Your Board of Directors

Richard Wright—President

My Romance with Jaguars started when I was 12 yrs old (1964). Living in Mesquite Tx, a katty-corner neighbor in the military purchased a XK140 roadster, and my dad was hooked. Another neighbor was a painter and lived two houses away and had a xk120 roadster in the his garage to paint. This inspired Rayburn Wight, my dad, to purchased a mk7 sedan a few miles away for \$250. That summer dad and I rebuilt the transmission. We had a welder on Ross avenue weld on a new tooth on the transmission, we installed it and it worked! Between 8th and ninth grade my dad challenged me to rebuild the motor in the Jag and if I was successful, I could drive I to my freshman year at Bishop Lynch HS! Mission accomplished.

Both my grand dad's were mechanics. One owned Eugene Curtsinger garage at Elam and Buckner in Pleasant Grove in the 50's, and 60's . The grand dad on the Wright side of the family, Ray Wright, built PBY's in San Diego in WW2, and was hired by Ford in Dallas Texas to work on their assembly line in the 1960's and 70's. He was a sharecropper before that. All my grandparents and my parents picked cotton in Texas at one time or another.

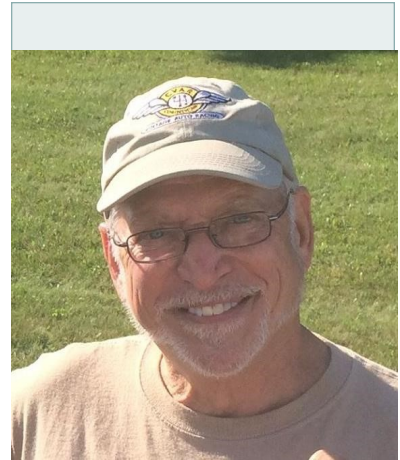
Anyway, the romance had started. I switched to building V8 powered Healeys for a while, and eventually discovered the Mk2, Mk10 ad E-types while attending The University of Texas in Austin Tx. Then I joined he JCNA for the 1st time in 1976? and started building show cars and competing. I opened a Jag shop in Austin in 1976, and have never looked back. I have since dedicate my life to Classic Jaguars.

Over the years I have worked on old Bugatti's, Aston Martin's (I owned a DB5 Vantage), Healeys , Corvette's, MG's Triumph's, Packard's, Lotus, etc. I kept going back to the XKE. What an amazing car!Vintage racing has been a passion also, but started just a few years ago.

Kelley and I currently own 6 e-types, 2 xjs's, a 2004 Xj8, and XKR once owned by National Champ Ben and Jan Davis, A MK2 sedan owned by David and Judy Nichols: maybe the winningest Concours Champions in JCNA History! I really like the v12's, and collect v12 "stuff", and plan to vintage race a v12 E in the near future!!! I try to attend all the IJF's (international Jaguar Festivals) across the US. I also try to be a JCNA Slalom Champion every chance I get, with some success!

Kelley Wright—Treasurer

You cannot be married to Richard and not be a car person. There were many concours entries that won awards mostly due to Kelley's attention to detail. That is also a trait that makes her an exceptional Concours Judge (That and the fact that she likes to make grown men cry when she finds deductions). Right now, being a Grandmother is her favorite roll, but doing JOANT Treasurer business comes in after that.



Ben Davis—Vice President

Ben was a real estate appraiser by trade and the level of detail required for that work has made him a great member of the board. He has been a past president among other officers and continued working on the board as Vice President. His attention to detail and value has helped make him a car guy in his heart. He has a passion for Jags. He owns a 2017 XE as a daily driver, 2003 XKR when he is frisky, 1967 420 when he is in a vintage mood, and now is restoring a 1957 XK 140 for when he wants to be frisky and vintage. Although Ben has retired from a full time career, he has taken his skills and knowledge in home appraising to be on the county appraisal board. Another example of his desire to do good.



Don Marpe—Secretary and Concours Chairman

Don grew up in a small (350 population) town in Minnesota. His father owned a small (12 car sales a year was a good year) Ford car and farm implement business. Growing up at a Ford garage gave him a strong loyalty for those cars and almost any car except a Chevy. He has owned a variety of Ford Motor Company products including Mustangs, Merkurs, and his favorite – Jaguars. He has owned a XK8 and two XKs. Don and Bonnie moved to Frisco Texas in 2016 and joined the JOANT shortly after arriving. Don helped Alan Barclay set up the 2017 Concours D'Elegance and took over as Concours Chairman for the 2018 to present events. Don is also the club Secretary.



David McDowell—JCNA Regional Director

It was about thirty years ago when Dave's interest in Jaguars became a reality with the purchase of a 1986 XJ6 sedan. Shortly thereafter he joined JCNA and the Dallas area club. Over the years Dave and Margaret have owned seven different Jaguars. They currently have three in their possession. As avid Concours, Rally and Slalom participants they have won many awards including multiple North American championships. Dave currently represents JCNA as a South Central Region Director and serves on the JCNA Executive Committee. He also manages JCNA's North American trophy and awards program. In his spare time he participates in regional vintage road racing events.



Bryan Sanderford—3 Year Director

I've been a member of the Dallas area Jaguar club since 2005. While I participate in our local concours event as well as other Texas Jag club's concours, my favorite Jaguar activities are socializing at our monthly dinner meetings, weekend driving tours and time, speed, distance rallies. I have found our club members to be most congenial and very sharing with their knowledge of Jaguar automobiles.

J J Keig—2 Year Director

J. J. has been an automotive enthusiast for as long as he can remember. Several vivid mental "snapshots" of a new XKE have been retained from when he attended a friend's 5-year birthday party in the mid-60's when J. J. joined few of the kids that "piled in the back" of the luggage area of the XKE that the father of his friend owned. That experience and those images continue to be recalled today and was the impetus for acquiring the 1969 XKE FHC that he shares with his wife, Rebecca who is also an ardent automotive enthusiast.

In their first year of JCNA competition during 2019, J. J. and Rebecca scored 2nd place nationally in JCNA Championship class C6-E2, missing first place by the narrowest of margins. Their 2019 judging season achieved numerous **best in class** and one **best in show** accolades. Their 69 XKE is not only for "show" it is also for "go" as J. J. and Rebecca actively participate in slaloms, driving tours, parades and special events including the Grand Opening of Frisco Jaguar in Frisco, TX and are always "looking for any excuse" to enjoy their car on the road. J. J. and Rebecca have also participated in numerous SCCA driving tours and Solo II events during the past several years.

Adrienne Jeffrey—One Year Director and Webmaster

Adrienne has brought the JOANT web page to an all new level. Her husband, Scott, is really the true car enthusiast, but she still enjoys and appreciates Jaguars for their rich history and beauty. During the day, Adrienne is the HR Administrator for a small software business, which she really enjoys. She's navigating her way through the teenage years with her son and daughter. On the side, she expresses her creativity through her cookie decorating business, Sugar Lane Sweets.



Scott LePage—Membership Chairman

Scott is usually the first person that new members communicate with and he makes sure they are welcomed into the club. He handles getting their name badges made and makes sure they are introduced to the members at the first event they attend. If you meet Scott in person, you might think that that guy should be in a rock band. Well you would be right. At one time, Polyphia was the band that Scott was part of and spent many a weekends entertaining the crowds.



"Dear fellow JOANT members,

I would like to take this opportunity to introduce myself as a new member and thank everyone for the warm welcome. My name is Mike Wortendyke and I live in Flower Mound with my wonderful wife Heather, two spoiled dogs, and one really spoiled cat. I am a Professional Simulator Instructor working out of Denton, TX responsible for teaching international airline pilots and have been involved in aviation professionally for the past thirty years.

I recently purchased my fathers-in-law's 1999 Jaguar XK8 and had it shipped from Denver, CO. This car was his pride and joy and he took immaculate care of it as well as entered it in numerous shows.

Everything went flawlessly with the shipping and I was very excited to drive my new car after it arrived. It was a beautiful day the second time I drove it, so I decided to put the top down. As I was driving I noticed what I thought was oily water coming from the overhead light. I think many of you will know where I am going with this next one.....

Upon further investigation it turned out I was experiencing the dreaded "Green Rain" issue. At this time I had no idea what this could possibly be, so I started conducting some research. This led me to a diagnosis and at least a rough idea of what to do at this point. I learned that the hydraulic latch hoses have a tendency to break at the latch connection as they age and start leaking when pressure is applied.

According to my research, pressure should be released from the system, and the overhead light and trim should be removed so that it can be wiped down and not cause permanent damage. I released the pressure on the hydraulic pump, and removed the light, visors, overhead panel and A-Pillars. Amazing, everything cleaned up really well with no permanent damage.

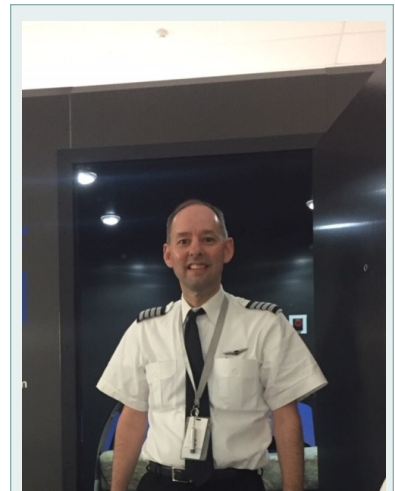
Now, it was time for me to figure out how to fix this problem. With the wealth of information available on Jaguarforum.com and Jagrepair.com, I felt reasonably confident I could replace the hoses. I ordered six new hoses (two for the latches, and four for the hydraulic rams that move the top) and started to get to work on my new project.

Up until this point in my life, I had never worked on a Jaguar and this is an absolutely huge project to undertake. Basically the entire interior of the car has to be removed and new lines ran from the top latch, down the left side, under the carpet, into the trunk, and attached to the hydraulic pump. I chose to replace the lines to the rams as well, so that added to my workload.

I ended up following a step-by-step walkthrough on Jaguarforum.com. This was an invaluable resource. According to the guide, this job can be done in about eight hours. Mine took substantially longer, but I am proud to say everything now works great, and I really enjoyed learning about my new car!

I just wanted to pass along my experience in case anyone else has this issue so they know what to expect. I am looking forward to meeting everyone in person when the regular meetings resume, and thanks again for the warm welcome to the group!

-Mike Wortendyke



A Normal Service Visit to Frisco Jaguar

The battery in my 2012 Jaguar was finally giving up the ghost. It may be that it sits in the garage for weeks on end (due to Corona) with no trips to charge it up or 8 years is just the end of normal life. My clue was that the entertainment system would be shut off in two minutes due to low battery if the car was not running.

I made my appointment at Frisco Jaguar on their web page which is pretty easy to navigate. I brought my Jag in and Dustin Huckabee (Service Specialist) was ready for me. Just a couple of quick questions and I handed over the keys and walked around the show room to get a cup of coffee. I stopped by Mike Mykeloff's (General Manager) office just to say hi and let him know that JOANT members were supporting the dealership.

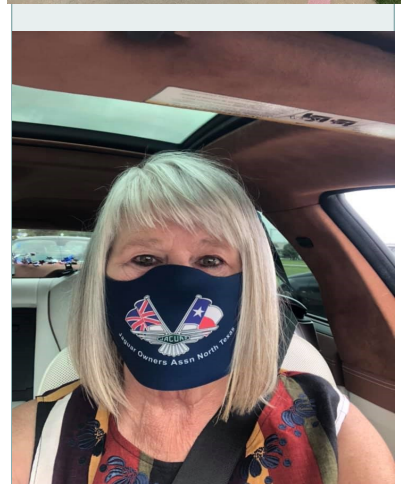
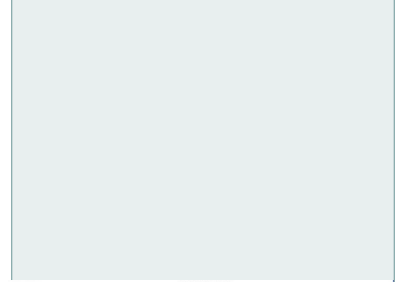
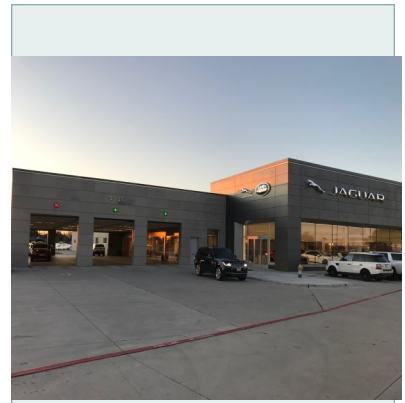
All the employees in close personal contact were wearing masks and social distancing was practiced.

My wife picked me up so I did not need a courtesy vehicle.

A couple of hours later, I got a call from Dustin saying the battery was less than 60% capacity so I had it replaced. The price Dustin gave me included the JOANT 10% discount so I did not need to ask for it. A couple of hours later, the cleaned car was ready. I made the payment at the window and I was on my way home. All in all, it was a pretty good service visit.

Alzheimer's Honk for Highland Springs Tour

To show support for the medical workers and residents at the Highland Springs Resident Center, JOANT joined several other car clubs and additional good people in a slow tour of the facility. The residents and staff lined the roadways that roamed around the facility and were treated to decorated cars, balloons, bubble machine, honking horns, flashing lights and a lot of smiling people waving at them. JJ and Rebecca Keig, Don Marpe, and David McDowell represented the club at the event. David had some overheating issues early in the parade but the other cars made the whole route. Rebecca could not get the smile off her face (even thought you could not see it through the mask). This did not take much time and gave us a chance to drive our Jags, plus the club got some good press for being part of this. Next time we will shoot for a lot more Jags.



Insurance 101 – The Three Ways to Buy Insurance.

Let me preface this entire article by telling you this; I've been to a couple of meetings, and I know that there is no one in the JOANT buying insurance for the first time. However, you are never too old to learn – and today, you're going to learn. We'll start with the different ways to buy insurance.

First, there are three ways to buy insurance. The first way is through a 1-800 number, like Geico, or Progressive, or USAA. Yes, this is a way to buy insurance, but I think it's the worst way. Geico and Progressive are trained to sell quickly and to a pricepoint, not to get you covered properly. USAA is a little different, in that they don't sell to a pricepoint, and can advise you, but using a 1-800 number for insurance doesn't give you an agent to work with. It's good to have a third party to advise and advocate on your behalf, but you will never get the same person twice when you call a toll-free number. If you have a problem, the only people you call work for that company. Ultimately, they have to toed the company line. You don't pay their salary, the company does.

The second way to buy insurance is through a "captive" agent. Companies like State Farm, Farmers, and Allstate are "captive" companies. Those agents only have one product to sell; the one on the sign. You have a local office, and a specific agent (or their team) you deal with. This is better than a 1-800 number, because you do have a relationship, and that agent will be able to understand your insurance needs and be able to offer you advice – but that advice will naturally be "The only product I sell is just right for you". In addition, the agent "owns" his own agency, but he's still essentially an employee of the company. You can go to your agent with a problem, but that company signs his checks and actually owns his book of business. How hard do you think that agent will push back against his employers if you are unhappy with how a claim is going? If the company can take away his agency, which is more important – one unhappy client or his livelihood?

The final (and in my opinion best way) to buy insurance is through an independent agency. I happen to own an independent agency, so I may be a little biased, but even if I didn't I would never shop for insurance any other way. Independent insurance agencies are appointed with multiple different carriers, and will find you the best fit for you. Every insurance company has a different "appetite" – the people they give the best rates to vary. Some companies give the best rate to people with good credit, some to people in a certain ZIP code, some to a certain profile (married, two cars, and a house for example). An independent agent will shop all of the companies, trying to see where you fit best – best coverage at the best price. When you have multiple options it's much easier to find that perfect fit. In addition to options, the independent agent actually works for his clients more than the other two examples. No one company pays his salary, rather, he gets commissions for placing the business. As an independent agent, if I have a client who is having trouble, I can call the company up and let them know this isn't what I sell, and unless they take care of my client, they can forget about me placing any more business. That gives the independent agent the most value to the customer, because he can both advise and advocate on your behalf.

Now that you have a better understanding of the ways to buy insurance, I will be explaining the different choices you have for covering your car. Whether it's your daily driver like my XK8, or it's your baby E Type that only comes out for parades, or if it's that project you really need to get started on, there are different ways to protect it. Look for that article in the next issue!



Justin Husman is the owner of The Phoenix Insurance, and a proud member and sponsor of the JOANT. Feel free to call his office at 214-253-0570, or reach out to his team on their website www.thephoenixinsurance.com



Jaguar puts the XK engine back into production

Jaguar Classic, who describe the operation at Ryton on Dunsmore as, the official source of authentic cars, expert services, genuine parts for classic Jaguar enthusiasts worldwide, has reintroduced the 3.8-litre XK engine block. The engine, as fitted to many coveted Jaguar saloons and sports cars of the 1950s and 1960s, including the legendary E-type had been unavailable new for more than 50 years. The great news is that now, these unique brand-new XK engine blocks are now available again.

Recreated to exact original specifications the brand-new cast iron engine block is a direct replacement for the 3.8-litre six-cylinder units originally fitted to the XK150, XK150 S, MkIX, Mk2, MkX, E-type Series 1 and S-type.

Subject to providing documentation which confirms proof of vehicle ownership, customers can choose to retain the serial number from their original engine block, which will be stamped on the new casting with an additional asterisk denoting the new block is a replacement item. Alternatively, the new block is stamped with a new unique serial number.

New 3.8-litre Jaguar XK engine blocks are priced £14,340 each, including VAT, and come with a minimum 12 months Jaguar parts and accessories warranty¹ and certificate of authenticity, exclusively from Jaguar Classic.

This item replaces cylinder block casting numbers C16020, C17567, C17200/1, C19292, C19983, C22290, C20012, C22250

Jaguar Classic advise that the XK blocks are to be made available globally and will be covered by Jaguar's standard parts and accessories warranty. The Jaguar parts and accessories warranty period is 24 months for UK and Germany, but will not cover modified engines or vehicles used for racing purposes.

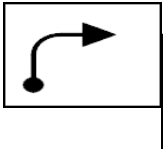

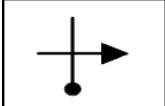
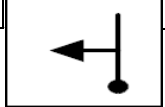
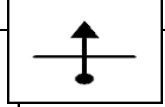
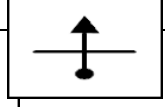
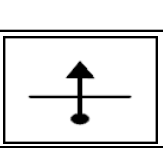
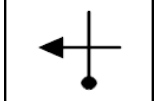
For more information about Jaguar Classic Parts, visit www.parts.jaguarlandroverclassic.com, or contact the Technical Advisors: jclassic@jaguarlandrover.com

JOANT Note: Members own 5 XK 150s, 2 MK2, and 17 E-Types that this block could be used should a disaster happen.



JOANT Grapevine Time Speed Distance Rally

What do these symbols mean?

RI #	Ideal Time	Trip Mileage	Route Symbol	Route Instruction
STAGE 1				
#1	0:00:00	0.00		Depart Alfredo's by East Exit onto Hwy 121 BAS
#2		0.60		Cross Under Hwy 3040 CAS
#3		1.50		Right on Edmonds Ln
#4		1.80		Left on Spinks Rd
#5		2.40		Cross Valley Pkwy
#6		3.10		Cross Duncan Ln
#7		3.70		Cross Garden Ridge
#8		4.20		Left on Gerault Rd

Those symbols and instructions mean it is time to get out of the house and drive your Jaguar. These are part of the instructions for the upcoming Grapevine Time Speed Distance Road Rally. They look pretty clear here but wait until you are driving down the road in your Jag with your spouse as the navigator, telling you which way to go, how fast you should be going, and what is coming up in the next 40 seconds. It is guaranteed to challenge even the strongest relationships. But by step #7, you will both have figured out your roles and it will be fun from then on.

The exact date for the rally has not been set due to the current restrictions, but it will be a Saturday or Sunday. We will meet at the McDonalds at 121 Business & Corporate at 10:00 for registration and instructions. The first car will leave at 10:30 with the next car to follow minutes after. The total distance will be 71 miles and it will take just less than 3 hours. Following the event, Alfredo's is offering outside dining. More information on the event will be coming in August.