

Jaguar Owners Association North Texas

Fourth
Quarter
2020



President's Message

This last quarter of 2020 has not been great for the JOANT club or for most of the world for that matter. The corona virus has stopped almost all social interactions that are the highlight of most club activities. But, things are looking up. There are now vaccines that will eventually end this pandemic and allow things to almost go back to normal. The current time line for the vaccinations indicates that by the next quarterly newsletter we should be able to talk about monthly dinner meetings, group car shows, and social gatherings of many types. The club officers and many members are already taking steps to be ready for the better times.

We expect to have a big display of our member cars at the World of Wheels / Autorama at Market Hall February 19-21. We are setting up a slalom with other car clubs on April 3 that will give other members a chance to go up against the reigning slalom champ for E Types "JJ Keig". The Park City Historical Society Antique and Classic Car Show will be in October and we have tagged on our Concours D'Elegance to that event in the past. It is unknown at this time if our participation will be as a Concours D'Elegance or as just lots of Jags at a car show. The Concours D'Elegance that we held this year at Frisco Jaguar was such a success, we may decide to repeat at that venue again. Or maybe we will have two Concours D'Elegances.

Speaking of Jaguar Frisco, we have an article on Mike Mykeloff, the general manager there. He has been a great supporter of the club, so we thought members should know a little more about him.

On a longer term perspective, JOANT will be the host for the 2022 International Jaguar Festival. This is a massive event that will challenge our club to coordinate and plan, but we are a great club and will do it well. We will also have the support of other area Jag Clubs and key people in the Dallas Community. There is more information on the IJF in this newsletter and there will be much more information as things develop.

JOANT members have all vintages of Jaguars. We thought we would do a more detailed look at some of the vintage Jags starting with the XK120, XK140, and XK150 series. We can all learn a little bit more of our Jaguar heritage.

If you didn't know, JOANT 50th Concours D'Elegance was featured in the Jaguar Enthusiasts Club Magazine in the UK, plus Ben Davis and I were interviewed on a pod cast for the same group. The full article is available on our website.

Membership renewals are going well. Of the 104 members in 2020, 68 have already renewed. It is going to be a much better year in 2021, so make sure you are included. Lets have a great year as a club.

Richard Wright Proud President of JOANT

Table of Contents

President's Message

Mike Mykeloff Frisco Jaguar
and JOANT Supporter

XK120, XK 140, XK150 In
The Club

JOANT Goes International

Upcoming Activities

JCNA International Jaguar
Festival

JCNA Membership Actions

Member to Member Jag
Sales

Need Some Real British
Stuff?

Mike Mykeloff – General Manager Jaguar Land Rover Frisco

JOANT is fortunate that Mike is the general manager at Jaguar Frisco. He has been a great supporter of the club and truly loves the Jaguar Marque. He has committed the dealership to be a sponsor of JOANT including supporting the Concours D'Elegance financially. He also agreed to give JOANT members a 10% discount on parts and service. Mike knows there are benefits to supporting the club such as the loyalty to the dealership that this creates, new customers hearing about the dealership from JOANT members, and the ability to have club members show the Jaguar heritage by displaying the vintage Jags from members. A great example of that was the display at the Grand Opening in February. See the pictures at the right.

If you stand next to Mike, it is easy to believe that he was a hockey player and football star at Albion College. That is where he got his knowledge of Economics and Management. After college he joined the Saturn Corporation. If you remember, Saturn was big in customer service and customer support. Not sure if that was because of Mike or he just picked up the skills there, but it shows in the way he does business now.

After 5 years at Saturn, Mike became the General Manager of Land Rover Nashville. He performed so well at that position, that Jaguar Land Rover North America decided they could use him. He had several management positions in marketing, sales and training while he was there. If you remember the “One-Voice, One-Message” national advertising plan, Mike created that program. After 12 years in the corporate environment, Mike had the opportunity to get back closer to the customers and took over Jaguar Land Rover Frisco. He was in charge when the Land Rover Frisco dealership was redesigned to include Jaguar. He took the knowledge on new facility planning and implementation he gained while at Land Rover Nashville and used it to help create the great new facility we now see and visit on Preston Avenue.

Mike and his whole team are glad to see club members and will treat us like preferred customers. Any club members that have not met Mike should stop by his office next time they bring their Jag in for service or are lucky enough to be able to buy a new one.



Jaguar Produced Sports Cars Before the E Type Designated XK120, XK140, XK150

The XK120 was launched in open two-seater or roadster form at the 1948 London Motor Show as a test bed and show car for the new Jaguar XK engine designed by Jaguar Chief Engineer William Heynes. The display car was the first prototype, chassis number 660001. It looked almost identical to the production cars except that the straight outer pillars of its windscreen would be curved on the production version. The sports car caused a sensation, which persuaded Jaguar founder and Chairman William Lyons to put it into production.

Beginning in 1948, the first 242 cars wore wood-framed open 2-seater bodies with aluminium panels. Production switched to the 112 lb heavier all-steel in early 1950. The "120" in the name referred to the aluminium car's 120 mph top speed (faster with the windscreen removed), which made it the world's fastest production car at the time of its launch. In 1949, the first production car, chassis number 670003, was delivered to Clark Gable. See Steve Crowley's XK120 at right.

The XK120 was ultimately available in three versions or body styles, first as an open 2-seater described in the US market as a roadster / open two seater (OTS) then as a fixed head coupé (FHC) from 1951 and finally as a drophead coupé (DHC) from 1953, all two-seaters and available with Left (LHD) or Right Hand Drive (RHD). However, certain Special Equipment roadster and fixed head coupe cars were produced between 1948 and 1949 denoted by an 'S' preceding the chassis number. These Special Equipment cars were sold as an early production build for enthusiasts.

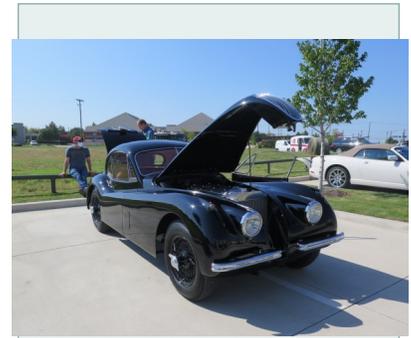
The Jaguar XK140 was manufactured by Jaguar between 1954 and 1957 as the successor to the XK120. Upgrades included more interior space, improved brakes, rack and pinion steering, increased suspension travel, and telescopic shock absorbers instead of the older lever arm design.

The XK140 was introduced in late 1954 and sold as a 1955 model. Exterior changes that distinguished it from the XK120 included more substantial front and rear bumpers with overriders, and flashing turn signals (operated by a switch on the dash) above the front bumper. See Ben Davis's XK140 at right.

The grille remained the same size but became a one-piece cast unit with fewer, and broader, vertical bars. The Jaguar badge was incorporated into the grille surround. A chrome trim strip ran along the center of the bonnet (hood) and boot (trunk) lid. An emblem on the boot lid contained the words "Winner Le Mans 1951-3".

The interior was made more comfortable for taller drivers by moving the engine, firewall and dash forward to give 3 inches more legroom. Two 6-volt batteries, one in each front wing were fitted to the Fixed Head Coupe, but Drop Heads and the Open Two Seater had a single 12-volt battery installed in the front wing on the passenger side.

The XK140 was powered by the William Heynes designed 3.4 litre Jaguar XK double overhead camshaft inline-6 engine, with the Special Equipment modifications from the XK120, which raised the specified power by 10 bhp to 190 bhp gross at 5500 rpm, as standard. The optional C-Type cylinder head carried over from the XK120 catalogue, and produced 210 bhp gross at 5750 rpm.



When fitted with the C-type head, 2-inch sand-cast H8 carburettors, heavier torsion bars and twin exhaust pipes, the car was designated XK140 SE in the UK and XK140 MC in North America.

In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission. As with the XK120, wire wheels and dual exhausts were options, with most XK140s imported into the United States having the optional wheels. Cars with the standard disc wheels had spats (fender skirts) over the rear wheel opening. Factory spec 6.00 × 16 inch crossply tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or 16 × 5K (special equipment) wire wheels.

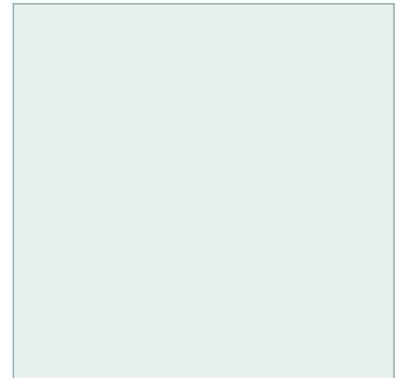
The Jaguar XK150 was produced by Jaguar between 1957 and 1961 as the successor to the XK140. Initially it was only available in fixed head coupé (FHC) and drophead coupé (DHC) versions. The roadster without full weather equipment which had begun the XK line was launched as the XK150 OTS (open two-seater) in 1958. Minimal rear seats were fitted in the coupés. The open two-seater was fitted for the first time with wind-up windows in taller high-silled doors, but retained the very simple folding roof of its predecessors. See Charles Boyd's XK150 FHC at right.

Announced in its home market in May 1957 the XK150 bore a family resemblance to the XK120 and XK140 but was radically revised. Most visibly, a one-piece windscreen replaced the split screen, and the wing line carried higher and more streamlined at the doors. The widened bonnet opened down to the wings, and on the coupés the windscreen frame was moved forward 4 inches to make passenger access easier. The car was available at various times in Red, Pearl Grey, White, Indigo Blue, Claret, Cotswold Blue, Black, Mist Grey, Sherwood Green, Carmen Red, British Racing Green, Cornish Grey, and Imperial Maroon.

The XK150's dashboard came trimmed in leather, with walnut optional on all models. On the early drophead coupés, the aluminium centre dash panel, which was discontinued after June 1958, had an X pattern engraving similar to the early 3.8 E-Type. Thinner doors gave more interior space. A little red light reminded the driver that the front parking lights, located atop the wings (fenders), were on.

Suspension and chassis were very similar to the XK140, with manual-only rack and pinion steering. The 3.4 liter DOHC straight-6 XK engine was similar to the XK140's, but a new "B" type cylinder head raised power to 180 SAE bhp at 5750 rpm.

The first closed and convertible XK150s were slower than their predecessors. After a twelve-month delay caused by the February 1957 factory fire, this deficit was corrected in the spring of 1958 with the March release of special equipment models fitted with disc brakes and more powerful SE engine. Twin 1.75-inch SU HD6 carburettors and a modified B type cylinder head with larger exhaust valves improved performance to 210 SAE bhp at 5500 rpm. While most export cars were SE models, a third option for the open two-seater featured an "S" engine with three 2-inch SU HD8 carburettors and a straight-port cylinder head boosting power to a claimed 250 SAE bhp.



In 1960 the 220 hp 3.8 litre engine fitted in the full-sized luxury Mark IX saloon since October 1958 became available. It was tuned to produce up to 265 hp in S models and propel an XK150 to 135 mph and from 0–60 mph in around 7.0 seconds. Fuel economy was 18mpg. Four-wheel Dunlop 12 in disc brakes appeared for the first time as an option. Factory specification 6.00 × 16 inch Dunlop Road Speed tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or optional 16 × 5K wire wheels. See Wayne Garrett's XK150 OTS at right.

Production ended in October 1960, and totalled 2,265 roadsters, 4,445 fixed head coupés and 2,672 drophead coupés. The E-Type replacement was announced in the middle of March 1961.

JOANT Club Members with XK120, XK140, or XK150s.

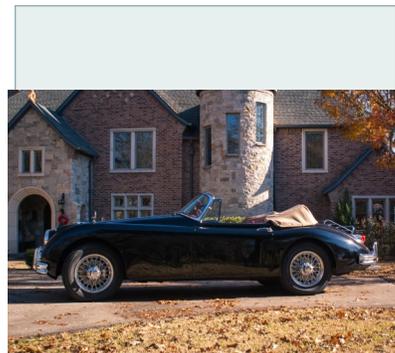
Rex Anderson & Chris Corbett	1958 XK150
Charles Boyd	1958 XK150 FHC
Steve & Elizabeth Crowley	1953 XK120
Ben Davis & Jan Key	1957 XK140 FHC 1954XK120 OTS
Wayne & Davanna Garrett	1959 XK150 OTS
Hal & Elizabeth Gorman	1958 XK150
Lou Marchant & Mike Radford	1953 XK120
Paun & Lynn Peters	1951 XK120
Paul & Marilyn Walker	1960 XK150S Roadster

Some of the XKs have a history like Rex Anderson's XK150.

His 1958 XK150 base FHC, was an early version of this series: Chassis No. S834061; Engine No. V1144-8. The production of the Fixed Head Coupe began with chassis number S834001, making his FHC number 61 to roll off the production line. The engine numbers began with V.1001-8 the original engine in his FHC was number V1144-8, indicating the original engine was the 143rd produced for the XK150. His Jag also had Dunlop four-wheel disc brakes installed at the time the car was manufactured in 1958. Rex's "old Jag", it is sitting on four jack stands with bonnet, doors, boot, interior, wheels, brakes, bumpers, windscreen, calipers, all electric wiring, controls, etc. stripped from the car. The body has been unbolted so as to be able to remove it from the frame. It has "roller tires" installed on the original wire wheels in preparation to have the car transported to remove and strip the body of paint and sandblast the frame as well as remove the engine and drive train. In short, it just "isn't a pretty picture"! Rex has offered to provide updates on the restoration in future JOANT Newsletters.

A Little History on Wayne Garrett's XK150

Wayne and Davanna obtained their car in 1975. It had been left to the elements for sometime with an engine and body in need of a complete overhaul. The XK150 has a comfortably appointed interior and benefits from engineering upgrades which Jaguar incorporated into the last model of this superb car. We continue to use it on every Jaguar driving opportunity.

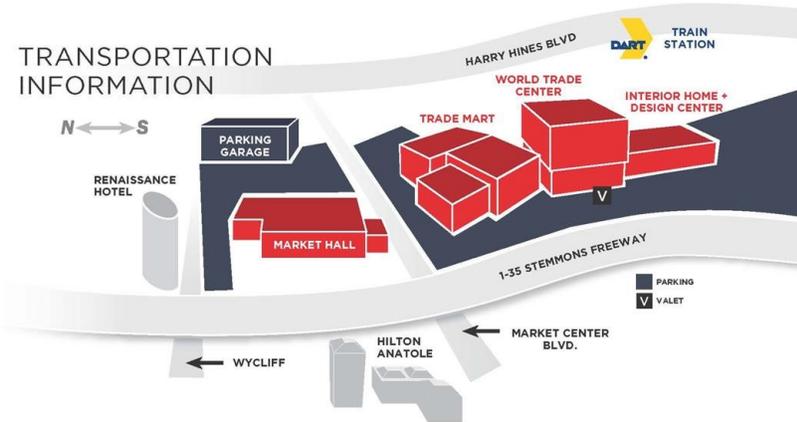
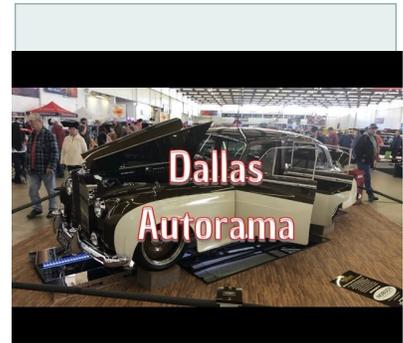


If you want to know more about these great cars, Charles Boyd and Hal Gorman have books on these cars that they will be willing to loan to other members.

Upcoming Activities

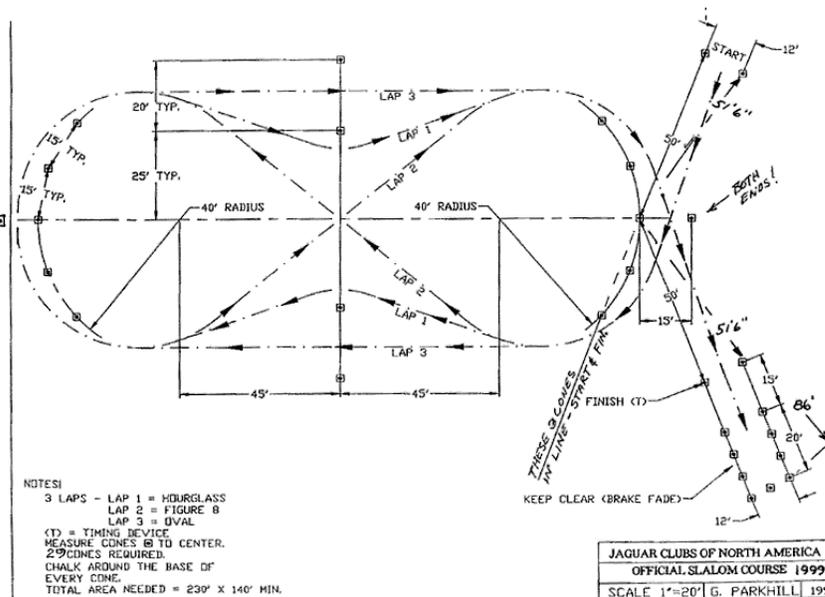
World of Wheels Autorama February 19-21, 2021

The yearly World of Wheels event allows local car clubs or individual car owners to display their cars. Richard Wright is coordinating the effort for JOANT to have a display of our members cars. If you are interested in helping him and / or what to display your Jag, his contact info is duntov1@tx.rr.com or 214-718-0607. The event is held at Market Hall in downtown Dallas.



JOANT and Red River Triumph Club Slalom

Richard Wright and JJ Keig (the reigning Slalom champion) are working with the Red River Triumph Club to set up a slalom event on April 3 that will allow members to have a little excitement in their Jaguars. The slalom course is shown below and once you figure out which loop you are on, it can be a lot of fun. Expect some squealing tires and big smiles. The location is Tarrant County Community College South (5301 Campus Drive Fort Worth, Tx). More to follow. Approved helmets are required although the club does have a couple of loaners.



JCNA International Jaguar Festival 2022

You may be wondering why there is information on an event that will not take place until October 2022. Well, it is because JOANT is hosting the event here in Dallas. And it is a big event that takes lots of upfront planning and lots more planning and coordination just before and during the event. Imagine 200 Jaguar enthusiasts from all over the US and probably the world, coming to Dallas because they want to be among other Jaguar enthusiasts and want to see some great Jaguars. Some will come to enter their Jags in the Concours D'Elegance, some will come to show how fast they can usher their old or new Jag around the slalom course, some will want to show how accurately they can follow the rally instructions so their time is exactly the same as the target time and some will just want to come and enjoy the city and the mingle with others.

As the host of the IJF, we will be arranging and coordinating and managing all of the above activities. The event will start on a Thursday with the registration all day, a slalom in the afternoon, and welcome reception at night. Friday will be the Concours D'Elegance with side events for those that do not want to spend all day at the concours. Tours of the Dallas / AT&T stadium, tours of the Cowboys headquarters at the Star, The Kennedy Assigination Historical Area, the Ranger stadium, and any other scenic sites that may be of interest. That night will be the Texas Style Barbeque. Saturday will be a more leisurely day for some with a planned scenic drive and for the more competitive, a scenic rally. That night will be the awards dinner for the Concours D'Elegance, the slalom competition, and the rally event. Sunday will have an informal farewell brunch.

So does that sound like a lot of things that need to be done? You bet-cha. In preparation, several of the key members involved in the planning will be attending the IJF on October 20-24, 2021 being hosted by the Jaguar Club of Southwest Florida in Ft Myers. If you would be able to help with any of the planning and coordination for the event and are up for a road trip, let Richard Wright or any of the club officers know.



International Jaguar Festival

Hosted by JOANT

October xx—xx, 2022

JAGUAR CLUBS OF North America

The Jaguar Clubs of North America (JCNA) is dedicated to the wide range of Jaguar motorcars old and new, and the American, Canadian and Mexican enthusiasts who love them.

Incorporated in 1954, JCNA has become the hub of Jaguar enthusiasts from Canada, Mexico, the United States and around the world. As a social organization with a common interest in the Jaguar marque, JCNA strives to provide members with the widest range of services and activities for those with an enthusiasm for all Jaguars, both old and new. We find that the entire family participates in many events because activities span a large cross section of interests.

JCNA is not just limited to competitions and shows. Many other activities that individual clubs have initiated range from exclusive showings of the latest Jaguar model to group vacations! Our members own from the rarest to the latest Jaguar cars, while some do not yet own a Jaguar at all. We welcome anyone with an interest in Jaguar cars to become part of our family.

JCNA has 6 area groups in North America. Our club is part of the South Central Group that includes Jaguar Club of Austin, Jaguar Association of Greater St. Louis, Jaguar Club of Tulsa, Club Jaguar A.C. (Mexico), Jaguar Club of Houston, Heart of America Jaguar Club (Kansas), San Antonio Jaguar Club, Gulf Coast Jaguar Club (New Orleans), and Central Oklahoma Jaguar Association.

Like all car clubs and most car companies, 2020 has been a challenging year. Normally, Jaguar Land Rover LLC provides financial support to JCNA, but we can understand why that support was not provided this year. The same is true with other Jaguar related vendors that normally provide some support to the group. JCNA leaders are doing what they can to minimize costs so that they can continue to offer support to the local clubs. Another challenge is a declining membership. Member dues are one of the few sources of income other than support from vendors.

To address the declining membership in JCNA, the Membership Committee has been meeting to figure out game plans to retain existing members and to encourage new memberships. JOANT was able to listen in on a recent Membership Committee call and picked up some things that are being done already or are being considered in the future.

A few years ago, every new Jaguar owner received a "Passport to Service" card in their owners manual stuff. This was a postcard that they could fill out if they wanted info on JCNA and local clubs. That card would go to Jaguar Land Rover LLC and they would determine which local club was the most logical for the new owner to join. They would send the new owners information to the club membership chairman (Scott LePage in our case) along with some information that could be sent to the person. Scott would make contact (email or phone) with the new member and invite them to a meeting. We did get a few members from this process. Unfortunately, JLR LLC modified the new car owners manual and the card disappeared. There is an address for JCNA in the manual, but not many owners would bother to make contact.

JCNA is upgrading their website to allow local clubs to post more info on their clubs activities. Clubs can post their newsletters on the JCNA page, expand on the club description information allowed, list the contact information for each club's membership chairman, and highlighting local clubs on a rotating basis on their website. There is a JCNA Facebook page and they have an Instagram account now and they are working on setting up a You Tube Channel.

Things that local clubs have done to retain members is to set up a buddy system for new members, send out personal birthday cards to members, add lots of pictures of members with their names in the newsletters, have special new member meetings with Goodie Bags, and make sure new members are introduced at the first event they attend. We will be considering some of these items to keep our membership strong.



JEC Podcast Episode 32: Jaguars in Dallas, Texas

On this episode, we speak to Richard Wright, President and Ben Davis, Vice President of the Jaguar Owner's Association of North Texas club known as "JOANT". They are life-long Jaguar fans in the Dallas/Forth Worth, Texas area. They share with us an insight into the Jaguar scene in their part of the USA and also their own personal stories of Jaguar ownership. Richard has been working on Jaguars all his life!

You can listen to the podcast at:

<https://jecpodcast.co.uk/episodes/hukqzlo29zy9q36m1uftywal4h0lyz>

Jaguar Enthusiast Magazine also featured a re-edit of the article on our 50th Annual Concours D'Elegance. A copy of the article is on our web site in the News & Info section. While you are on the website check out the video on the concours.

JOANT Member to Member Jaguar Sales

Jag owners hate to part with their Jags, but there are times when it must happen. You get a new Jag and there is no room in your garage for any more Jags, is one reason. Another would be you no longer can get in or out of the low slung beauty. When you do have to part with your Jag, the blow is soften if you know that it is going to a good home. Selling the Jag to a fellow member would be a good example of that.

There are a lot reasons to buy a Jag and we all know them. But where is the best place to buy one. For a new Jag, the answer is Frisco Jaguar. For a used Jag, you would like to know the history of the car and if it has been well maintained. You probably will not get that at a used car lot or off the internet. But if you are buying it from a fellow JOANT member, you can be sure it has been well maintained and you can get all the history that you want.

For the reasons above, JOANT Board has decided to create a section in the newsletters to make that exchange of Jag ownership possible. There are several cases where Jag have moved from one member to another member and we think that is a good thing.

This months entries.

1998 XJ8 VDP

Current Owner—Richard Cross 817-472-4260

Price—\$2,650

Description—Nice car, lots of upgrades, clear coat coming off the trunk, lots of spare parts. See pictures at right.

Also available from Richard are 5 each PN MNA6249AB "3D" centercaps. dark green with chrome growler. 2 new in bag, 3 used/as new. \$140 for all with UPS shipping.

An Opportunity to Own One of These Great XK150 FHC

Charles Boyd will be celebrating his 87th birthday pretty soon and would like to pass on his treasure to a fellow club member. This is the White FHC XK150 shown in this newsletter. It does need some undercarriage work and general detailing. If Charles does not find someone in the club to pass it on to, he will list it in Bring a Trailer in the spring. You can contact Charles at chas.boyd1@sbcglobal.net and 214-862-7782.

1965 E Type Coupe

Current owner— Rodney & Kathy Woods 917-690-3823
riwoods@mac.com

This E Type has been in Dallas for 20 years and some of the older members may remember it. It has been a Blue Ribbon winner at the 2004 Texas State Fair showing for JOANT. The Heritage Trust Certificate shows the Jag was built before Christmas 1964 and delivered to New Your in January 1965 and the current numbers match that info. It is currently in Idaho for some reconditioning. Rodney wants to give the local club members the first chance at it before he puts it on the national market. At 86, Rodney is having trouble getting in and out of it so it is time to find it a new home.



140 N. Main • Grapevine TX 76051 • 817 421-2311



*After 28 years of building the best
British store this side of the Atlantic,
there's just one way to make it better:*

We're Opening a Second Location -- in Richardson!



**400 N. Coit Rd #1908
Richardson TX 75080**