



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Dear JCOH Member,

It is well more than a couple of years ago I last wrote a club newsletter, and handed over the torch to Pat Phillips, who has amused us with many great newsletters and competitions. About a year ago Pat ran out of air, given the quite poor response to the newsletter, and sadly decided to make it a yearly NewsLetter.....!

It takes a lot of work to compile one, and I know better than most just how frustrating it is, when the efforts is only read by a handful or two...which are the same members you, by the way, run into at the monthly events. That's the official reason for Pat's wish to retiring from the NewsLetter (ask him, and he'll probably tell you something like "throwing it after that bastard that talked him into it years back" i.e. yours truly).

Some of us, however, are very well aware of the real reason. Given Pat's enthusiastic driving behavior, Kitty – that's the car to avoid any confusions here – is drilled hard every week, so it is easy to understand that he'd rather spend time under the car than in front of the computer!

Please join me in a big royal salute, and grand thank you to Pat for giving it more than a fair shot, and for creating some very interesting and amusing newsletters. I doubt I can copy his Welsh wit and style (thankfully), not to mention better grammar...!

Alas, your old editor is back at the keyboard, and there's no escape if you want to read news from not only your club, but general Jaguar- and car news.

I have enjoyed a couple of years in exile on the Concours bus, and having handed the Chairman task over to the very aptly Bobby Gilham, who had a fantastic debut (read more below) I now find myself with nothing better to do at 3:00am in the morning on a business trip somewhere than to bore and provoke fellow club members with some word gymnastics.

Why this revival? Since last the club has received several new members, and it is a key element to have a common forum for news and announcements. The eternal discussion about a printed version versus this web-based version seem to have faded out in surrender to the simple fact that it takes a lot more effort – and money – to print, assemble, fold, enveloping and mailing than posting regular NewsLetters on the web page. An alternative is a PDF document attached to an email, - a couple of test will be made, which will allow you to easily print out your own copy. The NewsLetter will be posted on all the even months of the year, i.e. Feb/Apr/Jun/Aug/Oct/Dec, and will thereby be a bi-monthly event.

Enough about that, more details about that later, - let's get on with the news.

Ebbe Christensen
Editor



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

From the President's desk

By Chris Goldsmith

2008 – The year in review

2008 began with a bang, as the most aggressive little Jaguar club in North America won the 2007 JCNA President's Challenge. Former JCNA President Dennis Enyon challenged each JCNA club by creating a competition based upon increases in membership, increases in Jaguar participants in established JCNA sanctioned events (concoors, slalom, rally), holding new events and other criteria including the submission of articles about club events to *Jaguar Journal*. Our 2007 President's Challenge trophy is currently displayed at Momentum Jaguar.

Our club continues to grow. On December 31, 2007 JCOH had 121 members. During 2008, we have increased our membership by 16% to 141 members. Our members are becoming more active. JCOH members continue to participate in multi-marque events such as Keels and Wheels, Classy Chassis and the MG club's British car show. More importantly, the participation of our members in JCNA sanctioned events continues to increase. In 2008, the number of Jaguars entered in our concoors increased by 93%. Participation in the slalom by Jaguars increased by 22%. With the rally being the featured event at Spring Fling, Jaguar entries increased by 100%.

Our club continues to have strong support from our local Jaguar dealerships. Momentum Jaguar provided generous financial support for our concoors by becoming the sole event Title Sponsor. Jaguar Houston North sponsored the Spring Fling Rally.

2008 saw two new events offered to our members. On Father's Day, the club displayed Jaguars during the Houston Polo Club matches. The Mad Cat Gymkhana at Jaguar Houston North was a just for fun event in November.

The club continued to offer multiple social events. These events included the Annual Banquet, the JCOH Tea, the Fall Fun Country Drive and the Spring Fling.

Our club's activities continued to be a regular feature in *Jaguar Journal*. At least three articles about our events appeared this year. An additional article about the event at the Houston Polo Club was submitted, but has not been published. Our concoors article is currently being written and will be submitted to *Jaguar Journal* soon.

The JCNA Board of Directors and current JCNA President Steve Kennedy modified the President's Challenge for 2008 to allow multiple clubs to win this award. Based upon the growth documented above, we anticipate that JCOH will again be a President's Challenge winning club. In 2009, we hope to continue improving our events to give you more opportunities to enjoy your Jaguar with friends.



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

JCOH ENDORSES DAVE BELANGER

By Chris Goldsmith / Ebbe Christensen

JCOH member Dave Belanger is running for a JCNA SC Regional Director position. Each of the six JCNA regions has two directors. Currently, our SC Regional Directors are Brock McPherson (from Great Bend, Kansas) and Brian Blackwell (from San Antonio, Texas). Brock's term is expiring and Brock is prevented from serving another term due to term limits. Dave B is running for Brock's vacant seat. This is a contested election. Dave's opponent is Jeff Carlson, a member of the Mexico City Jaguar Club.

The JCNA SC Directors represent all clubs within the SC Region on the JCNA Board of Directors. Brock McPherson has endorsed Dave B. There can be no doubt that Dave B will better represent the interests of JCOH within the JCNA hierarchy than a JCNA member from Mexico who has no contact with our club. If Dave B wins the election, both SC Regional Directors will be Texans. This will allow the Texas JCNA clubs to have a strong voice in the meetings where JCNA policies are made.

Please take a minute to fill out your ballot and vote for Dave B. Additional information about the candidates and the election can be found in the September/October issue of Jaguar Journal at pages 32-34. The voting instructions are located on page 34.

Club member Patrick McLoad adds that the procedure is very simple. In the above mentioned issue of Jaguar Journal there is a tear-out ballot. All a member has to do is mark their choice on the ballot (Dave B.), remove the peel-away mailing label from the front of the magazine, apply it to the ballot, and then mail it. With small slips of paper like this it might be a good idea to put it on a piece of letterhead, insert it into an envelope, copy the address, and mail it as you would for any other regular piece of mail. It is important to put the peel-off label from the magazine to the ballot.



Sorry I couldn't find a better picture of Dave, but at least his car looks nice!!!



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

2008 JCOH Concours D'Elegance

Text: Ebbe Christensen ♦ Photos: Chuck Rhodes/Ebbe Christensen

60 cars, record high attendance, fantastic weather, a great blend of new and classic Jaguars and a fun, - but long (that also describes the waiting time for drinks) – award dinner. That's the short, but sweet facts that Chairman Bobby Gilham and his Concours team could retire on Sunday October 26 after a long weekend and months of preparation.



An impressive aerial view of the Concours site in Sugarland one sunny Saturday morning...

As usual the event was kicked off Friday night with an informal pub gathering, greeting our out of town visitors welcome, who once again graced our Concours with their presence, priceless help and great spirits. And cars of course.....!



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Saturday morning started bright and early, - well, bright is perhaps pushing it at 6:30am, where it was still dark. Aside from Dean Davis from the Austin club, who couldn't sleep (!), only the Concours team, a stray cat and few roaring Jaguars – including yours truly's 1967 Mk2, that got out of bed at her garage in Kingwood at 5:30am that morning – broke the morning silence of the site that in a few hours would burst with cars, car polish, four letter words (most common reaction to scratching your hands on that hard to reach inside of a wire well) and eager contestants.

We had a record 43 cars pre-registered, which in itself had given some challenge for the staging team, and called for some re-arranging from last year's plan. The team started on the many tasks which included mapping up the show area, setting up registration, the RV, wash stations, signs and a wealth of other small tasks that all combined makes it up for a well-organized Concours.

New this year was doing mechanicals in the registration area in front of the RV, immediately after registration and before going on the show site. It was one of Patrick McLoad's few bright moments in life (I have heard the other one was when he married Marlene). He did, however, for good order later apologize as we're frankly not used to that sort of contributions from his side that early in the morning. Normally it is limited to grunts, swearing and the cloud of cigarette smoke, but it proved a very efficient addition to previous years' procedures, and a model for others to follow.

At 8:00am several cars lined up, and we were not long into staging when it became clear that the number of not pre-registered cars would be significant this year, pushing the staging plan literally to the last few available square feet of the plaza. Thankfully, we have practiced this type of organized staging for several years, so the experienced staging crew (Mike Cook, our rookie and "everywhere" Bobby Gilham and I at the helm) managed to find a good spot for all entrants. Except one unlucky XK150 that found itself under a tree dropping acorns more frequently than my Mk2 drops oil. Turned out it was easier to move the car than the tree, so the XK150 got out of range from the acorn missiles and enjoyed the company of several other XKs, including both XK120's and XK140.





Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

As usual the E-types made up the lion's share as far as sheer numbers, and this year we had a great selection of Ser. 1, 2 and 3, as well as the various models, from FHC, 2+2 to OTS. It is difficult to highlight one over another, as usual Patrick McLoad's OTS draws well deserved attention. Another car we love to see every year is Spencer Mann's incredible un-restored Ser. 1 FHC. Yes, I'm biased since that's what I'm currently restoring, however, in times where many Concours cars end up as "over restored" cars, it is a rare treat to see a car as well preserved as Spencer's, who by the way drives the car each year from Austin.



Spencer Mann's blue 1965 Ser. 1 FHC (center) shines as new among the other beautiful E-types

Among the classic saloons one car stood out from the rest, Jim Heavner's 1959 Mk IX, - a beautifully restored car that shares the garage with Jim's 1956 XK 140, also shown at the Concours. Jim bought the car from an elderly gentleman, who had spent very serious money on the restoration, and Jim shared the very interesting history of the car with those present. As usual the pair of Mk2's of Paul Brown and yours truly flanked the impressive Mk IX.



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008



Jim's two tone Mk IX shines along side the Mk2's of Paul Brown and Ebbe Christensen

However, the climax of classic Jaguars was without comparison Rufus Coburn's 1935 SS90, which in many ways took center stage. The result of many years' intensive and careful restoration this gem is a very rare car to see up close. Many members took advantage of this opportunity and the car was surrounded virtually all day by admirers.



Rufus' 1935 SS90 in an unusual, but beautiful color

No wonder Pat Phillips is smiling (on the left of car)



More details of this fabulous car....enjoy!



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Another head turner was Tony Temple's 1956 D-type replica. Although not the real thing, this car is as close as it gets. Few enthusiasts will have the chance to see the real thing – much less sit in one – so Tony's replica offers a great opportunity to see just how much Jaguar was on the forefront as far as racing in the 1950's



Tony Temple's 1956 D-type replica offering more than a glimpse of the famous D-type era



...and the real thing with yours truly smiling behind the wheel, courtesy of JDHT in Conventry/UK last year

The new "classics" are the XJS. Few Jaguars are subject to more discussions, but fact is that the XJS range represents an important part of Jaguar heritage, and no matter which car Jaguar built as the successor to the E-type, it was doomed to be a tough task. Also this year we had a great selection of XJS cars, from convertibles to coupes, including some new members' cars. Below is a selection of the increasing popular, yet deserving XJS

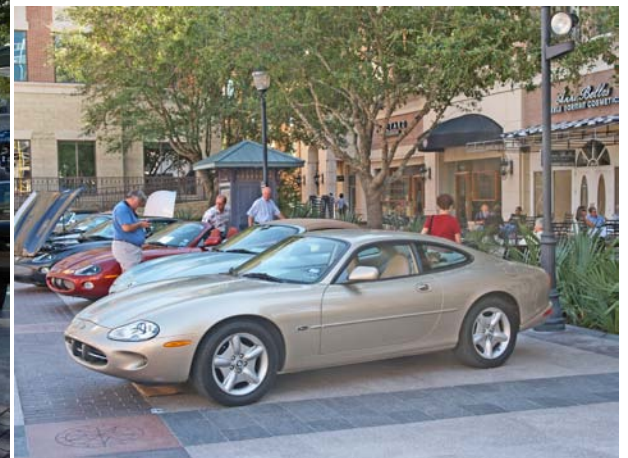




Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

A Jaguar club is not only about old cars, and thankfully several members and visitors proved that by bringing out several modern cars, bringing us up to date. The modern saloons were this year placed in an impressive line up on the outside of the plaza, with overflow area on the front end. Equally represented was the newer XK8 range, topping off the impressive heritage line from the early years of SS over the XKs, E-types, XJS – Jaguar’s line of production sports cars over 7 decades, - not something every JCNA Concours can show off...Thanks !



3 new Jaguars on display, courtesy of event main sponsor
Momentum Jaguar



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Finally, what would a JCOH Concours be if we didn't have our friends from other car clubs visiting ? High light of this year's Concours was Ron Stein's 1936 British Standard Little 9 Saloon. Shown with a great display of time correct artifacts, the tiny car made a great impression and became one of the favorite back drops for pictures. Particularly popular among the female visitors, who described it as "soooo cute". Yeah, Ron, it was the car they were referring to, sorry to disappoint you...! Other entrants was Kwan's Caterham Super 7 and Craig Burchsted's rare Rover Mini





Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

When all the cars had left the plaza and the clean up crew had done their job, it was time to change and be ready for the award dinner. Like last year, Perry's Steakhouse was the venue. It proved somewhat a challenge for both the restaurant and the guests. There's little doubt that Perry's did their best, however, the set up really has difficulties coping with a group as big as ours. It must have been the longest award dinner for years, and our ever well prepared MC, Mike Cook, had to start the award giving while we were waiting for food.

It became quite clear that if you didn't order two drinks at the same time, you would run out of supplies quite fast. However, the food was good, the spirit high, so everyone took the wait in stride and didn't let it ruin an otherwise conclusion of a perfect day. Just how impressive was the cars on this day? Well, Dave Belanger made a tabulation that showed we had **7 JCNA Champions, 2 Regional winners, and 6 JCNA runners up**, - all attending the same Concours at the same time. This is certainly a testimonial to the quality of our event, and the details are

- C01A Rufus & Pat Coburn 1935 SS90 **JCNA Champion**
- C05 Patrick & Marlene McLoad '66 E-type (2nd)
- C06 Frank & Patsy Shafer '66 SII E-type **JCNA Champion**
- C12 David McDowell /87 XJ5 VDP (2nd)
- C13 David & Judy Nichols '91 VDP (2nd)
- C15B Alexandra Eaton '95 XJS Conv **JCNA Champion**
- C15B Margaret McDowell '96 XJS Conv (2nd)
- C17 Dave & Marilee Belanger /00 S-TYPE **JCNA Champion**
- C19A Spencer Mann '67 E-type FHC **JCNA Champion**
- D06 Bob Saylor & Joan Strach '83 SIII XJ6 2nd)
- D07 Don & Patti McLane '95 XJ6 (2nd)
- D08A Don & Patti McLane '88 XJS Conv **JCNA Champion**
- D10 Chris & Tracey Goldsmith '05 XJ8L (Regional)
- S03 John & Jennifer Walker '66 FHC (Regional)
- S04 Tony & Betty Temple '53 Lynx D-Type Replica **JCNA Champion**

Best of Show

BOS Champ Classic: Rufus Coburn, 1935 Jaguar SS

BOS Champ Modern: Tie Alexandra Eaton, 1995 XJS
Margaret McDowell, 1996 XJS

BOS Driven Classic: Don & Patti McClain, 1988 XJS

BOS Driven Modern: Chris & Tracey Goldsmith '05 XJ8

Judges Choice

Tony Temple, (1956 D-Type Replica), Jim Heavner (1959 Mark IX), Bobby Gillham (2004 XKR Portfolio), David & Judy Nichols (1996 XJR), Spence Mann (1967 E-Type Ser 1 FHC), Dave Bellanger (2000 S-Type) and Paul Brown (1963 Mark 2, 3.8 liter)



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

It will be too comprehensive to list all the individual class winners here, and a complete list has been email to the membership under separate email.

Concluding this long article are a few selected pictures from the evening.

A great THANK YOU to Concours Chairman Bobby Gilham and not the least all the volunteers who made this day one of the best events in many years. There certainly will be some shoes to fill next year...!



**See y'all at the 32nd Annual Jaguar Club of Houston Concours D'Elegance
Saturday October 24, 2009 in Sugarland, Texas**



....and a few extra's from the JCOH Concours

By Ebbe Christensen

Ever wondered how Dave Belanger keeps his S-type in such pristine condition, driving the car and still winning national Championships with it ?? Our sneaky Welshman, Pat Phillips, managed to help solve both that question as well as the mystery of Chris Goldsmith complaining that his "post-it" pads disappear faster than he can unpack them....!



This is Dave B's unusual car cover ! No he claims it takes time to prep the car..!



Caption Contest



Any good suggestions for a caption to this great picture of Concours Chairman Bobby Gilham and our lovely, ever charming, but hard XKR driving (and hockey shooting) Terese Verklan ??

Send (nice) suggestions (that can be printed...) to Ebbe Christensen at usa@hexacon.com , mark it "Caption Contest", and win a JCOH club memorabilia.

Entries must be received no later than January 31, 2009



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Fall Fun Country Drive

Text: Michael Woodward ♦ Photos: Chuck Rhodes

On Saturday November 1 twenty three intrepid members of the J.C.O.H. set off for the unexplored reaches of Montgomery Texas, the birthplace of the Texas flag. Following Joe's lead the crew headed north from the Starbucks at Willowbrook along the scenic route FM 149 to Montgomery.

The weather was just wonderful and on our arrival we were challenged to find parking spots to take in the farmer's market and the unique craft and antique shops that Montgomery had to offer.

Once "shopped out" we were off to the Waterside Inn on the shores of picturesque lake Conroe to enjoy the view, fine English Ales, and more than anything each other's wonderful company. Here the group enjoyed lunch under the guidance of the English landlord and were then up for a photo opportunity under the direction of Peter with Chuck's wonderful photographic experience as always capturing the moment.

For some now came the time to bid farewell, for the rest it was back to Houston, via the car show in the Woodlands to round off a great day of cars, weather and the great hospitality of the J.C.O.H.

Thanks to everyone that showed up and made the event the great success that it was.





Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Definition of a classic car

By Ebbe Christensen

On several occasions, - latest in connection with the Concours – have club members discussed where to draw the line between a classic and a modern car. Since I advocated for the 30 year rule I set out to get a clear definition, and I'm pleased to announce that it is official.

The FIVA (Federation Internationale des Vehicules Anciens), which is the European agency that governs the legislation for old versus modern cars, have made a final global definition that goes into force from 2010. Since we're driving British cars, I furthermore investigated that the FBHVC (Federation for British Historic Vehicles Clubs) endorses the definition, and its secretary, Rosy Pugh, recently confirmed that in the British car magazine, "Practical Classics" (January 2009 issue).

In short the FIVA's rules define a classic car as:

"The car must be at least 30 years old, preserved and maintained in a historically correct condition and not be used as a means of daily transportation".

It furthermore adds

"For the rules to take effect from 2010, the car must be built on or before December 31, 1980 and fitted with the same, or replacement examples of components it was built with or parts and accessories available within the design life of the vehicle"

Hence at the 2009 Concours there should not be any discussion that



this 1987 Ser.III XJ6 **is NOT a classic**



....but this 1977 Ser. I XJ6 certainly is !

I win, and I hereby rest my case...!



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

The Mad Cat Gymkhana November 2008

Text by Pat Phillips ♦ Photos by Chuck Rhodes and Beda Young

I don't know if you were aware but 'The Mad Cat Gymkhana' came into existence to encourage those members who were not keen on driving their Jaguars fast to come out and join the fun!



Yep! It had that kind of effect!! You can herd the cat's to water but you can't make them swim, drink water, sunbathe, build gliders etc!

Well we had a turn out of about six or seven, I think we started with eight but you know this attrition thing.

Well enough of my Tom Cat whining how did the day go? The format for those familiar with egg & spoon races, slalom etc will recognize the first event:

The Slalom

A series of cones that have to be driven through and back through without spilling any of 10 Tennis balls sitting in a very flat basket placed on a padded towel on the bonnet of the car. This was a timed event with 3 seconds added to each score for every ball dropped and cone killed. It turned out too slow so we modified the layout with the support of our Subject matter expert Armando Trantini (former formula 2 driver and Sports car racing driver).

The Parking event

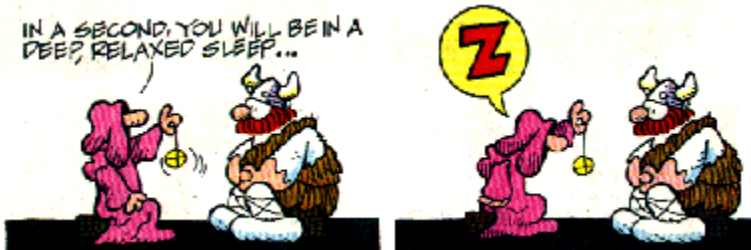
This was again a timed event over a course laid out as a letter 'H', entering at the center bar parking forward into the first bay, reversing back to the second bay crossing the bar to drive forward into the third bay and back into the forth, this was then exited as quickly as possible through the center bar and the time taken.

Three seconds were added for each ball lost from the basket and 3 seconds for every ball dislodged from cones that described the course.



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008



Do I still have you?
Finally and without further ado the last official event!

Bucket Bombing

This is all about driving an oval with 5 tennis balls that you have to throw onto a bucket (one on each bend) until you get rid of all five. Three seconds added (there is a pattern here isn't there?) for every bucket missed and three points added to the time for every ball lost from the basket on the bonnet. I clearly didn't explain everything to myself because I lost the entire basket!!

After all the fun and frolics, our Ace sports car driver and sometimes Slalom coach talked us into driving our cars as fast as possible around a tight cart like circuit.

Hmmm Shall we?

Well this was a matter of preaching to the converted. Armando laid out the course and we ran a considerable amount of rubber off our tires having as much fun as you can with your clothes on!

Chuck Rhodes took lot's of pictures and I have no doubt they are as brilliant as ever, so please cast your eyes over them and see what you missed.

Did anyone read this? I will be asking questions!! Always keen to chat with you chaps from Norway & Sweden, I seem to get most feed back from you.

Thanks for the support of Chris Goldsmith, Mike Woodward, Chuck & Sandy Rhodes and of course Jaguar North for the facility.

Below some pictures from the hairy driving event that put our cats on the verge of destruction..!



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December2008





Jaguar Club of Houston NewsLetter

www.jcoh.cc
December 2008

Did you know ?

By Ebbe Christensen

It is my intention to have this little trivia as a fixed part of the NewsLetter, and I will be at the mercy of others to help me dig up interesting car trivia.

So, this month's trivia is, - why did France for decades demand yellow headlights for their cars? (sorry I couldn't find a Jaguar, so a BMW Panzerwagen will have to do as a model here)



It could have had something to do with fashion, but is quite more practical. In 1938 the French government was concerned about the rising threat on yet another invasion by the Germans, so it passed a law that all new vehicles in France should have yellow headlights, and all existing vehicles should be retrofitted accordingly. Thereby it would be easier to spot foreign cars traveling by night on the roads. Alas cars with yellow lights were left alone, while those without was subject to search or even worse, being shot at. France had to drop this law as late as in 1993 to

conform to European Union regulations. I guess nobody in France considered it likely that Germans or others with evil intentions would retrofit their cars too, but that's another trivia another day.

At least now I know why my Mk 2 has white headlights, but yellow fog lights:



It was British spy car....!

I got the story from Practical Classics, however, you can find more information about it on the internet should you so desire.



Jaguar Club of Houston NewsLetter

www.jcoh.cc
December2008

Input needed !

Well, folks, that's all for this first NewsLetter Revival issue. In 2009 several more features will be added, included our calendar and upcoming events. I'm also considering a monthly installment on the progress of my 1966 E-type restoration project, but that is yet to be decided.

However, please help me keep this newsletter alive by sending me articles and ideas, or if you have a car or parts for sale, is a club member in good standing, we can post your merchandise here.

If you have car news you would like to share with your fellow members, please do let me know so we can create a dynamic tool to keep the club members informed and at the same time be fun to read.

You can send material via email to usa@hexacon.com or you can call me on my cell phone 281 435 4003.

Snail mail is best sent to:

Ebbe H. Christensen
4210 Meadow Forest Lane
Kingwood, Texas 77345

All left at this time is to wish you and your families a

Merry Christmas and a Happy New Year !!!

