



ILLINOIS JAGUAR Club

All British
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The Jag Rag
December 2016

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Current IJC Membership
127

The Jag Rag is published about five times a year, depending on events, April, June, August, October and December.

Color Newsletter Online:

At our Websites

www.ijc.clubexpress.com
www.jcna.com

President's Message

It's hard to believe it's near membership renewal time for 2017. But as I look back at how many miles I covered this year in the Jags and all the events on this years calendar I can see how time flew by. I want to thank all of you who helped pull our events together and especially the members of the Event Committee that coordinated those efforts.

We plan to once again fill the calendar with reasons to get out and drive in 2017. I would like to ask for your help in providing suggestions especially for close by events that might be a half day or so get together and easy to coordinate. One of my goals is to get more of the 65% of the membership that did not participate in an event this year out next year. If there is something we should add to the calendar that would bring you out please let a member of the Event Committee or myself know. I'd like a chance to meet you and your Jaguar.

Along those same lines with Mark Havemann finishing his term as Vice President and Mike Smith taking on that role, along with Event Committee chair, we have an opening on the Event Committee. If you would like to step forward and help the club please give me a call.

Our first event of 2017 is the Holiday Party

on January 14. With Suzie and Cathy organizing a party themed "Hats off to the New Year!" it's bound to be an event not to be missed. So get your hotel and party reservations made soon. Details on the website.

As you renew and are updating/checking your contact information don't forget to check the box that tells us if you want to save trees and get the Jag Rag on line or if you would like to receive a paper copy to enjoy in your favorite reading chair. If you change your mind you can always update that preference on line.

I hope you and yours have a happy and safe holiday season and that your Jags get all the presents they deserve. I hope to see you at the Holiday Party as I start my 8th year as President (not President for Life as rumored),

Ken



Cover Photo

An Aerial view of the British Car Festival sent in from Mark Havemann



Happy Holidays

The Official 2017 Club Calendar



Watch the Jag Rag & your emails for updated information on these coming events.

Month / Date / Time	Event	Location / Contact
January 14th:	Winter Party	Eddie Merlots/Burr Ridge Suzie Ksiazek 630-789-2257
May or June: TBD	Spring Drive	Traverse City Michigan or Wisconsin?
??	A Day Drive	Anywhere/ Your name and number here! We could use some planners
June 4th:	Champagne British Car Festival www.cbcf-bloomington.com	Bloomington, Illinois Ken Katch 309-370-3368
July 22nd:	Concours d'Elegance www.icj.clubexpress.com	Durham Riding Club, Wayne Illinois Michael Belica 630-204-6322
August 12th:	All British Car Day	Irongate Motor Condos, Naperville Dan Cusick dcusick60@comcast.net
September: TBD	British Car Festival www.britishcarunion.com	Harper College, Palatine Mark Havemann 847-888-3924
October TBD	Fall Drive	Traverse City Michigan or Wisconsin?

More Events of interest from our online calendar

March 19th: All British Swap meet at the DuPage County Fairgrounds, Wheaton, Illinois

June 4th: Champagne British Car Festival. Champagne, Illinois

July 8th & 9th: Mad Dogs and Englishmen British Auto Faire., Kalamazoo, Michigan

August 5th & 6th: Milwaukee Masterpiece and Wisconsin Jaguars Concours, Milwaukee Wisconsin



2001 Fisherman's Inn Concours



2004 Lincolnshire Concours



2007 McDonlads Concours

Hat's off to the New Year Holiday Party!

Mark your calendars folk's,
please attend our:

**HAT'S OFF TO THE NEW
YEAR HOLIDAY PARTY!!**

This year's party will be on Saturday, January 14

The location is: Eddie Merlot's
in Burr Ridge 201 S. Bridewell
Drive (630)468-2098

6:00pm appetizers/cocktail
hour (cash bar)

7pm dinner Choice of entree
from a special menu

Entertainment

The price is \$90.00 per person

Dinner selections will be chosen at the event. There will be a cash bar throughout the night.

**Reservation and payment
must be made by Monday,
January 9**

Sign up at

www.ijc.clubexpress.com

Our host hotel is: Chicago Marriott Southwest at Burr Ridge
1200 Burr Ridge Parkway It is approx. 2 1/2 blocks from the restaurant

We have a block of 10 rooms, with the ability to add more. The price is \$119.00 for a deluxe guest-room (king or doubles) The number to call is 630-986-4100

Rooms are listed under Illinois Jaguar Club. The guarantee cutoff date is Friday, Dec. 23 @ 5:00pm. If anyone has difficulty booking, please contact Suzie @ 630-789-2257

We are offering a free shuttle to and from the hotel. The first shuttle will leave the Marriott at 5:50pm with the next shuttle leaving at 6:15pm. The van seats 11 people, please keep this in



mind.

The return shuttle times will be determined at a later date. There will be two runs then as well.

We look forward to seeing you on the 14th! Cathy & Suzie



September's British Car Union Photos



Jaguar, Hottest Car Company in America

From Bloomberg.com



The memo that the U.S. car market is finally slowing down apparently didn't make it to Coventry, England. From its U.K. headquarters, Tata Motors' Jaguar brand has rocketed to the front of an increasingly listless crowd of vehicles in America.

In the first seven months of this year, Jaguar sales surged 59 percent, handily outpacing every other brand on the road. Volvo was a distant second, with a 29 percent increase in cars sold. Most of Jaguar's luxury rivals—including Acura, BMW, Cadillac, Lexus, and Mercedes—have reported a dip in sales for the year to date.

"We couldn't be more tickled," said Chris Marchand, executive vice president of operations at Jaguar Land Rover North America. "Foot traffic in dealerships has more than tripled."

Still, the sales surge is a bit deceiving. For one, Jaguar had quite a bit of room for improvement. While the industry boomed in recent years, Jaguar's sales had largely been stagnant for a decade. With fewer than 15,000 cars sold in the U.S. last year, the brand lived almost purely on provenance—its storied history and the occasional Bond film. It takes Ford less than three days to move that

much metal.

Jaguar engineers, however, weren't idle. They were busy drastically overhauling the lineup.

Car executives spend a lot of time talking about "product cadence," the art of pacing precisely when to pull the cover off new models. Typically, they try to spread out big and exciting new looks to smooth demand and design resources. Jaguar did the opposite.

The brand overhauled its entire lineup in less than a year, rolling out a new version of its mid-range XF sedan in November, followed a few months later by

an updated XJ, its most expensive sedan. In May, U.S. dealers started selling two all-new models, the entry-level XE sedan and the F-Pace, Jaguar's first SUV.

It was a blitz of metal-based marketing that appears to be working handsomely.

"I think from a normal perspective you want to have a more staggered approach," Joachim Eberhardt, the North America unit's chief executive, told us in September. "But what we're trying to do here is grab the attention of the marketplace."

The F-Pace in particular has been a hit. The midsize SUV has garnered breathless reviews while parking neatly in the hottest segment of the U.S. market. If fancy, family trucks are wrong, Americans don't want to be right. The F-Pace rolled into U.S. dealerships in May and immediately became Jaguar's bestseller. Last month, the little Costco-pod accounted for half of Jaguar transactions.

Demand has also been primed



by some price cuts. The XF, Jaguar's midrange sedan, now starts at \$51,900, 9 percent less than it used to. And with a starting price of \$34,900, Jaguar's starter XE sedan is cheaper than anything it has hawked in years.

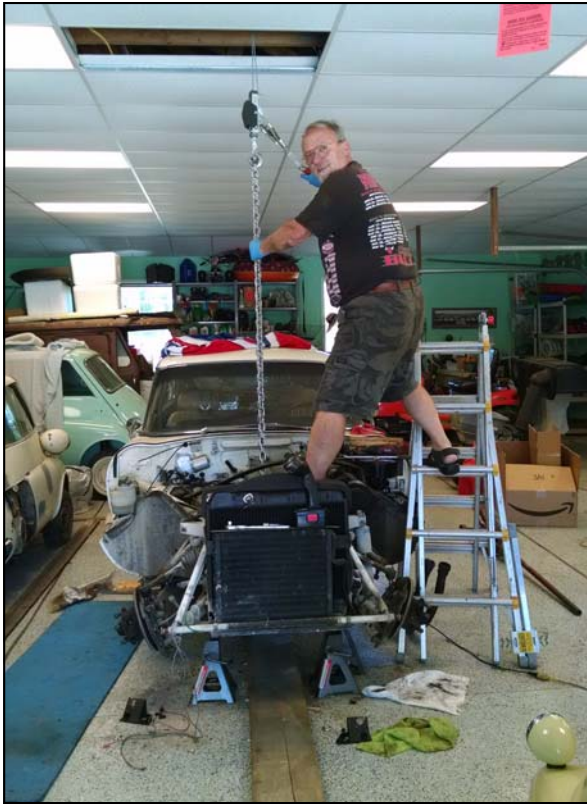
Its incentive spending was almost one-third lower last month than it was in July 2015. It put just \$4,016 on the hood of every Jaguar—less than almost every brand in the luxury car game.

Sales, of course, is an imperfect metric. It's an easy data point to inflate by sacrificing profit or gamesmanship. What's notable, however, is that while Jaguar cut prices, it also axed incentives.



Removing an XK Engine Part 2

By: Rod Lindoo



Pulling an XK engine by yourself.

My piston knock dilemma (see last issue) ended up in having to pull the XK engine out of my 1970 Etype. Not exactly what I wanted to do but it had to be done.

Lots of stuff needs to be taken out of the engine compartment in order to remove the engine. Start by draining fluids, removing or cutting water hoses, remove intake manifold, exhaust manifold, oil filter, distributor, alternator, power steering pump, water pump and all electric connections... about the time you think you have it all, you will find something else that needs to go. I get some much need

advice from Gary at JK Restoration in Oswego Illinois about the tie rod reaction plate. The plate, near the rear of the engine, is a pain in the you know what. You have to disconnect the upper ball joints and sway bar in order to take the pressure off the tie rods to get the reaction plate off.

Luckily the air conditioning can be moved off to the side without disconnecting, yes it still works! And then there is the drive shaft and other things to disconnect inside the car.

Next decision is weather to pull it out the top or drop it out the bottom. I figured I could save a few bucks on an engine lift rental if I dropped it out the bottom.

I'm running a 4 x 4 piece of wood across the rafters in the roof to distribute the weight and hooking a "come along" style cable puller.

Chains are hooked up to the main engine pulling hooks on the engine head.

I lift up the engine a little and can then remove the two front engine mounts allowing the engine to drop down to the floor. Oh yea,

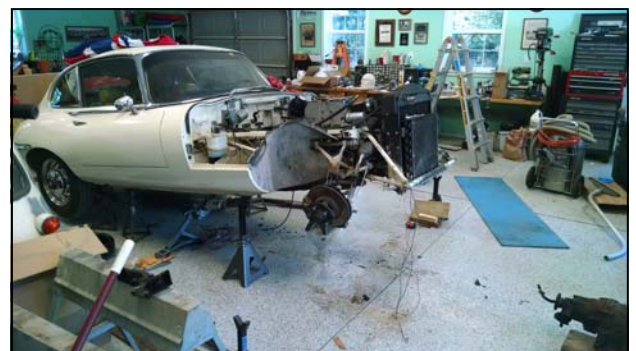
put a 2 x 10 piece of wood with some 1/4 inch dowel rods under it on the floor so you have a way to pull the engine out from under the car, when it sits on the floor.

Once on the floor you need to jack up the front of the car so you can pull the engine out from under it. I would jack it up a couple inches then reset my jack stands up higher in case something slipped. It looked a little scary but I was able to jack it up high enough to pull out the engine.

There I have it out all by myself. Now I have this big heavy engine sitting here and I realize I need to get it up into my trailer to take it somewhere for rebuilding. So much for saving a few bucks on the lift rental, I'm going to need it to put this big heavy thing in the trailer ! Time to head to the rental store.

Below photo, Engine gone! You can see how high you need to jack up the front end. Would be much easier with a car lift, I've always wanted one of those.

Next Page: Part 3, While I'm at it.



It will, come out the bottom.

While I'm at It!

Part 3

Ever take your Etype out for a long drive on a hot day and end up even hotter in the car? A lot of heat is given off by the 4.2 engine, it all seems to come thru the front firewall and transmission tunnel. Here is what I'm doing to hopefully cool down the inside so the air conditioner might have a chance to cool it down.

While I'm at it, I found a ceramic insulating paint that keeps the hot out, cleaned up the outside of the transmission tunnel and painted it with this Lizard Skin paint. After that I also got self stick foam insulation with a radiant metal insulator. A big upgrade!

While I'm at it, The interior also got insulated with "reflectix", yep the same stuff you get at Home Depot. Pieces were cut, fitted and contact cemented on. This baby should stay cool inside now!

While I was at it, I found one of my floor mats weighed 10 lbs and felt oily. Couldn't figure out at first why but then found the answer while ordering parts online. The hot water crossover tubes were leaking, soaking the mat. I ordered a new stainless steel set, these should last me a lifetime.

And while I'm at it, what to do with the front end? Might as well clean it up and repaint.

And while I have all the suspension apart I might as well replace all the rubber bushings, steering rack rubber mounts, sway bar rubber mounts and anything else since now is the time I can get to it easily.

I hope I can remember where all the wires and parts go back!

Next Issue, part 4, Where's that engine?



Transmission tunnel area insulated



Interior area insulated with Reflectix.



Painting the engine compartment.

Fall Drive to S.C. Johnson and Lake Geneva.

From: Ken Katch, photos from Tod Wilson & Mark Havemann

On a sunny Sept. 17 nine cars (as unfortunately not all were Jags) cruised to the S.C. Johnson campus in Racine, WI to tour the Frank Lloyd Wright designed buildings. A very informative tour took us inside the research tower, the administration building, and the golden rondelle. The research tower with it's glass tube exterior walls and tiny central elevator was left much as it was when closed due to modern code constraints. We received a good look at what it was like to work in the tower as the many products were developed. The admin building was fascinating as everything including the desks were designed by Wright and are still in use today. I'll admit it was a very pleasant work space compared to today's cubicle farms.

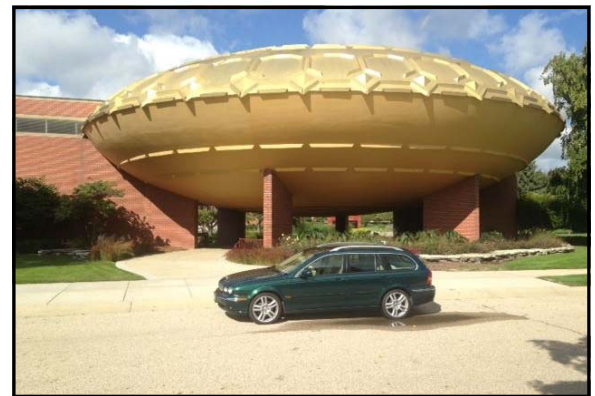
After our tour we had a hearty lunch at the Ivanhoe Pub, an appropriate venue for Brit car folks. Downtown Racine is definitely showing signs of life and a fairly pleasant place although spoiled for a few of us by the very vigilant parking meter police.

From there a smaller group wandered on to Lake Geneva and a breezy but informative tour of the shoreline on the Lady of the Lake. Everyone



was impressed by the opulence of the upscale “cottages” while some (ok probably just me) were envious of the significant garage space!

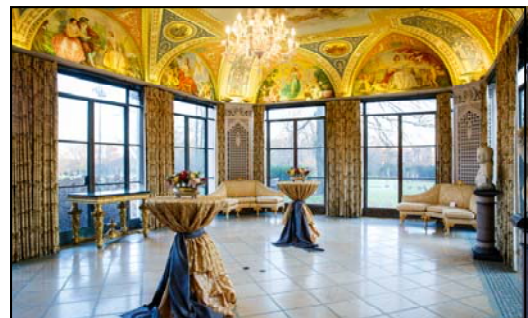
We capped off the evening with a delicious meal and great conversation at the Geneva Chop House in the Grand Geneva Resort. If you missed the drive I'd definitely put all of those stops on your personal tour list.



Cuneo Mansion Tour

From: Mike Smith

The event committee is looking into a one day trip to the Cuneo Mansion and Gardens in Vernon Hills Illinois. The 100 Acre property was built in 1914 for Samuel Insull, the original founder of General Electric. Later the property passed to the Cuneo Family when they bought it in 1937. The Cuneo Family is best known for Cuneo Press and Hawthorn Melody Farms. If you are a native Chicagoan, you may remember the annual grade school trip everyone took to Hawthorn Melody Farms in the late 50s/early 60s. In 2009 the Cuneo Family donated the estate to Loyola University of Chicago along with the life-long collection of fine art the family had accumulated. The mansion is open for self guided tours on selected weekends while it undergoes restoration. The Mansion is also a University Campus offering many business courses. We might do this in the morning, find a nice place for lunch then do the Navy Museum at Great Lakes. Great Lakes remains the only " Boot Camp " for all recruits entering the U S Navy. At one time the Navy did its basic training at three locations. It is one of 10 museums operated by the U S Navy and contains over 40,000 artifacts. This particular museum focuses on the average sailor and his history and traditions. More information to follow when the details are worked out.



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IJC Field Correspondent/BCU Rep.

Hello again all. I don't know about you, but Lori and I had a great year with the IJC and our Jaguar adventures. The holiday party at the Dunham Hunt Club was well attended and we had fun singing along with our Rod Stewart entertainer. Lori and I missed the April and May events as usual due to employment commitments, but then things picked up. We joined up with fellow members in Bloomington, IL for the Champagne British Car Festival. It was our first time, but certainly not our last. It was a wonderful setting and the tour of the 1872 dated David Davis Mansion was not only educational, but I actually learned a couple of things (unlike junior high school.) So it turns out Mr. Davis, the Supreme Court Justice, and Mr. (later President) Lincoln were buddies. During a hotel stay, while working the campaign trail, a commotion was heard upstairs where the two were rooming. Security ran upstairs to see what the hollering and ruckus was all about. They opened the door to see Lincoln and Davis in their night shirts having a pillow fight. How about those early wild and crazy politicians, eh? In addition to the Mansion tour was the barn/museum and the Heritage Garden. Some plants there are still thriving since planted in 1872. Amazing!

Next we attended the Scottish Festival/Highland Games. We parked car show fashion with Jaguars and other British cars. So much to see and hear at this event- it is definitely worth seeing: drum and bagpipe competitors from all over the Midwest, the food vendors, dog agility competition, long-haired steers, and very large men in kilts that pick up Sequoia trees and throw them end over end...well not the whole tree...and they weren't Sequoias. But it was awesome. The highlight for us was the band. You never heard a more rockin Scottish/Irish bit of music. Come see and hear next year!

Then it was time to get to work cleaning the cars up for three concours. We attended ours, Wisconsin's Masterpiece,

and St. Louis this year. The weather cooperated for all three. It's always a pleasure to meet up the folks from our closest clubs, as many friendships are made through the ownership of our cars and soon SUVs. I was invited to stay and help John Boswell with the Sunday Masterpiece show and display my car. It was a full weekend which included a great dinner and view from the University Club Sky Room on Friday night, Saturday's Show and Glow with the concours, the evenings appetizers and silent auction, and of course the Sunday event. I will let the pictures tell the rest. St. Louis was a pleasure as well with great accommodations and a fun dinner after the show.

We made the Fall Drive this year and again great weather and camaraderie. It was an interesting tour of the Johnson and Johnson corporate headquarters in Racine, Wisconsin. Besides the architecture, which was very interesting to us, we found the stories of the humble beginnings and subsequent adventures of the early days captivating. Johnson needed a source for carnauba wax for his floor customers and eventually car wax. The search in South America in a propeller-driven airplane was the kind of stuff you see in an Indiana Jones movie. A replica of the original plane is in the new museum on campus. After our tour we headed west to the Lake Geneva area and climbed aboard the Lady of the Lake for

an architectural tour of the mansions along the lake front. We have done this ride three times in the past. I am thinking about becoming a guide once my mansion on the Wrigley property is built, that is, once my lottery ticket hits.

Last but not least was the British Car Festival at Harper College put on by the British Car Union. It was our 30th anniversary and a big success. Over 545 vehicles displayed and the best weather ever. This show is an accumulation of monthly meetings attended by most of the representatives with a lot of planning involved. I accepted the role of representative a year and half ago and enjoy it. So much so, that I have agreed to accept the nomination of Chairperson starting January 2017. Therefore, I believe it to be in the best interests for me to concentrate my efforts to this new position and relinquish my Vice President status with the Illinois Jaguar Club. Our board has been officially notified. However, you can't get rid of me that easy. Lori and I will still be attending every event we possibly can.

Your friend in Jaguars,
Mark Havemann





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