



Tom Bailey / Steve Endres

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December 2023

The Official Newsletter of the Jaguar Affiliates Group of Michigan

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# Travels Through Time

See Pages 4 & 5



See pages 8 - 11 for  
XK 120 Special Feature!

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## Welcome New Members

Member Name	Jaguars Owned
Mark Gerhard	
Richard & Floretta Latham	2005 XJL 2009 XK
Current JAGM membership is 171	

JAGM welcomes our newest members. Please help us extend them a warm welcome.

## Photo Credits

### XK 120

Gary Seraphinoff  
Lee Jacobsen  
Matthew Dunn  
John Waanders

### A Bee Under My Bonnet

Howard Richards

## 2024 JAGM Membership Renewal

**Membership Application DEADLINE 12/31/2023 (Note—there is a \$5.00 price increase starting 12/16/2023)**

Please PRINT Legibly

Name(s) \_\_\_\_\_ Telephone \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

1st Email \_\_\_\_\_ 2nd Email \_\_\_\_\_

Jaguar(s) Owned (please PRINT legibly additional cars on back of this form or add another page—if no changes please write 'same')

Year

Model

Body Style

Color

I hereby make application to renew my membership, in the Jaguar Affiliates Group of Michigan, a non-profit Corporation. With this renewal, I agree to abide by the bylaws of the corporation. Attached I am enclosing my check in the amount of **\$70.00, payable to JAGM.** (\$70.00 amount includes \$40.00 for JCNA membership dues)

Signature \_\_\_\_\_ Date \_\_\_\_\_

Send your application and check to: Pauline Blunt, Membership Director, 4715 Bell Oak Road, Williamston, MI 48895

Or renew your membership online at [jagm.org/membership](http://jagm.org/membership).



### Our Trip to Coventry

Gary Cunningham and Tim Moore

As many of you are aware, we took an adventure-some trip to England two months ago and have barely said a word about it to our Jaguar friends. We would like to correct that oversight by organizing an in-person membership meeting at which we will give a live presentation of the highlights of our trip and answer questions from the audience.

We were there for only 12 days, but covered an enormous number of events and places of interest. Here is a short version of our itinerary:

- Attend the Concours of Elegance at Hampton Court Palace (near London) and the Bonham's classic car auction.
- Personal viewing of the workshop of John Skinner (where Tim Moore plans to acquire the interior kit he needs for his E-Type) in Cheltenham.
- Attend the Jaguars at Le Mans Celebration on the grounds of the Heritage Trust and British Motor Museums in Gaydon (Neil Campbell and Tony

Merrygold from the Jaguar Heritage Trust were our guides).

- Personal viewing of the workshops of Building the Legend by Neville Swales in Bedworth (NE of Coventry), along with the nearby sheet metal firm of RJ Panels and G-B Classic Trim, a firm that crafts Jaguar interior trim components.
- Three full days in Oxford, which offered a plethora of architectural and historical significance, to say nothing of the history of the university.
- Personal viewing of the workshops of Classic Motor Cars in Bridgnorth (West of Birmingham, and where we saw the progress being made on the repairs to Dave Wathen's E-Type).
- Three full days at the Goodwood Revival Festival in Chichester (West Sussex) and stayed in Brighton at A Room with a View (the real name of the hotel on the ocean overlooking the Palace Place Pier).

Please be on the lookout for an e-blast from our webmaster announcing all the particulars for the in-person membership meeting at which we will say and show much more.



## Activities Calendar

	December	January	February
Activity	<b>JAGM Holiday Party/Benefit for Toys for Tots</b> <b>Filippa's Italian Restaurant</b> 45125 Mound Road, Shelby Township, MI <b>Saturday, December 2<sup>nd</sup></b> <b>1:00—4:00 PM</b>	Meeting Wednesday 10 <sup>th</sup> @ 7:00PM	Meeting Wednesday 14 <sup>th</sup> @ 7:00PM
		A possible winter activity TBD	Tipping Pointe Theatre Northville, MI TBD
		SCCA Ice Runs Ross Lake, Beaverton, MI Saturday, 27th	Charity Auction TBD
			SCCA Ice Runs Ross Lake, Beaverton, MI Sunday, 18th

For the most up to date listing & schedule of events, go to: [www.jagm.org/events](http://www.jagm.org/events)

# Traveling Through Time in Ypsilanti - Nov 11, 2023

We had great weather and fun with about 22 members joining in for some history lessons.

Our gathering point was Vanguard Motor Sales. I thank them for providing coffee and donuts for us. They are no strangers to having tour groups coming in and welcoming them all. I picked up one of their brochures at the M1 Concours. They had much more than I expected. Their first building had about 35 high end cars going through some repairs, restoration, and reasonable modifications. Their second building had about 100 cars all cleaned up, re-stored and up for sale. Many of us said that they had or knew of one of those cars years ago. You can see their inventory and operations on their website at [www.vanguardmotorsales.com](http://www.vanguardmotorsales.com).

From there it was about a 12-mile drive to the Yankee Air Museum, located on the grounds of Willow Run Airport. We had a docent tour arranged to show us around. Their space is limited, but they carefully use everything that they have available. The displays were informative, and they cov-



ered the basics of just about every aspect of the displayed planes and helicopters. When I was last there in 2002, they had a very large old wooden hanger. That later burned down with almost everything inside. They have been rebuilding ever since. They did manage to purchase a wing of the original B-24 bomber factory. Unfortunately, with asbestos and other things it cannot currently be occupied by people, so they store some of their planes there. They are also using another hanger for storing planes and they are operating out of a basic modern hanger.



Back on the road to the Bomber Restaurant in Ypsilanti. This restaurant served the B-24 factory workers way back when they were building B-24's. It is a very basic diner with a lot of history and memorabilia. Everyone who goes there has a good time and good food.

Then to the Michigan Firehouse Museum. They have part of a historic firehouse with a large addition for the rest of the multi-level museum. There was probably a dozen antique fire engines and equipment showing how the people and equipment fought fires back into the 1800's. It

# Traveling Through Time in Ypsilanti - Nov 11, 2023 (cont'd)

was very well put together and presented.



This was a very sentimental trip for me personally. It was Veterans Day. We owe so much to those who served. My father was a B-17 pilot and served three tours of duty in Northern Africa and Italy during WWII. He had several tenuous situations. On both of our trips with JAGM to the Yankee Air Museum, I donated some of my father's wartime memorabilia to the Museum. They were happy to get it and I am happy that it will be honored forever. Our day had beautiful weather just like some previous trips. Frank Koslowski was JAGM's Activities Director through 2002. He and Gary Hersoren ran a tour to Yesterday's Collection, a private car museum in Jackson in Fall 2002. The weather

was just as bright and sunny as our Fall trip. In addition, Frank ran a trip in June 2001 to 3 of our five stops. I started out duplicating his efforts. He made my job a lot easier. They all may all have been looking down on us to give



Our final stop was the Ypsilanti Au-

tomotive Heritage Museum. This was adjoining a building that used to be an old Hudson dealership. The dealership changed since it closed. The Parts Dept still had parts stocked on the shelves and in bins. There were about 50 cars on display and other displays showing different aspects of the cars or features.

Bob Matejek

tomotive Heritage Museum. This was adjoining a building that used to be an old Hudson dealership. The dealership changed since it closed. The Parts Dept still had parts stocked on the shelves and in bins. There were about 50 cars on display and other displays showing different aspects of the cars or features.

Everyone had a very good time. I was hearing about living in the Detroit area all my life and I never knew these places existed.



## A Bee Under My Bonnet

“And the winner of the Murphy’s Law Award goes to ... Willow’s Parents.”



And so, I had to address all the members in attendance at the 2023 JAGM Concours d’Elegance Awards Banquet to explain.

In the first part of June this year, I started our 2007 XK Convertible and immediately noticed a warning on the dash that read ‘HOOD OPEN’. So, I tried a similar method of clearing it when I got the same message “BOOT OPEN.” I opened the hood and closed it again. Only this time, the warning did not clear. My first thought was to readjust the main latch on the left side of the engine compartment.

I was able to get the message on the dash to clear, but only temporarily. At this point I should have been content to leave it alone, however I was not going to drive a car that cannot be locked. I decided after reading up on the subject, the installation of a new hood position sensor was in order. I ordered one from JagBits.com and in a week, I had a new part for the semi-reasonable cost of \$58.00. This is when my disaster began to unfold.

The installation was straightforward. Unplug the old sensor, press the two prongs into the cutouts on the bottom of the latch, remove the old sensor and reinstall the new one. 10-minute procedure. As those of you who twist wrenches on their cars know full well, a 10-minute job is only a broken bolt away from a 2-day ordeal. This turned out to be worse. I felt good about the repair and shut the hood and ‘Voila’ no more warning on the dash after starting the car. Then I opened the hood only to realize that the main latch released and not the secondary one on the passenger’s side of the car. Evidently, when installing the new sensor, I dislodged the cable for the other side of the hood. Now I was facing a hood that would not



open. I was able to force my arm under the hood far enough to reach the latch, but I couldn’t manipulate anything. I had my wife Lori pull the hood release in the car as I fiddled with the cables under the bonnet that were now no longer visible. The bonnet snapped shut when I removed my arm and would not open at all. Both cables disconnected from the latch!

I immediately started to search out this predicament on YouTube, the Jaguar Forums, and the XK Owners groups to no avail. I thought to myself ‘this has to have happened before during the 16 years of this car’s existence, but no. The Euro spec version did have a solution. Their XKs come with a feature known as PPS or Pedestrian Protection System. There are actuators located on each side of the engine compartment that will ‘blow the latches’ and allow the bonnet to open so if you hit a pedestrian, they

won’t wind up in your windshield. It is possible to jump the wires and blow the bonnet open if the cables break but, it destroys the bonnet during the process. No solutions on this side of the pond, however.

I spoke with a dozen or so mechanics and service advisors at dealerships in Michigan, Illinois and Indiana to no avail. I called the Headquarters in New Jersey. I phoned Coventry and I was told that factory reps do not answer inquiries on vehicles older than 10 years. Time and time again I was told “take it to a body shop.” Their solution was to cut the bonnet off the car.

During the Bay Harbor Show, I was driving a car with a non-functioning hood release. I spoke with members of the club about the issue and none of us could come up with a solution. So, I made an appointment with one of the best body shops in the state right here in my own back yard. The Dave Kring Body shop has been perfecting their craft for 42 years and after seeing examples of their work, I agreed to hire them although they would not be able to work on the car until mid-September. In the meantime, I had to track

## A Bee Under My Bonnet

down a replacement bonnet. I found one at a salvage yard in Florida and had it shipped up to Petoskey. After being delivered to Krings Body Shop I examined it and the foreman also agreed that it would be perfectly fine to refinish and install.

During the Concours, I spoke with John Boswell and others to see if anyone had any other ideas. I was told by one of our new members to track down a schematic of the engine compartment.



I had already taken photos of the compartment of the XK belonging to Bill Jordan to forward to the body shop manager. If the bonnet had to be cut, the manager said he did not want to be present while it happened. The week before it had to go in, I removed all the inner wheel well covers to see if there were any access points, again to no avail.

The big day arrived on Wednesday the 13<sup>th</sup> of September. I had a sickening feeling while driving our beloved XK to the shop in order to, in my mind, be destroyed.

Being in contact with Jason, the shop foreman, and

relating to him all the ideas and suggestions given to me by the group and the excellent service advisor Jeff Van Ordsol at Denooyer Jaguar really helped. He was able to fashion a tool from a PDR device usually used for paintless dent repair.

There was a 3-inch gap at the bottom of the windscreen where the base of the wiper arm attaches and he was able to trip the main latch. He then proceeded to use a balloon device to get enough separation between the hood and fender to remove the cable and release the other side. Because I had not reinstalled the inspection cover on the left side of the engine compartment, he was able to gain access. If that cover was in place, the bonnet would have to be cut.



Always test before reinstalling covers was something I learned early on as a mechanic in my 20s. It paid big dividends in this instance. Now I have a professionally refinished bonnet, primed and ready to paint. Anybody need one?



Howard Richards

## Changing of the Guard - JAGM Membership

Pauline Blunt has been serving as the Membership Chairperson for JAGM since 2016, and doing a terrific job at it! All good things must eventually come to an end, though, and that is the case here as she has decided it's time for her to pass the job on to someone else. Happily, someone else, in the form of Philip Wiltshire, has stepped forward to become the new Membership Chair. Pauline and Phil have already been working together, and that will continue for a few months to ensure a smooth transition.

When you see or talk to Pauline, be sure to thank her

for all her work over the past 8 years to help make JAGM the fastest growing Jaguar car club in North America! And when you see or talk to Phil, thank him for picking up the reins. Hopefully his accent won't be a problem. He's from Indiana...

Gary Hillebrand



# Happy 75th Anniversary, XK120 !

The Jaguar XK120 was launched at the 1948 London Motor Show as an open two-seater, with the car on display being the prototype. The car caused a sensation and went into production soon after. It was the world's fastest production car at that time. In honor of the car's 75th anniversary, we decided to highlight JAGM members' XK120s.

The JAGM collection includes a range of cars from

beautifully restored to work-in-progress (or work-in-plans) examples, but all XK120s are masterpieces of automotive art and engineering. We hope you'll enjoy this special feature, which includes photos as well as two members' personal stories about their cars: Jeff Parko's account of becoming a very young XK120 owner and JAGM member, and Lee Jacobsen's story about starting his XK engine for the first time after the XK120 he acquired had been in storage for years.

## Jeff Parko's Story

I purchased this 1952 XK120 M FHC in the summer of 1964 in my Northwest Detroit (Rosedale Park) neighborhood). I discovered the car while riding my bike in the neighborhood. It was in several pieces in a neighbors garage, having been taken apart for repairs. Its condition was the result of the owner doing a high speed down shift at 111 MPH in 3<sup>rd</sup> gear; not shifting into 4<sup>th</sup> but rather 2<sup>nd</sup>. The clutch exploded, and smashed the bell housing. All the parts were there, just unbolted from the car itself. I was 13 years old and purchased the Jaguar and towed it home.

Through research I found that this 3.4L XK120 Special Equipment (SE) model was ordered via Hoffman Motor Car Co. in New York on July 22, 1952, and shipped from England on August 11, 1952. The original owner was the head of photography for Packard Motor Car Company in Detroit. The exterior paint color he requested was "Pastel Green" and the interior was "Suede Green". The previous owner repainted the Jaguar Ivory White with red wire wheels, but kept the original suede green leather interior. The original owner lived to be 101 years old, and died in Buffalo, Wyoming.

The SE version (called the "M" version in the United

States) included double SU H6 carburetors and a dual exhaust system for increased power, wire wheels, a stiffer suspension and dual Lucas fog lamps. When I changed the 16 inch tubed tires, I found the original red rubber Dunlop Racing inner tubes inside the Pirelli tyres.



The car was raced at some time in its former life. Particular points of interest on the car are the pit stop fuel cell intake modifications, and lower

stiffer rear suspension used for race track turns. The original motor had been replaced with a 1951 motor, and on the top front of the head was chiseled the word "STEDY". Recently when the oil pan gasket was replaced, we found inside the bottom of the metal oil pan an engraved script with the name and address of a previous race mechanic.

Parts for the XK120 were expensive, so at age 14 I began working at the local Baskin Robbins Ice Cream shop. In 1966 my mother found a small ad in the local Redford Record newspaper, about a group that wanted to start a Jaguar Club. She thought it would be a good idea to join, since I enjoyed the Jaguar sports cars, and I might meet some people who could be of help.



# Happy 75th Anniversary, XK120 ! (cont'd)

In 1967 several other Jaguar owners and I started the Jaguar Affiliates Group of Michigan #NC19-50720. Stan Evans was the club president. My Jaguar was in the very first club Concours d'Elegance at the Botsford Inn, in Redford. The car has been kept sound and as original as possible, but I have changed the

exterior paint color to Jaguar Sherwood Forest Green, with painted silver wire wheels. I have enjoyed driving my Jaguar all the time - for a life time.

Jeff Parko



John Waanders' 1953 OTS



Dave Wathen's 1953 OTS



Jack Valentine's 1954 FHC



Lee Jacobsen's 1952 OTS;  
Body (left)/ Chassis (right)



Matthew Dunn's 1954 OTS



John Waanders' 1953 OTS with hood up

# Happy 75th Anniversary, XK120 ! (cont'd)

**Editor's note:** Matthew Dunn recently sent us the picture on the previous page of his unrestored, matching-numbers XK120, with a comment that it hadn't been started for years. I recalled an interesting story Lee Jacobsen told about starting his 1953 XK120 SE (after acquiring it, having been stored for

30+ years)! Lee sent me an article he had written about his experience starting the car, as well as his joy in driving the car ever since. The excerpt below from Lee's article highlights the strength and power of the XK engine as well as the fun of owning and driving our Jaguars.

## Lee Jacobsen's Story

... The XK engine, introduced with the XK120, would continue on, with virtually no changes, to the mid 1980s, proving the purity of its design and flexibility. This particular engine sat for 30 years, and was frozen up. For months, 'Marvel mystery oil, along with 'PB Blaster' was sprayed into the cylinders, each time followed by a try with a large wrench on the crank bolt to turn it over. One day it happened! A small movement! Eventually it turned over completely with little effort. The starter was used to check compression of the six cylinders, results being 4, 6, 100, 110, 8, and 8 psi, front to back.

Again, not good. However, why not try and start it anyway? Petrol was added, and, like the engine in the Jimmy Stewart movie, 'Flight of the Phoenix', first two cylinders caught, then a third, and, after a minute, yet a fourth, then five and six a few minutes later, and after 5 minutes of running, all was well in the Jaguar world. Compression was 152 psi across the board. "It's alive" came to mind.

This Jaguar has never known a 'trailer', and loves to be exercised. Sure, some of the 'dents' in the aluminum body needed fixing, (some still do!) the original BRG (British Racing Green) paint has been touched up here and there, glass repaired, chrome refreshed where needed, but it's mostly original, proven by factory build records (Heritage Certificate).



Why not restore it? Some cars deserve to be preserved as they are. On this one, the paint is cracked and polished thru in spots but looks decent. I like to call it 'patina'. I like the look, and I bet others do too.

Eventually, everything on a car, when used, wears out, and needs repair, but, until then, the idea is to have fun enjoying the car. Speaking of repair, the tan interior on the Jaguar is 'tattered' original and has a bad case of 'dry rot'. Already, bottom seat pads have been partially covered to preserve one's clothing. A little stuffing goes 'missing' each drive. The interior's days are definitely numbered. (2023 update - I have re sewn the seats, and part of the cockpit combing, but the rest of the interior remains original).

However, the drivetrain remains very robust, still all original, except for a new clutch, added when a movie crew 'glazed' the clutch inadvertently. Yes, the Jaguar marque is no wall flower and deserves the movie limelight, especially the XK120 roadster. This particu-

## Happy 75th Anniversary, XK120 ! (cont'd)

lar movie is 'Take Two', a local production now into secondary editing before release. The star of the movie drives a Jaguar, and this one fit the need perfectly.

There comes a day in all of our lives when we must cut back some, to ease up a little, and keep the best around you. This XK120 Jaguar will be the last ride

for me, and then someone else will have the fun of driving it. That's the nice thing about old cars, they get better with the telling, and, while we may move on, they are, like the Jaguar XK120 roadster, there for each generation to enjoy, past, present, and future.

Lee Jacobsen

## Preliminary Calendar of Events for 2024

Always ahead of the game, Phil Crutchfield has put together a tentative calendar of JAGM events for next year. The calendar is inserted into your copy of the December Indicator as a separate sheet for your convenience.

As you might expect, there are some events listed that are well established and scheduled. Many others are less defined and don't have solid dates and times. We're including the calendar now so that you get an idea about the number of events and the rough timing, at least by month. A quick glance will tell you we are a very active club! Even so, if you have ideas for

additional activities for our membership, don't hesitate to contact Phil or I or any of JAGM's board members. If you think it would be fun and interesting, other members will undoubtedly agree.

The calendar will be a primary subject of early 2024 Membership meetings, so join in and contribute your ideas and thoughts to the planning process. Also, the JAGM website and each Month's Indicator will be updated with the latest event information. You can help us make sure that there's something on the JAGM calendar for everyone.

Gary Hillebrand

## Classified Ads

**For Free: Set of 4 Michelin 185 tires mounted on 15 inch curly wire wheels.** These are driving wheels only and in ok shape.

**Free, pick up only, in East Tawas, MI.**  
Call Pat at 989-295-0466 or email me at [cminc@charter.net](mailto:cminc@charter.net)

**For Sale: 2013 Jaguar XJ.** Supercharged, AWD, 53k miles, kept in heated garage, second owner, non-smoker (both owner and car).

**\$24,750. Call/text Jimmy at 248-921-1112**



**Wanted: JAGM Concours dash plaques from the past (pre-1999).** Will pay any reasonable price.  
Contact Tim Moore at 586-945-4509/  
[tfm0719@live.com](mailto:tfm0719@live.com)

**For Sale: G.W. BARTLETT CO., original Jaguar interior for E-Type Series II, 2 + 2.** Black in color. Current price new from OSJI (formerly G.W. Bartlett Co.) is \$4900.

Come and take a look as I will refuse no **reasonable offer.** Call Rob at 734-564-0366

**For Sale: 1989 XJS V12 Convertible.** Canadian import with 114,000 km on the clock (approx 71000 miles). Automatic. White with black leather interior, black soft top. Fantastic condition, runs smooth, recent brake fluid flush and replace. Always covered and garaged over winter and when not in use. Located in Milford, MI.

**Price: \$14500**  
**Contact: Denise**  
**Contact phone: 248 797 2920**  
**Contact email: [deniselilley21@gmail.com](mailto:deniselilley21@gmail.com)**





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## See You at the December 2<sup>nd</sup> Holiday Party!

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XKs Unlimited / Moss  
Motors  
[www.XKs.com](http://www.XKs.com)

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