

Celebrating More Than 70 years in the San Francisco Bay Area

JAGazette



The official publication of the **JAGUAR ASSOCIATE GROUP (J.A.G.)**

Volume 72 No. 8, August 2026

A close-up photograph of a Jaguar XK140 badge. The badge is oval-shaped with a red, textured background. The word "JAGUAR" is embossed in large, silver, serif capital letters at the top. Below it is a yellow winged emblem with a silver border. Inside the emblem is a silver oval containing the text "XK140" in black. At the bottom of the badge, the words "WINNER LE MANS" are embossed in silver, and below that, "1951-3" is partially visible.

JAGUAR



WINNER LE MANS

*The proud badge on David's
Best of Show XK140MC-OTS
by: Kristan Neubecker*



Members prepare for the drive to Kirigina Cellars: Sandor Nagyszalanczy

JAGazette Prez Message August 2026

If you've read this column in the past, you know I'm not a big fan of Jaguar's upcoming "Model 00" electric luxury car—the ONLY model that JLR (Jaguar-Land Rover) is currently slated to build. Between the new model's controversial appearance and the fact that Jaguar has discontinued ALL of their previous models, I'm not alone in wondering what kind of Koolaid the JLR execs have been drinking. But I recently saw a car that gave me renewed enthusiasm about the Marque's future: Ian Callum's reimagined XJ220.

More than thirty years after the Jaguar XJ220 first stunned the world with its record-setting speed and liquid-metal silhouette, the car has returned to the center of the automotive conversation, not through Jaguar's own product pipeline, but through the vision of designer Ian Callum. His independent studio's reinterpretation of the XJ220 has generated a wave of reviews describing it as both reverent and radical, a resurrection that feels uncannily like car enthusiasts remember and yet unmistakably new.

Callum's redesign begins with the original car's unmistakable proportions: the long, low stance; the tapering roofline; the muscular rear haunches that once made the XJ220 look like a spacecraft idling at the curb. But every panel has been re-sculpted. Reviewers consistently highlight the LED headlamps, the sharper aerodynamic channels, and the advanced vent geometry, noting how these elements modernize the car without erasing its lineage. Car and Driver magazine describes the redesign as "a study in restraint and aggression," praising the way Callum's surfaces appear carved rather than stamped. Increasingly, critics are arguing that this is precisely the kind of halo project Jaguar should be producing instead of the much-discussed but tepidly received Model 00.

The contrast between Ian Callum's XJ220 redesign and Jaguar's forthcoming Model 00 is not merely a matter of styling or performance. It is a clash of philosophies — one rooted in heritage, mythmaking, and emotional resonance; the other in cautious product strategy and market segmentation. Understanding

What and Where to Read

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the difference reveals why critics increasingly argue that Callum's reinterpretation represents the more compelling path forward for Jaguar.

Callum's XJ220 begins with one of the most recognizable silhouettes in British automotive history. The redesign preserves the long, low profile while offering sculptural bodywork that is unmistakably Jaguar — not because of badges, but because of lineage. The Model 00, by contrast, has been criticized for lacking a distinct identity, early reviews describing it as "competent but anonymous." The 00 is engineered to fill a segment rather than define one. Its performance targets are sensible, market-aligned, and strategically safe, but they lack the flair and audacity that once made Jaguar a company capable of producing cars like the XJ13, the XJR-9, and the original XJ220.

Across the automotive press, the consensus is clear: Callum's XJ220 is the kind of halo car Jaguar desperately needs. It reconnects the brand to its most daring era. The Model 00, while strategically sensible, clearly does not move the emotional needle.

Sandor Nagyszalanczy, J.A.G. President

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2026 CALENDAR

J.A.G. Events are in **BOLD**

AUGUST 2026

- 7-15 **ROLEX MOTORSPORTS REUNION**
9 Cars and Coffee at Monterey Jaguar Land Rover
10 **MONTEREY BRITISH CAR SHOW**
– **CARMEL VALLEY COMMUNITY PARK**
16 **PEBBLE BEACH CONCOURS**

SEPTEMBER 2026

- 5 British Car Show – Highland Game, Pleasanton
26 **North Bay Drive to Russian River Winery**
27 Central Coast British Car Club's Show - Oxnard
27 CCBCC All British Car Show - Ventura

OCTOBER 2026

- ?? **PRESIDENT'S DRIVE /HWY 1 / CAMBRIA**
5 Tyres, Tune and'Que- All Club Event
19 35th Annual, All British Motor Show, Blackhawk Museum

NOVEMBER 2026

- 22 **MOSS BEACH DISTILLERY DRIVE & BRUNCH**

DECEMBER 2026

- 5- **HOLIDAY GALA IN MOUNTAIN VIEW**

August Jaguar Birthday's

Kjeld Molvig	August 1
Ken Hankermeyer	August 2
Charles Salinas	August 2
Stacii Gerson	August 2
Martin Paulson	August 6
Donna Busch	August 7
Ellen Goldstein	August 7
Barbara Kilburn	August 8
Susan Zib	August 8
Cheryl Buringrud	August 10
Barbara Endliss	August 10
Alicia Bright	August 13
Carol Coates	August 14
Paula Mathis	August 14
Marlene Stein	August 14
Christina Schatmeier	August 14
Jean Manson	August 16
Norio Sugano	August 16
Rod Haron	August 17
Helen Bohl	August 18
Gretchen Gibson	August 21
Lawrence Cook	August 23
Launa Gaudet	August 24
Gayle Wood	August 24
Francois Henley	August 25
Gayla Wood	August 26
Denise Gage	August 29
Sean Rositano	August 29
George Anderson	August 31



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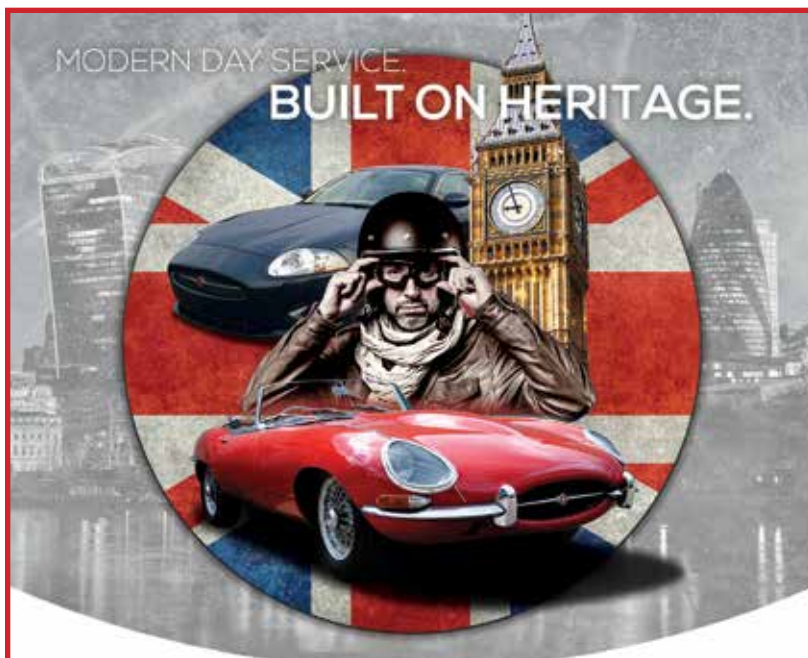
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www.jags.org

or scan here



DRIVE, PICNIC & SHOW & SHINE, JUNE 27, 2026

The morning of June 27 was perfect for a casual drive and a Show & Shine. Participants gathered in Morgan Hill, the starting point for the drive. As members' Jaguars steadily entered the lot on Walnut Grove in Morgan Hill, an unfamiliar red E-Type followed Clive Hallatt into the parking lot. The red E-Type driver and his wife had seen the Jaguars assembling and decided to follow them. They ended up joining the drive, and we have yet to find out if they decide to become club members. As members checked in, they received a bag with fresh homemade cookies, drive directions, a Union Jack with their names on it for their dash, and their voting cards for the Show & Shine.

Since Vice President Stuart was in England, our drive was led by Brian Frye and his navigator, Raymond Koc. The route took us down many winding roads, including Hecker Pass Road and Carlton Road. It then followed Salinas Road to San Juan Road and US 101, and ended at Kirigin Cellars in Gilroy.

As members arrived at Kirigin Cellars, they were directed to park in groups by car model on the

expansive grass in front of the beautiful rose garden. A special bar was set up for members, with wine and lemonade available. Members then unpacked the picnics they had brought, some fancy, some not. All attendees seemed very happy while tasting 6 different wine selections and enjoyed their picnic.

Members then turned to the serious business of casting their votes for Best in Show and Jaguar favorites 1 and 2 as they walked and admired the 11 cars arrayed on the grass. The Best in Show was awarded to David Langley and his 1956 XK-140MC-OTS. Favorite Jaguar #1 went to Ken and Susan Zib's 1966 MK2, and Favorite Jaguar #2 went to Clive Hallatt and his 1965 XKE OTS. Everyone present had chosen these 3 cars as the overwhelming winners. Each attendee walked away with a certificate of excellence, a Jaguar club key chain, and a free bottle of wine to take home.

An excellent day was had by all.

By Deborah Hartunian

JLR In the News. From Motor1

JLR's New North American CEO Has A Lot Of Work To Do

JLR is betting big on the United States, with ambitious plans that include new models and a range of powertrain choices.

JLR has appointed a new CEO to oversee the automaker's vital North America operations. Mark Cameron, the Defender brand's global managing director, will assume the role just as the automaker prepares to launch several new models that will define its future in the United States and beyond

For more on this story, see the Motor1 article at.

<https://www.motor1.com/news/803393/jlr-new-north-american-ceo-appointed/>

2026 Hillsborough Concours d'Elegance

June 26-28, 2026

The Hillsborough Tour d'Elegance and Concours d'Elegance celebrated their 70th anniversary of the "Longest Continuously Running Concours in the World".

As usual, J.A.G. club members were there to participate. On Saturday, the day of the Tour d'Elegance Road Rally, Russell Couch was photographed in his Aston Martin, as the 3rd car in line for the tour. Sean & Patricia Rositano also drove in the tour. The Tour included a stop and luncheon at a private estate in Hillsborough.

On Sunday, several J.A.G. members placed their cars on the field at the 18th hole of Crystal Springs Golf Club for judging between 7:00 am and 9:00 am.

Notable J.A.G. member entries were:

Sean & Patricia Rositano with a 1948 Lincoln Continental, and in the Lost Decade-70's cars they showed a 1974 Lincoln Continental Mark IV.

In the imported Sports Cars through 1964, George Anderson showed a 1958 Jaguar XK 150 DHC.

Andy Preston showed his 1969 Jaguar E-Type FHC in the Imported Sports Cars 1965-1987.

Ben Gage showed his 2011 Mercedes-Benz SLS AMG in the MB2-Mercedes Sports Cars.

Several other members participated also.

Congratulations to George Anderson and Ben Gage on their wins in their class.

By Deborah Hartunian



Vice President Deborah Hartunian congratulates Vasken Bedirian on his exhibit at the Armenian Museum of Fresno, July 16

North Bay Drive to Russian River Vineyards, September 26, 2026

On this popular J.A.G. drive we will be driving some of the wonderful backroads of Marin and Sonoma on our way to the Russian River Vineyards in Forestville. From San Rafael we will head out along Lucas Valley Road and through the small Hamlet of Nicasio and pass Nicasio reservoir.

From Nicasio we will drive along the shoreline of Tomales Bay with the shimmering waters to our left on our way to our first stop at Route One Bakery in Tomales. Here we can sample some of their wonderful baked goods, get a coffee and buy some fresh bread.

Following a short break, we will continue along Highway 1 and through Bodega Bay and hug the Sonoma Coastline with the Pacific Ocean to our left. This is one of our favorite drives with some magnificent views of the rugged coast.

After leaving the coast we'll head back inland through ranches, farms and yes vineyards on our way to our final destination at Russian River Vineyards, for a catered box lunch and wine tasting in a cool spot overlooking their vineyards.

Our jolly group will meet between 9:00-9:30 am in the PARKING LOT NEAR THE BAGEL STREET CAFÉ, 208 NORTHGATE DRIVE ONE, IN SAN RAFAEL (our usual spot). We'll be departing at 10:00AM prompt.

Food Choices.

- 1 Rocky Chicken Breast Sandwich; Charbroiled Chicken with Dry Rub on Dutch Crunch with Chipotle Aioli, Fire Roasted Red Pepper, Carmalized Red Onion, Brie Cheese & Spring Mix served with side salad & cookie.
2. Meat Lover's Focaccia: Marinara sauce topped with Journeyman cured meats: pio & soppressa, alongside mozzarella cheese, topped with parmesan, arugula & balsamic side salad & cookie.
3. Grilled Veggie Focaccia; Grilled eggplant, winter Squash & Caramelized Red Onion on Dutch Crunch with Chipotle Mayo, spring mix Swiss & Mozzarella Cheese Served with side salad & cookie.

Drinks included in lunch: Kombucha, Lemonade, Sparkling Water, Soda

Reservation Form

You will be charged for Wine by the glass or bottle.
Please mark if you will be drinking wine.
Russian River Vineyards Lunch, Saturday, September 26, 2026

Name_____

Chicken __Veggie__Meat Lover___Wine: Yes/No_____

Name_____

Chicken __Veggie__Meat Lover___Wine: Yes/No_____

Cost: \$40.00 per person x_____members \$_____

Register and Pay on the JAGS.ORG website
Or transfer Payment via Zelle to Treasurer@Jags.org
Or pay by Credit Card:_____Exp. Date___/___CVC___

Billing Address & Zip Code_____

Or check made out to Jaguar Associates Group and mailed to
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WE LOOK FORWARD TO SEEING YOU!



Why Americans Spell English Words Differently

Author Kristina Wright

From: HistoryFacts.com

If you've ever wondered why Americans write "color" and "organize" while the British opt for "colour" and "organise," you're not alone. These subtle spelling differences are the result of migration, printing technology, [colonial history](#), and the actions of one very determined man with strong opinions about simplicity.

What we now call American English is actually a snapshot of a centuries-long argument over how the language should look on the page — and who gets to decide. At the center (or centre) is a question about whether spelling should reflect tradition and history or prioritize clarity and efficiency. English has spent hundreds of years wobbling between those two ideas, and the Atlantic divide made the contrast easier to see.

English was a variable language long before anyone started debating American versus British spelling. It grew out of a mix of [Germanic roots](#), Norse influence, and a heavy dose of Old French. That combination meant there was never a single unified system of spelling to begin with — just overlapping habits that varied by region, social class, and individuals.

When printing arrived in the [15th century](#), it played a major role in gradually standardizing English spelling, though not in a fully consistent or centralized way. Early printers often drew on existing manuscript traditions and regional conventions, so variation persisted for some time.

By the time English spread to North America in the [17th century](#), spelling was still relatively inconsistent, with multiple accepted forms often existing for the same word. This variation was common in both Britain and the American colonies, where spelling conventions had not yet been fully standardized and education systems were still developing.

In the United States, the push for spelling changes is closely tied to [Noah Webster](#), a lexicographer

who believed English was often overly complicated and still too closely tied to British elite culture. For Webster, how words were spelled reflected ideas about identity, education, and independence.

Webster's goal was to make American English more logical and phonetic. He promoted reforms that removed what he saw as unnecessary letters and inconsistencies. That's where American spellings such as "splendor" (instead of "splendour") and "fiber" (instead of "fibre") began to take hold in a systematic way. Webster also favored spellings such as "realize," reflecting the word's Greek-derived "-ize" ending and his preference for consistent spelling patterns. "Realize" became standard in American English as "realise" became more common in Brit English.

Webster's influence went beyond individual word choices. He helped push a broader philosophy that English in America should be simpler and more efficient, even if that meant breaking from British tradition. Some of his more extreme ideas — including radically respelling "tongue" as "[tung](#)" — never caught on, but the core of his system stuck and became embedded in American culture.

While Webster was promoting spelling reform in the United States, British English was consolidating its own standards in a different way. Rather than simplifying spelling, it leaned toward preserving established forms, especially those reinforced by influential works such as Samuel Johnson's [Dictionary of the English Language](#) (1755).

Johnson's dictionary defined around [80% of English vocabulary](#) at the time. He also helped standardize many spellings that reflected French influence and historical usage, even when they weren't the most efficient or phonetic options. For example, he reinforced spellings such as "colour," "honour," and "centre," which preserved their historical and French-derived roots rather than adopting simplified

continued on page 11

alternatives. As British publishing and education systems grew more formalized, these spellings became standardized and resistant to change.

Over time, this created a language divide. British English generally favored (or should we say “favoured”) forms such as “realise,” “neighbour,” and “theatre,” while American English standardized these spellings as “realize,” “neighbor,” and “theater.” The split in ideologies slowly took hold through schools, newspapers, and books until it became normal for each side of the Atlantic to assume its own version was simply correct English.

Once you start noticing patterns, the differences between American and British spelling become surprisingly predictable. One of the most common changes involves words ending in “-our” in British English, which typically drop the “u” in American spellings. So [“colour” becomes “color”](#) and “labour” becomes “labor.” The pronunciation generally doesn’t change with the spelling; only the written form shifts.

There are also subtle differences in doubled consonants. British English tends to double letters in certain words — such as “travelling” and “cancelled” — while American English usually keeps them single, as in “traveling” and “canceled.”

Not every spelling difference follows a neat pattern, though. Some are simply historical outliers that developed independently over time. [British English](#) uses forms such as “cheque,” “grey,” “manoeuvre,” “pyjamas,” and “tyre,” while American English prefers “check,” “gray,” “maneuver,” “pajamas,” and “tire.” Unlike the more predictable differences, these words don’t belong to a single spelling rule. Instead, they reflect a mix of French influence, older English spellings, publishing conventions, and regional preferences that became standardized.

In the United States, simplified spelling became associated with ideas of practicality and national identity, helping distinguish American English from its British origins. Over time, forms such as “color,” “center,” and “realize” came to feel distinctly American — part of a broader pattern of linguistic independence that valued efficiency.

In Britain and other English-speaking countries, traditional spellings often signal continuity with historical usage and literary heritage. Neither approach is more correct than the other — they’re parallel systems that evolved under different pressures and priorities. At the end of the day, both versions illustrate the same language shifting, adapting, and carrying its history from one generation to the next.

English Automotive to American Translations

- Bonnet -> Hood
- Boot -> Trunk
- Damper -> Shock Absorber
- Dipped Headlights – Low Beam
- Estate car -> Station wagon
- Gearbox -> Transmission
- Gearstick/Gear Lever -> Gear shift
- Handbrake -> Parking brake
- High Beams – Brights
- Indicators/Trafficator -> Turn signal
- Near Side -> Passenger Side
- Number plate -> License plate
- Offside -> Drivers Side
- Petrol -> Gas / Gasoline

- Reversing lights -> Backup lights
- Rev Counter -> Tachometer
- Roundabout -> Traffic Circle
- Saloon -> Sedan
- Sidelights -> Parking Lights
- Silencer -> Muffler
- Spanner -> Wrench
- Stoplights -> Brake Lights
- Tailpipe -> Exhaust
- Tracking -> Alignment
- Tyres -> Tires
- Wheel nuts -> Lug nuts
- Windscreen -> Windshield
- Wing/MudGuard -> Fender

Tyres, Tunes & 'Que

Join us Monday, October 5 for the first annual Tyres, Tunes & 'Que

A relaxed afternoon with food, friends and fun as we catch up after car week before the cars get winterized and have an adventure with live music.

Starting in Carmel, we'll see some of the fall colors as we enjoy backroads scenery on the way to the

winery, where we'll enjoy an award-winning barbeque lunch, scrumptious desserts, and great live music in a truly beautiful setting,

The cost is \$65 per person.

This is open to everyone, and all cars until sold out, so grab your friends and get ready for a day of fun!



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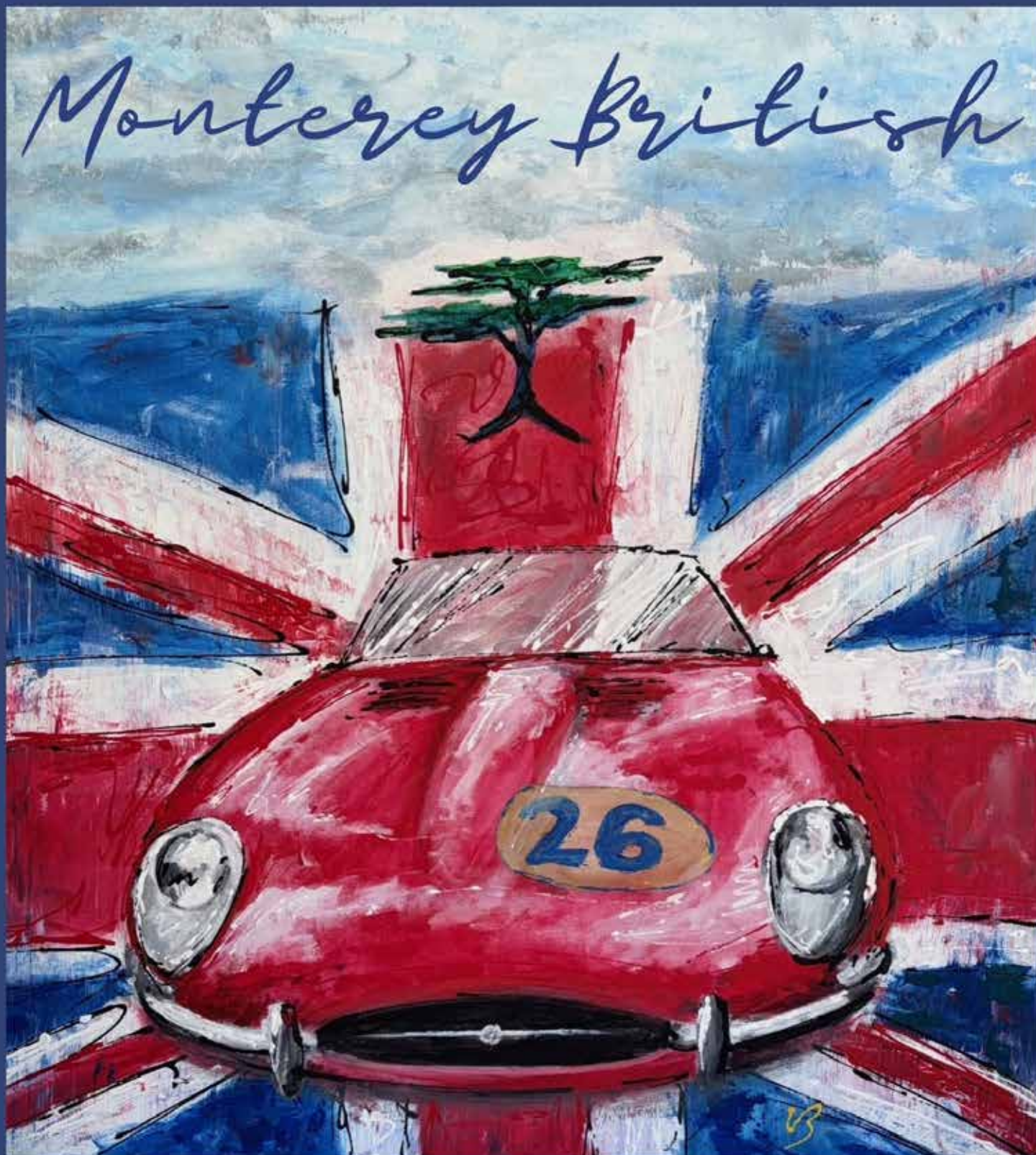
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Monday, August 10th, 2026 11am - 2pm

Carmel Valley Community Park

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J.A.G. Board Meeting, July 7, 2026

Meeting Date: 07/07/2026 4:30 pm.

Location: Zoom Video Call

Participants:

Sandor Nagyszalanczy – J.A.G. President	Howard L Smith –Im Past President (Absent)
Deborah Hartunian - 1st Vice President	Andy Preston – Director-at-Large
Stuart Smedley - 2nd Vice President	Clive Hallatt – Director-at-Large
Phil Endliss - Treasurer/Membership Chair	Kristan Neubecker – Webmaster
Les Hamilton – Secretary/Editor	

Minutes

J.A.G. President Sandor Nagyszalanczy called the July 2026 Board Meeting to order at 4:32 pm.

Secretary Report

The minutes of the June 2026 Board Meeting were reviewed and approved. **MSA.**

Treasurer Report.

Phil reported that J.A.G.'s finances remain adequate for 2026 but the loss of advertising revenue needs to be addressed. We are slowly depleting the reserves and will need action in 2027 unless we can increase advertising revenue or find other sources. **MSA.**

Membership Report.

J.A.G. now has 210 members, including 5 associate members. **MSA**

Phil has documented all the activities of the Membership Chair, and Kristan has broadcast for members who may be ready to take on this role. **Action: All**

1st Vice President Report/2nd Vice President Reports.

July 2026

25th East Bay Drive and Lunch via Niles Canyon. Lunch will be at Macaroni Grill.

August 2026

10th Monterey British 2026.

Kristan has sent the sign-up list to Deborah

14th Pacific Grove Autorally featured marque will be Jaguar

September 2026

5th British Car Show at the Scottish Highland Gathering and Games.

26th J.A.G. will hold a North Bay drive to Russian River Winery. Deborah reported that cost will be the same and Stuart will lead the drive.

27th CCBCC all British Car Show

October 2026

5th Tyres, Tunes and 'Que. All club event.

17th Mini Owners of America, All British show at Blackhawk

The President's overnighter will be a mid-week drive on Hwy 1 to Cambria. **Action: Sandor**

November 2026

22nd Moss Beach Distillery

December 2026

5th Holiday Gala at Don Gioivani in Mountain View

J.A.G. Board Meeting, July 7, 2026

Directors at Large Reports:

Andy Preston

Andy had shown his E-Type at Hillsborough and was impressed by the quality of the event. He reported that a very nice Daimler 250 which shares a body with the Jaguar Mark II but has a Daimler 2.5 Liter V8, was shown. Club members Ben Gage and Sean Rositano also entered their non-Jaguar cars. Best in show was a spectacular Bizzarrini.

Clive Hallatt

Clive reported that he and Phil attended a very nice Show and Shine at the Citron hotel in Palo Alto. Clive will send information on the Bluebird in Cambria to Sandor for consideration in the October event Planning.
Action: Clive

Past President Report

Howard had asked what the term of the vacant Director at Large position is. Les to Research: **Action: Les**

Editor's Report

The JAGazette deadlines will be July 16th and August 19th. Additional materials are needed to fill the space vacated by the Moss advertising. **Action: All**

Social Media/Website

The Monterey British Car Show 2026 will be held on Monday, August 10th. There will be a Cars and Coffee at Monterey Jaguar Land Rover on Sunday, August 9th. Kristen is organizing an all-clubs event for October 5th. More information to follow. Linda and Kristan will host a post-Pebble Beach Concours open house after Sunday's Concours.

Old Business

The additional tier on the Gene Babow trophy is complete.

Phil to order the permanent Gene Babow award for Sandor Kovacs. **Action: Phil**

Candidates are needed for the vacant Director-at-Large position. Suggestions should go to Sandor. **Action All.**

Sandor to mail letter to JCNA. **Action: Sandor**

Create a letter requesting payment to MOSS. **Action: Les**

New Business

Sandor to create first draft for Drive Leaders Hints and Tips to ensure drives do not become fragmented. **Action: Sandor/All**

Clive will review other clubs' magazines/websites to identify other potential advertisers. **Action: Clive**

Next Meeting:

The next meeting of the J.A.G. Board of Directors will be held on Wednesday, August 19th, 2026, at 4:30 pm via Zoom.

Adjournment:

The July 2026 J.A.G. Board of Directors meeting was adjourned at 5:40 pm. **MSA.**

Respectfully submitted by Les Hamilton, J.A.G. Secretary.

August Membership Report

Phil Endliss - Membership Director

J.A.G. continues to add new members in 2026. We now have 212 members, including 5 Associates. As mentioned before, your efforts referring potential new members are critical to our growth. Continue to use your J.A.G. business cards when you see a Jaguar on the street, in a parking lot, during a visit to a Cars & Coffee meeting, and especially at car shows. Let me know if you run out, and I'll send you more.

New member signup

To join J.A.G., all you need is a Jaguar and the desire to spend time with others who enjoy socializing while enjoying their Jaguar. Even if you just have a desire to own a Jaguar or lust after one, you can become a Friend of J.A.G.. To join, fill out the application on our website (www.jags.org) under the Membership tab. Your dues will provide membership in J.A.G. and JCNA, the North America Jaguar Association, through the end of 2026.

Welcome these new members who are new or rejoined in July

Jesus Garnica & Louise Mathevon of Oakland
with their 2024 F-Type

Eric Feron of Sunnyvale
with his 1975 XJ6C and 2004 XJR

Frank Medeiros & Laura Dautrieve of Castro Valley
with their 2024 F-Type

Anniversaries

Congratulations to the following members who are celebrating their anniversaries joining JAG in August:

Vikram & Anitra Ambrose – 5 years

Patti Church – 10 years

Carol Coates – 2 years

Ben & Denise Gage – 8 years

Stephen Grace & Marilyn Jenkovich - 5 years

Nicholas Gross & Chu Chang - 4 years

Craig Harris- 2 years

Carla Hartunian - 9 years

Linda Humber & Kristan Neubecker – 10 years

Paul Peterzell – 1 year

Al & Fatimah Reiss - 13 years

Donna Shade & Elizabeth Zuniga – 2 years

Norio Sugano – 1 year

Robert & Carol Verga - 9 years

Help Requested

Would you like to assist with the running of J.A.G.?

We are looking for a new Membership Chair to join the J.A.G. Board.

The Membership Chair is a central role within J.A.G.

- Process membership and renewal applications.
- Coordinate with the Treasurer on dues payments.
- Order badges and mail new member packets
- Maintain the J.A.G. Roster and communicate changes and additions to JCNA
- Participate in J.A.G. Monthly Board meeting via Zoom.
- Generate (with assistance) the annual Roster.

Phil Endliss, the current Membership Chair, has prepared a complete activity list and, with Les Hamilton (the prior Membership Chair), will be available to assist.

Please contact Sandor or any Board member if you are interested and wish to learn more.

JAGazette Classifieds

New and used Jaguar parts. Photos available upon request.

1. 1964 XKE 3.8L head. Milled, Al welded water passages, powder blasted overall. \$1000 or best offer
2. 1964 XKE bell housing and transmission - used. \$400 or best offer.
3. XK120 rear bumpers, pair - new. \$200.
4. XK120 17" steering wheel - used. \$50.
5. XK120 Lucas voltage regulator - new. \$200.
6. XK120 roadster hood window and trim - new. \$50.
7. Oil pump - new. (Welsh part no. C-21765-2). \$100.
8. Set of 5 Dunlop painted wire wheels 6"x16" - used. \$125.

John Gegner 925-254-7377

PARTING OUT - Extensive project, never completed. 2 -1969 Series II, 2+2. Many new and rebuilt parts, New-windshields, leather seat covers, carpeting, all leather dash and interior parts, many re-chromed parts, etc. etc. etc. Located in Bay Shore, NY. Call Jerry, 631 974 6889

For Sale: 1997 Jaguar XJ6L, a well-maintained, two-owner example of Jaguar's final six-cylinder X300 sedan. The car has 110,200 original miles. Black with Tan Leather. Bluetooth Radio. Asking \$5000
Heidi Green Cell: 801.608.7555
Location: Berkeley, CA



For Sale: 1968 E-Type Series 1.5 convertible, 65,327 mi, cream over red leather, black top, Heritage certificate, older restoration (1998), not a show car but a solid driver. \$65,000. Patrick von Merveldt (209) 261-7288



For Sale: Soney Drive-5 CDX-52210 Auto Radio and CD-Player with Remote. Never installed. All parts there apart from user manual. \$25 plus shipping. Contact Les Hamilton (408)759-2921



JLR will have a presence in Santa Clara. From a JLR recruiting posting on LinkedIn:

As JLR continues to develop next-generation driver assistance systems and AI-enabled services, we're excited to connect with talented engineers through our upcoming ADAS Engineering Assessment Center.

JLR is reimagining the future of modern luxury by design through our distinct British brands. Our purpose is to 'Live the Exceptional with Soul' by being the proud creators of modern luxury and being guided by a set of behaviors we call our Creators' Code: Customer Love; Unity; Integrity; Growth; Impact.

,.... the ADAS Lead System Integration Engineer will support the end-to-end system bring-up, integration, and issue management of ADAS features at the vehicle level. Collaborating with a global, cross-functional engineering community, you will help ensure seamless system performance from early integration through to validation and production readiness.

--- and also from "GB News" news about the Range Rover side of the house:

Range Rover has unveiled the first glimpse of its new GT grand tourer as the brand prepares to launch a new era of vehicles for its customers. The Range Rover GT will be the fifth member of the Range Rover family as the prototype vehicle finishes final global testing.

The iconic British marque has wrapped the GT in a camouflage design to highlight its "sleek silhouette and coupé proportions". Customers will be able to get their hands on the Range Rover GT initially as a battery electric vehicle.

Further flexibility is planned for future models to allow for a fully hybrid vehicle option later in its lifecycle. The Range Rover GT will be the first all-electric Range Rover from its new EMA platform, which is manufactured in Halewood, Merseyside. Further details about the sleek Range Rover GT are expected to follow later this year as Jaguar Land Rover continues with its House of Brands strategy. Range Rover explained that the prototype vehicle is inspired by the landscape surrounding its headquarters in Gaydon, Warwickshire.

JLR's House of Brands, which is made up of Jaguar, Range Rover, Defender and Discovery, has become an integral strategic foundation for the brand in recent years.

For the full text and video please visit:

<https://www.gbnews.com/lifestyle/cars/range-rover-gt-electric-grand-touring-pictures>

So perhaps member Al Boasberg will have a modern companion for his Rover 3500 after all.

GRRC America

In other news, many have heard of the three great motoring events hosted at the Goodwood Road Racing Circuit in Southern England: the Festival of Speed, the GRRC members meeting, and the Goodwood Revival. Several members have attended one or more events there and also several members are GRRC members. Earlier this month, the Duke of Bedford announced the launch of GRRC America. The initial events will be hosted at Willow Springs just North of Los Angeles, so not quite in our backyard but close. You can find out more information here:<https://grrcamerica.com/welcome-address>



2026 Show and Shine at Krigin Cellars, Gilroy
by: Clive Hallatt and Sandor Nagyszalanczy

2026 Show and Shine Winners: By Sandor Nagyszalanczy

