



Newsletter of the Jaguar Club of Southern Arizona
January—February, 2021

A Special Thanks to:



Photo of club members who stopped at Gates Pass Trailhead during the club’s Nomination Drive 2020

ANNOUNCEMENTS:

Our Jaguar club is looking forward to several different events this year and could use your help. We would appreciate your help with Drives, Dinner Meetings, Breakfast Run, Tech Tips, etc.

if you are interested in helping our club be the best it can be, please contact secretary@jcsaz.com or call (800) 243-8568.

Additionally, we conduct a monthly dinner meeting on the first Wednesday of the Month at Firebirds in the La Encantada center. Please contact a board member or check the club website for further information about the date and time for information due to Covid restrictions. **Please join us!**

Story inside”

7 Jaguars That Still Make Us Purr, From a 1949 XK120 to 2013 F Type R

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Note: If the article you are looking for is missing, it's because you need to get the full edition that is included with your paid membership in our club. Go to JCSAZ.com and click on Join the Club

2021 JCSAZ LEADERSHIP

Board of Directors 2021

President – Lou Hardin
(719) 641-3036
president@jcsaz.com

**Vice President – Gail Von Pinnon
of Events**
(520) 561-1615
vicepresident@jcsaz.com

**Associate V.P. & – Lou Hardin
Newsletter Editor** (Acting Editor)
(719) 641-3036
newsletter@jcsaz.com

Treasurer – Jim Hart
(520) 760-5667
treasurer@jcsaz.com

Secretary – Karen Bell
(520) 235-5700
secretary@jcsaz.com

Other Positions Assigned

Advertising – Lou Hardin, Acting
Chair
719-641-3036
marketing@jcsaz.com

Communications – Karen Bell
520-235-5700
Secretary@jcsaz.com

Membership – Bob Bell
520 301-7761
membership@jcsaz.com

Royal Jaguar Liaison – Lou Hardin
719-641-3036
president@jcsaz.com

*Positions not yet assigned for 2021

Asst. Event Chair of Drives
Asst. Event Chair of Meetings
Asst. Event Chair of Tech Tips
Chief Judge
Concours Chair

Advisory Council

Doug Dechant
dougdechant@gmail.com

Skip Bailey
Skip-bailey@comcast.com

Chris Brewer
cbrewerpls@outlook.com

Mike Mullan
mike@classicssouthwest.com

Editor Speaks: We want to thank you for sharing the Jaguar related news articles and information with our club members and readers. We are always searching for content and encourage you to tell us about you and your car, car events, and anything that you think our readers would enjoy. Please let us know at newsletter@jcsaz.com

JCSA Calendar of Events

January 2021

- 6th **First Wednesday Dinner Meeting – Firebird’s La Encantada - CANCELLED / Covid**
9th Cars and Coffee at Lowes (moved to Ina & Thornydale)
16th British Wheels – Goodyear Airship Hanger – Goodyear AZ
18-22nd Gooding & Company, Scottsdale AZ
21st Bonhams Scottsdale Auction
21st Tubac Collectors Car Show - **CANCELLED / Covid**
22nd RM Southeby’s, Scottsdale AZ
23rd **Tech Tips – Royal Jaguar**

February 2021

- 3rd **First Wednesday Dinner Meeting – Firebird’s La Encantada - CANCELLED / Covid**
10th **7:00 PM JCSA Club Business Meeting – Zoom meeting**
13th Cars and Coffee at Lowes (moved to Ina & Thornydale)
13th Concourse in the Hills, Fountain AZ (about 1,000 cars and Helicopters)- **CANCELLED / Covid**
20th **Breakfast Drive**
27th **Tech Tips**

March 2021

- 3rd **First Wednesday Dinner Meeting – Firebird’s La Encantada - CANCELLED / Covid**
13th Cars and Coffee at Lowes
13th MCAS Yuma Air Show
20th **Breakfast Drive**
18-20th Mecum Auctions, State Farm Stadium in Glendale AZ
23-28th Barrett-Jackson Auction Company, Westworld of Scottsdale AZ
24-15th Thunder & Lightning Air Show – Davis-Monthan AFB, Tucson AZ
27th Russo & Steel Collector Automobile Auctions, Scottsdale AZ
27th **Tech Tips**

Jaguar Club of Southern Arizona Event Information

If you don't see the event you are interested in or if you need more information about an event, please call Lou Hardin (719) 641-3036.



OFFICE OF THE PRESIDENT

Lou Hardin

(800) 243-8568

president@jcsaz.com

January 2021

Dear Friends,

Congratulations on successfully completing 2020 and we want to wish you good health, wellness and prosperity in this new year. I don't remember any time in my life when the words Happy New Year said so much; especially now that the presidential election is over.

It was a great experience to see a large turn out at our November Business Meeting in November. I'm sure that every one on the Zoom Meeting had a good time. I want to thank Jim Hart for sharing his contact Curb Check Wheel Service (520) 270-4150 who repairs any aluminum wheels. We will be holding club Business Meetings on Zoom until it's safe for all of us to meet in one room. Until then, please note that our club will be holding Business Meetings on the even months and we hope to see you there. Note: please check our calendar on page three of this newsletter or our website, JCSAZ.COM, under the events tab. If you need help figuring out how to log in, please call me and I will walk you through it—it's really easy to do.

I need to thank each of you for participating in our annual club election and I am happy to announce the addition of Gail Von Pinnon to the Board as the new V.P of Events. Gail brings with her a refreshing breath of fresh air and we are looking forward to some great events this year. I also want to announce the addition of Chris Brewer and Mike Mullan to our club's Advisory Committee as a welcome addition.

Just so you know, the 2021 Board is in the process of appointing members to key positions but we are struggling to find a Concours chair. If you can help, please let us know or we may not have a Concours this year.

A resounding THANK YOU to all of our members who participated in the club's Nomination Drive. It was a pleasure to meet a couple of new to the club members: Jack & Kate Royer as well as Fritz Ficke and his beautiful Jaguar Mark IV (it was nice to see a vintage car on our drive). We all enjoyed escaping from our sheltering in place location in order to enjoy driving our Jaguars, taking in some beautiful Arizona views, and seeing each other (it's been so long). I especially want to thank Mike Mullan for taking the drive with me prior to the event wo post signs and take important notes. Additionally, I need to thank Laura Hardin for ordering and handing out club T-Shirts to the participants.

Bob Bell and I participated in another JCNA Membership Chair Meeting where we learned what other clubs are doing so that we can use their best practices to help keep our club one of the best Jaguar clubs in North America—Thanks again Bob.

Although there has not been a lot of activity from most car clubs lately, Laura and I did attend the British Automotive Enthusiast Night at the new Mavrix Happy Hour in Scottsdale, AZ. There was a sizeable turnout of car guys and gals to watch the movie Ford v. Ferrari and enjoy some very good food. We need to thank Mike Mullan for putting on this event—Great job!

If you were planning to attend what is probably the largest car show in Arizona on February 13th, the Phoenix Children's Hospital has cancelled the Concours in the Hills due to the Covid Pandemic. Don't forget the British Wheels Noggin and Natter event in the old Goodyear Blimp Hanger at Goodyear airport on January 16th. It's free to attend but if you want to reserve a space for your car you need to go to : <http://www.azmgclub.org/bwog-registration/>

Lastly, please let me know if you are planning to attend the Jaguar Drivers Club, United Kingdom, celebrating the 60th Anniversary of the Jaguar E-Type and 50th anniversary of the Series 3 E-Type "Tour to Geneva" on 8-20th.

Best wishes for continued health, wellness and great Jaguar experiences.

Until we meet again.

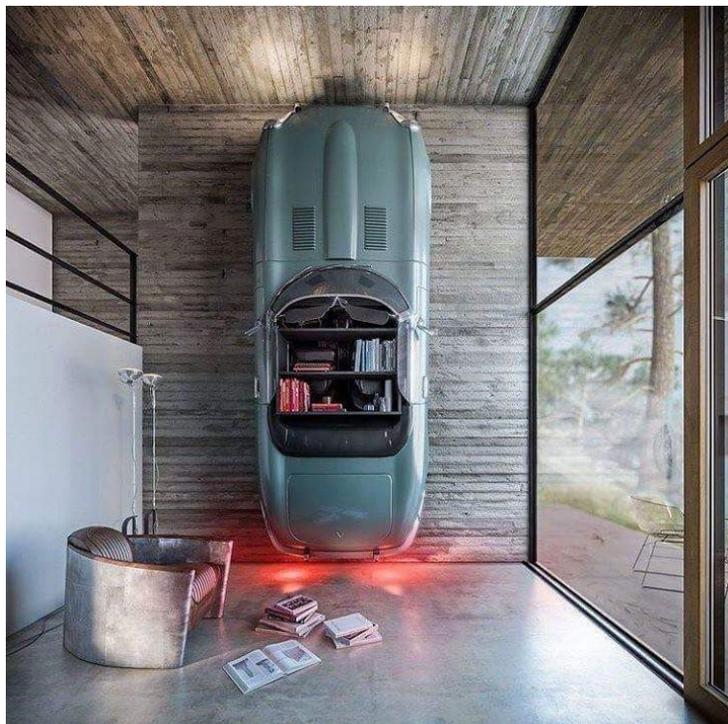
Lou Hardin

(719) 641-3036

president@jcsaz.com

Here is a little Jaguar Fun for you:

"An expensive book case in case you need more furniture for your home"





2021 Nomination Drive

Our club had a fun event last November 21st with its 2020 Nomination Drive where we all met at the Tucson Mall. It was also nice to see our brand new members Jack and Kate Royer.

We had several cars and members show up including Fritz Ficke and his beautiful Jag Mark IV which he drove along with us to our stop in at the Gates Pass Trailhead.



We then took a leisurely and enjoyable drive to the Desert Sonoran Museum where we all ate our picnic lunch while enjoying one another for the first time in a while. We also enjoyed the spectacular views on our way to Marana Airport before heading home.



Thank you all who participated especially Mike Mullan for helping Lou Hardin make this a successful event. I also need to thank Laura Hardin for providing all participants with a club T-Shirt.

7 Jaguars That Still Make Us Purr, From a 1949 XK120 to 2013 F Type R

Jeremy Taylor, December 29, 2020 Yahoo Life/Lifestyles



Jaguar's renowned hood ornament in the form of a leaping cat was first seen on one of its automobiles in 1945—a symbol of grace, power and elegance that later adorned many of the company's legendary models. As there's already a growing hullabaloo about the 60th anniversary of the Jaguar E-Type in 2021, we wanted to remember some of the company's finest sports cars, a legacy that stretches back long before the E-type to the gloriously stylish XK120, and even further still.

The XK120 was introduced to the US in late 1949, the aluminum-bodied roadster had curves in all the right places and was achingly beautiful. The two-seater was also the fastest production car in the world when it came on the scene—the model prefix referring to a top speed of 120 mph.

Priced at \$3,495 when released, the very first example was delivered to Hollywood star Clark Gable and proved a sensation. Powered by a 3.4-liter engine, the XK120's elegant lines were said to be inspired by the prewar BMW 328 Mille Miglia.

Aficionados of the marque might argue that the SS [Jaguar](#) 100, launched more than a decade before, was actually the company's original sports car. The British manufacturer had to drop the SS moniker—Swallow Sidecar—after World War II because of its association with the Nazis.

The SS Jaguar 100 was visually stunning and boasted a top speed of 101 mph, the least-expensive British car of the era to reach three figures. Designed by Sir William Lyons, the 1935 classic featured a bonnet that stretched forever, cut away doors and huge chrome headlights.

The styling was the epitome of a 1930s British sports car and the later XK120 couldn't have been more different. However, when the XK changed from an aluminum body shell to steel in 1950, the increase in weight affected performance.

The updated XK140 was unveiled in 1954 followed by the XK150 in 1957. The latter looked dated compared to key rivals and only survived until 1961. That's when the Jaguar E-type was born—a model often voted the most beautiful car in the world.

In 1961, a speed of 70 mph was considered fast on the road. The E-type claimed a top speed of 150 mph and was gorgeous from every angle. It epitomized the era and had performance to match. The original Series I was the most attractive, as subsequent versions featured larger engines but looked flabby by comparison. Such was the car's allure that it soldiered on until 1975 before it was replaced by the XJ-S.

Billed as the ultimate grand tourer, the XJ-S lacked the style of the svelte E-type and was initially blasted by the motoring press—just look at those dreadful bumpers and awkward rear buttresses.

But a 5.2-liter V-12 engine gave the XJ-S a serious turn of speed and was a cost-effective means to enjoy supercar performance at half the price of many others. It remained in production for 21 years, a staggering achievement.

By 1996, Jaguar was in dire need of a replacement for the XJ-S, and Project X100 was the answer. Designated as the XK8 when premiered, the model was available as a coupe or convertible and was well received. It did, however, still lag behind the best from Porsche and Mercedes. The addition of the supercharged XKR, and then an updated 2006 model, proved a significant step forward. By the time production ceased in 2014, many people were flummoxed as to why Jaguar was killing off a very appealing car.

The reason turned out to be the current [F-type](#), which offers drivers a well-packaged sports car that blends performance and great looks. It's not exactly an E-type, but offers an impressive motoring experience all the same.

As electric power trains become prominent, the next generation of Jaguar sports car will likely have no conventional engine at all. It will be the end of one era and the start of another—a time when Jaguars may no longer roar, but will surely still make their presence known.



The Jaguar Club of Southern Arizona supports the Northern Jaguar Project. It is one of our historically supported charities along with Casas de Los Ninos and Youth On Their Own.



N O R T H E R N J A G U A R P R O J E C T



Protecting the World's Northernmost Jaguars

Renowned for their power, strength, beauty, and grace, jaguars are vanishing throughout the Americas. Nowhere is this more apparent than the U.S.-Mexico borderlands.

We formed the Northern Jaguar Project to safeguard jaguars in this region from poaching and habitat destruction. At the heart of our work is the 86-square-mile Northern Jaguar Reserve, a remote, rugged, and exceedingly wild landscape where a small breeding population of these wild cats survives.

Over the past 15 years, we have photographed more than 70 different jaguars, including females and their cubs. The reserve provides a place of refuge from which these mother jaguars can raise their young free from harm, and the accompanying biodiversity can thrive.

Beyond the reserve, we work with ranchers, schools, and rural communities to build tolerance and reduce human-wildlife conflicts.

We invite you to learn more about our work and support the reserve's guardianship, expansion, and outreach among those living in jaguar country.

The JCSA encourages donating to the Northern Jaguar Project at www.northernjaguarproject.org or you can mail your check to:

Northern Jaguar Project, 2114 West Grant Road Suite 121, Tucson, AZ 85745

Meet the E-Type specialists taking restoration to new heights with their exquisite new Lightweight GT

Words: *Ollie Marriage* // **Photography:** *Rowan Horncastle*

It's the upper steering column housing. I'd been looking for a way into this story to try and encapsulate the astonishing attention to detail in a relatable way. So here we go. As far as possible when you order a car from Eagle, be it a restored E-Type or a rebodied special like the Lightweight GT you see here, pieces are salvaged from an original car. The housing is probably rusty, so it's aqua blasted (not dry blasted, as that's too harsh), stripped back, made good. But after 35 years at this, and with a factory full of specialist craftsmen, Eagle knows more. It knows the mounting points where the housing connects under the dash flex and, in time, crack, so extra welds are put in to strengthen it.

It also knows that back when it was first made, Jaguar cut incision slots in the tube to make it easier to clamp tight against the plastic bushing through which the steering column itself rotated. But that plastic bushing is too soft, so it wears. Eagle replaces it with a tougher nylon part, and welds up, then polishes back, the unnecessary slots. To get the fit perfect, that nylon bush is reamed before it is pushed home. Eagle could commission new, improved parts from a supplier. It would probably be cheaper, but that's not the point. The original part is re-engineered. It takes several hours.



How many parts make up an Eagle E-Type? No one's quite sure, but they're all here, neatly laid out on racks, sitting in jigs, waiting on shelves or benches, ready to be carefully, diligently connected each to the other: valve springs, washers, sheets of aluminium, steering arms, wires. And if they're not here already, they're probably in the process of being created behind another door in the pristine yard of this tucked away farm.

Each door is a gateway to a magical realm: behind one you'll find Gregg May hand assembling a 4.7-litre straight six and carefully measuring and recording everything to a thousandth of an inch. No millimetres here. He's been working on these engines for 15 years. Next door, Tim Wharton (eight years' service) has a gearbox in pieces. It's so beautiful it should stay that way. Lorenzo 'everyone calls me Larry' Crane (16 years) is trimming and working the aluminium body. It's a lovely warm day so the garage doors are thrown open and he works with the sun on his bench, each reshaped sliver helping to perfect the stunning unpainted Low Drag GT behind him. That bodywork, made up of 27 individual pieces, is the result of 2,500 hours of work. Not far off a year. I say work, but what I actually mean is staggering craftsmanship. Larry learned his trade repairing Rolls-Royce bodywork. Today, even Rolls will probably replace, not repair, damaged panels – panels that are likely to have been pressed or superformed in the first place, not hand rolled. As Ryan Thompson (four years) tells me in pauses between hand sanding the complete bodies, "if it was easy, everybody would be doing it".

The doors are helpfully labelled, names etched beautifully into glass. Fabrication is my favourite, chiefly due to the ancient machines in Andy Pitwell's lair and the curls of metal on the floor. He'll also have made the seat frames, welded and improved suspension drop links, bent brackets into shape and done a thousand other little things, each one a story in itself. He's the chap who, stooped over his machines, sorts the steering column out.



The point, of course, is that every single component receives the same care, thought and attention as the upper steering column housing. It's the thought that counts. How often have you heard that? You and I could apply care and attention, but thought comes via knowledge and that has to be earned and experienced. Thought explains why the floor is lowered and the rear bulkhead moved back so there's more room inside, why the chassis is stiffened with extra bracing in the flanks, why the notoriously

You open the door of the Lightweight GT and the leather seems to have an inner glow of warmth and health. Odd, considering that Floridian cows died in its cause. The hides are stitched together at the top of the yard on an ancient, but apparently unimprovable, Singer sewing machine by Paul's fellow director Matt Dewhurst (31 years). Total staff at Eagle: about 20. The boss, founder Henry Pearman, isn't in today.

I'm slightly dazed. Every door opens into a pocket of beauty and fascination. None more so for me than a narrow room – more of a corridor really – behind the assembly room. Here, there's no one, just parts – all the restored, re-engineered components that have arrived from around the yard and are now laid out on racks, patiently waiting to be picked up by Steve Head (19 years) or Jake Snedden (eight years), to be fitted to the deep blue Low Drag GT they're building up. Some come from suppliers – there are Öhlins dampers, a Nardi steering wheel, Focal speakers – but the best are the bits that had a before and now have an after.



No more than four cars a year take flight from Eagle's nest, where they are currently working on the 49th E-Type and the 12th special. The specials are why you know Eagle: Speedster, Low Drag GT, Spyder GT and the latest, the Lightweight GT. All have historic relevance. In the case of the Lightweight, Jaguar originally built 12 of them for racing in 1963, featuring a 3.8-litre with 300bhp. Eagle isn't building identical replicas, but restomods. Paul Brace doesn't mind the term at all. "After all, we're restoring and modernising."

Here the motor Gregg built is a 4.7-litre with 380bhp, while Tim's gearbox is a five-speed manual. Inside, Matt has done a stunning job with the trim, Andy's seat frames feel so much stronger than in an original, plus Larry's bodywork and James Salmon's (five years)

But not weight. Because here's the other thing about the Lightweight GT – underneath you'll find bleeding edge lightweight tech. Air for the engine enters through a full carbon fibre airbox, passing into the carburettors through a 3D-printed nylon housing. Once through the cylinders it passes into an Inconel manifold, then out via a titanium exhaust. The wheels are magnesium, so too are the sump, diff casing, gearbox, bell housing and more. This is an astonishing amount of effort to go to – way more than any modern carmaker puts in when doing a lightweight version of its latest supercar. It might save up to 100kg, but Eagle's Lightweight GT weighs over 200kg less, giving an all up weight of just 1,017kg.

Of course, it all operates beautifully, because you've seen how even the humblest piece of metal is revered. Thumbing the starter brings the Lightweight thrumming to life, the gearbox snicks gracefully into first, and with no apparent effort, you're off. And it is this easy, oiled movement that tells you, well, you're not actually in an original E-type. There's no play in the steering, no creaks from the cabin, the gearbox isn't a maze of blind alleys, the engine doesn't balk low down. But I never thought it would, because I'd seen the craftsmanship that goes into the components and knew it would be mirrored in the way that the car drives.

Torque arrives, thick, rich and glorious, pretty much immediately. It's not pushing much weight, so even though the gearing in this one is longer than I would choose, each ratio is consumed in a rasping rush. At 3,500rpm it comes on cam, kicks again and barks all the way to the 5,800rpm limiter. Sunlight reflects off chrome, the slender polished wheel is warm under my fingertips, leather nestles me and the view down the bonnet is long, blue and lovely. Heaven.



And I mean that. As far as driving experiences go, I don't think that there's anything else to touch it. Modern supercars have traded experience for speed. You want driving addiction? Here it is, a car that sings to you, not just from its engine, but every component. Sure there's a bit of shiver through the chassis, but it drives so crisply, and with such perfectly judged balance, dexterity and grip. I drove it so carefully to start with, never even thought about sliding this £800,000 one-off through a corner, but the Lightweight GT is so confidence inspiring that I couldn't help myself. But I knew I'd be OK because the steering twists perfectly inside Andy's revitalised upper steering column housing.

NEW JAGUAR F-TYPE HERITAGE 60 EDITION CELEBRATES DIAMOND ANNIVERSARY OF LEGENDARY E-TYPE



(MAHWAH, N.J.) – [December 9, 2020](#) – Jaguar is marking the sixtieth anniversary of the E-type sports car in 2021 with the introduction of a limited-edition F-TYPE Heritage 60 Edition. Only 60 of these all-wheel drive sports cars, which are based on the supercharged, 575-hp F-TYPE R, will be available for sale worldwide—each one hand-finished by the personalization experts at SV Bespoke.

“Celebrating 60 years of the iconic Jaguar E-type is the perfect moment to create our first-ever SV Bespoke limited edition – and the rarest F-TYPE, with just 60 cars available globally,” said Mark Turner, Commercial Director, Jaguar SV Bespoke. “We’ve worked closely with Jaguar Design to develop a theme for the F-TYPE Heritage 60 Edition that pays homage to the E-type in a contemporary way. It’s testament to Jaguar’s sports car design lineage that the 1960s Sherwood Green color looks as though it was designed for today’s F-TYPE.”

A specially curated commemorative specification includes solid Sherwood Green paintwork, an original E-type color not offered on a new Jaguar since the 1960s, and a model-exclusive, extended duo-tone Caraway and Ebony Windsor leather interior trim. The limited-run F-TYPE Heritage 60 Edition also features a unique aluminum console finisher, inspired by the rear-view mirror casing of E-type; the E-type 60th anniversary logo, which is embossed on the headrests of the lightweight Performance seats; and E-type 60 badging shared with the limited-edition E-type 60 Collection vehicles, which were announced by Jaguar Classic earlier this year. Commemorative treadplates, an SV Bespoke commissioning plaque and Caraway-edged carpet mats provide finishing touches.

- The F-TYPE Heritage 60 Edition is available in both coupe and convertible body styles with exclusive Diamond-Turned Gloss Black 20-inch forged alloy wheels, Gloss Black and Chrome exterior accents, and black brake calipers. Each Heritage 60 Edition will be built at the Castle Bromwich plant in the United Kingdom and finished by the SV Bespoke team at Jaguar Special Vehicle Operations in Warwickshire.5-year / unlimited-mile Jaguar InControl® Remote & Protect™ connected services

“The F-TYPE Heritage 60 Edition is a fantastic example of what the SV Bespoke team is capable of,” said Clare Hansen, Director of Vehicle Personalization, Jaguar Special Vehicle Operations. “With unrivalled access to original drawings, paint codes and reference materials, working hand-in-hand with our colleagues at Jaguar Classic, we’ve created a distinctive and highly collectible interpretation of the definitive Jaguar sports car.”

To celebrate the 60th anniversary of its iconic sports car, Jaguar Classic is creating six limited-edition matched pairs of restored 3.8-liter 1960s E-type vehicles paying tribute to two of the most famous examples: ‘9600 HP’ and ‘77 RW’, known as the E-type 60 Collection.

F-TYPE R, which forms the basis of the F-TYPE Heritage 60 Edition, embodies Jaguar design DNA in its purest form. The two-seat, all-wheel drive sports car offers a perfect balance of performance and driver reward with an even more muscular, assertive design and a cabin defined by rich, luxurious materials and beautiful details. The sprint from 0-60mph takes just 3.5 seconds, while maximum speed is an electronically limited 186mph.²

Pricing for the F-TYPE Heritage 60 Edition in the United States is subject to future announcement. Every new Jaguar vehicle, including F-TYPE Heritage 60 Edition, comes with Jaguar EliteCare, a best-in-class ownership package.³ Jaguar EliteCare coverage offers:

- 5-year / 60,000-mile new vehicle limited warranty
- 5-year / 60,000-mile complimentary scheduled maintenance
- 5-year / 60,000-mile 24/7 roadside assistance

NEW JAGUAR F-PACE SVR: PERFORMANCE SUV IS FASTER, MORE LUXURIOUS AND MORE REFINED THAN EVER



DECEMBER 2020 media.jaguar.com

The pinnacle of the Jaguar performance SUV range, the new F-PACE SVR is faster than ever and features motorsport-inspired exterior design, a luxurious interior and the latest connected technologies

- Pinnacle of performance: F-PACE SVR features a 550-hp, 5.0-liter supercharged V8 engine with a revised torque curve that raises peak output to 516 lb-ft and powers F-PACE SVR to a higher 178 mph top speed⁴
- Quick off the mark: Heightened torque output and new Dynamic Launch function cut 0-60mph time to 3.8 seconds⁴
- Upgraded braking: Improved cooling and pads deliver enhanced brake performance, while new Integrated Power Booster and retuned pedal feel provide added driver confidence
- Race-inspired exterior: New front bodywork influenced by significant SV motorsport experience reduces lift by 35 percent, lowers drag and amplifies the assertive stance of F-PACE
- Luxurious interior: All-new interior features selection of exclusive, performance-focused materials for a luxurious and sporting cabin environment
- Connected and up-to-date: Pivi Pro dual-sim infotainment technology is accessed through an all-new 11.4-inch HD curved glass touchscreen and enables software-over-the-air capability¹
- Class-leading, 5-year / 60,000-mile Jaguar EliteCare warranty continues to set the luxury industry standard⁵

PRE-OWNED JAGUAR



2017 Jaguar XE 25t Premium

P030960
29,931 mi.
Intercooled Turbo Premium Unleaded I-4 2.0 L/122

Retail Value ~~\$26,791~~
Dealer Discount - \$801

Live Market-Based Price **\$25,990**



2017 Jaguar XF 20d Prestige

P030939
26,701 mi.
Intercooled Turbo Diesel I-4 2.0 L/122

Retail Value ~~\$31,275~~
Dealer Discount - \$1,525

Live Market-Based Price **\$29,750**



2018 Jaguar F-PACE 25t Prestige

P030963
55,457 mi.
Intercooled Turbo Premium Unleaded I-4 2.0 L/122

Retail Value ~~\$36,796~~
Dealer Discount - \$1,816

Live Market-Based Price **\$34,980**



2018 Jaguar F-PACE 35t Premium

J2346A
21,781 mi.
Intercooled Supercharger Premium Unleaded V-6 3.0 L/183



Retail Value ~~\$39,278~~
Dealer Discount - \$1,388

Live Market-Based Price **\$37,890**



2019 Jaguar XE 30t Premium

J2246
3,372 mi.
Intercooled Turbo Premium Unleaded I-4 2.0 L/122



Retail Value ~~\$48,888~~
Dealer Discount - \$7,324

Live Market-Based Price **\$41,484**



2018 Jaguar F-PACE 35t Prestige

PS30914
14,679 mi.
Intercooled Supercharger Premium Unleaded V-6 3.0 L/183



Retail Value ~~\$44,882~~
Dealer Discount - \$1,012

Live Market-Based Price **\$42,990**



2019 Jaguar XE 30t Premium

J2226
2,200 mi.
Intercooled Turbo Premium Unleaded I-4 2.0
L/122



APPROVED
CERTIFIED PRE-OWNED

Retail Value \$52,828
Dealer Discount - \$7,606

Live Market-Based Price **\$45,222**



2020 Jaguar I-PACE S

PD30761A
5,600 mi.
Electric



APPROVED
CERTIFIED PRE-OWNED

Retail Value \$63,275
Dealer Discount - \$10,065

Live Market-Based Price **\$53,210**



2020 Jaguar F-PACE 30t Premium

J2265
3,300 mi.
Intercooled Turbo Premium Unleaded I-4 2.0
L/122



APPROVED
CERTIFIED PRE-OWNED

Retail Value \$56,865
Dealer Discount - \$2,691

Live Market-Based Price **\$54,174**



2020 Jaguar F-TYPE P340

J2350A
16,416 mi.
Intercooled Supercharger Premium Unleaded V-6
3.0 L/183



APPROVED
CERTIFIED PRE-OWNED

Retail Value \$62,550
Dealer Discount - \$3,660

Live Market-Based Price **\$58,890**

Royal AUTOMOTIVE GROUP

Royal Jaguar Tucson:

(520) 477-0572

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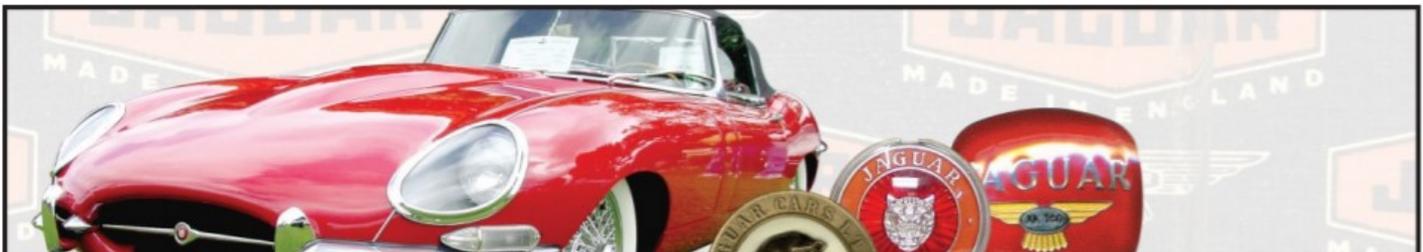
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