



# JAGGED EDGE



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Bi-Monthly Newsletter of the San Antonio Jaguar Club

Fran Curran,  
Editor



SAJC Members anxiously waiting for dinner at Pompeii Italian Restaurant...from left to right are Eddie & Dora Garcia, Mary Kay & Roger Wilkie, then across table is Stephen Collins & Shannon, Terrie & Gabriel Renero. Other Photos from the event beginning with the cocktails and antipasta and drinks at member Billie Bailey's home are seen on pages 8-9.

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## Special points of interest

- Info on upcoming SAJC's meetings and events are on the Events Calendar on page 4 with meeting dates and times.\***Upcoming meeting is on Saturday the 17th for Cars & Coffee Breakfast.**
- Please support our Newsletter Advertisers

## *From SAJC President, Gabriel Renero*

### ***PRESPECTIVE:***

#### ***From the President:***

I am happy to announce that our fundraiser efforts to collect funds for Meals on Wheels have proven to be fruitful so far. As of June the club has collected \$1,215, and we still have several events, including two driving tours, in which we will be conducting 50/50 and other types of raffles to continue increasing our donation funds. The Officers decided to present our donation to Meals on Wheels before our Christmas dinner. We contacted MOW and they offered to receive us and give us a tour of their facilities on Friday December 13, in the early afternoon. The specific time will be announced later this year. We have included this event in our calendar in the hope that many of you will join us and use this opportunity to know better how our contributions will be used by MOW to provide older and disabled members of our community, not only nutritious meals in their own homes, but a friendly visit and a safety check as well. Thank you so much to all of you who have contributed to this effort so far.

#### ***From the Club:***

During the last couple of months we had three events, somewhat different in nature but equally fun and well attended.

Steve Collins, our Technical Director, invited us to his car condo (or to some of us a Big-League Man Cave), for a demonstration on how to repair rock chips and other minor paint imperfections. Dennis Lamm volunteered his 2006 S-Type to be used as a model on how to deal with these imperfections that all our cars have, as result of our prides and joys not being garage queens.

Steve demonstrated what materials to use, in what sequence and the appropriate technique to use, and the results were just amazing. After the treatment, you could barely see where those chips used to be on the hood and fenders of Dennis's car. There were ten members in attendance at the session. Afterwards, we were treated with to Pizza, beer and sodas. Thank you, Steve. Great session!

Another event scheduled for June was a social dinner to be held at Victor's Service Center. Unfortunately, it was to happen in the middle of a heat wave that had daily temperatures in the upper 90's or even 100, with high indices of humidity. The Officers decided to thank Victor for offering his shop to continue with a traditional gathering for the club, but rather have the dinner at a closed location to be able to beat the heat. We met at Scuzzi's Italian Restaurant on 1604, and camaraderie were great. Eddie Garcia won the 50/50 raffle that we organize at several of our reunions to collect funds for Meals on Wheels. Congratulations Ed!



## *From SAJC President, Gabriel Renero (Continued)*

In July, we had our traditional Progressive Dinner. The driver for this event was Billie Bailey, and we started with delicious appetizers at Billie's home. She is a fantastic hostess, and the food and wine were exceptional. The second stage of the progression was at Pompeii Italian Grill, and after the superb appetizers at Billie's, and an Italian dish (doesn't matter what we had), the third stage of Gelato was cancelled. The event was very well attended. There were 27 club members present after a couple of last-minute cancellations. The participation in our events has been steadily increasing. That is great news for the club. There was great conversation all throughout the evening, although the ghost of slow service showed up again at Pompeii's.

### *From the Industry:*

There is a feeling that Jaguar, as a brand, is facing a dark future. Not only for future models, but in the collector car industry as well. The plans for the new EV XJ were cancelled after huge development expenses. The entire existing range of models is to be replaced by unproven, more expensive EVs. In the collector's market, for many years classics like the XK 120,140 & 150 as well as the E-Type have been at the top of anyone's lists. However, statistics show that they are getting harder to sell and over the last years many prices are either stagnant or decreasing.

Although Jaguar still has its name in front of the JLR brand, it seems like that is the only place it is ahead in the brand. Now that JLR is splitting Land Rover into three separate divisions, (Defender, Discovery, and Range Rover), Jaguar seems every time more as the minority player in the new corporate structure. As we know, sales figures dictate corporate policy in any company. Global sales for JLR in 2023 were in the order of 320,000 units. From those Jaguar sold only 43,000 cars globally, which represents 13% of total sales. In the US that figure is even lower, with Jaguar sales of 8,000 units vs. 66,000 Land Rovers or only around 10% last year. (JLR used to sell more than 500,000 units in 2019.)

The decision in 2021 by then CEO Thierry Bolloré (who fortunately is no longer with the company, although the damage has already been done) that by 2025 Jaguar would become an EV-only brand seems to bring dark clouds on the horizon for the brand. That decision means that we are seeing the last XF, F-Type and F-Pace of our cherished brand. Almost every other manufacturer is revising, or even cancelling, their plans to transition to EV's. For Jaguar, offering more expensive cars and eliminating their traditional ICE models may result in even reduced sales figures in the future. We'll just have to sit and wait, but the outlook is not bright.

*... and remember, let's keep on driving our prides and joys!*

***Gabriel Renero***

***SAJC President***



## San Antonio Jaguar Club's 2024 Events Calendar *(remaining year)*

| <br><b>2024 EVENTS CALENDAR</b> |   |  |
|--|---|--|
| AUGUST   | <i>Cars &amp; Coffee Breakfast</i>                        | Saturday 17th 8:30 am (Officers meeting at 8:00) @ Jim's restaurant<br>8427 Broadway, San Antonio, TX<br>78209 |
| SEPTEMBER  |   | Saturday 21th (distillery TBA)   |
| OCTOBER  | <b>Concours D'Elegance</b>                                | Saturday 5th   |
|  | <b>Director's Meeting</b>                                 | Friday 18th 5pm<br>(Victor's Service Center)   |
|  | <b>All British Car Day</b>                                | Saturday 26th  |
| NOVEMBER   | <b>2025 General Activities Planning Meeting</b>           | Sunday 10th 2:00 pm @ Parman Library (20735 Wilderness Oak)  |
|  | <b>Hill Country Driving Tour (Fund Raiser)</b>            | Saturday 16th (destination TBA)  |
| DECEMBER   | <b>Christmas Dinner &amp; Officer's Election for 2025</b> | Saturday 14th 6:30 pm<br>(Location TBA)  |

\*Events will be generally held the 3rd Saturday of the month.



Photos from the dinner at Scuzzi's Italian Restaurant. Dora & Eddie, on left, won the jack pot that night. Congrats!! Members on right had a fun time anyway...



## SAJC JAGUAR MEMBER SPOTLIGHT

1. Name: Clay Maeckel
2. Date & place of birth: 11/12/1963 San Antonio, Texas
3. Personal Cars: Make/Model/Color  
1953 Jaguar XK120, British Racing Green (family owned since '54)  
2008 Jaguar XKR, Liquid Silver (I purchased in '08)  
Other interesting legal to drive non-Jaguar vehicles  
2009 AM General M1123 (i.e. Humvee), Military Green Camouflage  
2022 Ford Mach-E GT, Star White
4. What first drew you to Jaguars? My father or mother driving me around in the XK120 during my pre-high school years.
5. What's your best experience in a Jag? Driving my dad in the XK120 for the first time after its restoration.
6. What's your worst? The driveshaft popping out of the transmission of the XK120 while driving around Wilson County at 70 mph.
7. What's the fastest speed you've gone in your Jag? 120 mph in the XKR (this was on I10 in west Texas).
8. The last good movie you saw was? The two recent Dune movies.
9. What's the last good book you've read? Cold Days, a novel from Jim Butcher's "The Dresden Files" series.
10. What is your favorite music/musician? Billy Joel
11. What's your favorite food? A good steak.
12. What is one secret you would like to share? I've actually driven faster and more aggressively in different RX-7s I've owned over the years.



1953 Jaguar XK120, British Racing Green / 2008 Jaguar XKR, Liquid Silver (purchased in '08)

## TURBOCHARGING

My interest is primarily with classic vehicles but this month we will explore an invention that crosses over from the classic to the modern Jaguar XF and F Pace models; turbocharging. An internal combustion engine has a critical limitation; it can only fill the combustion chamber with air from vacuum created by the downward piston intake stroke. The number of air and fuel molecules determines the potential energy available to push the piston down on the power stroke so increasing the cylinder air “charge” or inlet PSI through turbocharging can significantly increase power output.

Exhaust gas driven air pumps, (turbochargers), were patented in Europe in 1905 and the first successful application on an automobile was around 1925 increasing horsepower by 40%. After technological advances in materials and design post-WWII, turbochargers gained wide use in on-highway diesel truck engines. The first U.S. sports car use was in the 1976 Porsche 930 and the first U.S. passenger car use was in the 1978 Mercedes Benz 300SD.

The turbocharger essentially has two “fans”, a turbine and a compressor connected to a common shaft. Exhaust gas is routed past the turbine causing it to rotate. The attached compressor turns and draws in compressed air through the induction system. The operational turbocharger PSI ranges are between 0 to as much as 30 PSI on some very high-performance cars. The turbocharger can spin at an incredible 200,000+ rpm creating significant heat which transmits to various parts of the engine including the turbocharger shaft bearings. Early turbos often failed due to “coking” of the shaft bearings with baked-on oil, and they required an idle cool-down period prior to turning the ignition off. Modern designs use multiple-inlet high pressure forced oil so the bearings float in a continual water-cooled oil bath.

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*(Continued on page 7)*

## TURBOCHARGING

Too much of a good thing is often bad and turbocharging is no exception. Boost pressure on gas engines is limited to prevent overheating, turbo damage and broken engine components. Inlet PSI is controlled by a clever device called a wastegate perfected by Porsche engineers during the development of the Porsche 930 which diverts excessive exhaust flow away from the compressor. Up until then boost had been controlled by limiting inlet pressure from the compressor side of the turbocharger. The Porsche design enabled a smaller turbine design which allowed faster spooling response to throttle input, and better engine bay packaging.

The turbocharger and the supercharger are related in that they are both air pumps and they are both used on Jaguar cars; however the similarity ends there and the topic will make a great future tech article!



*Steve Collins working on member's Jaguar preparing to remove a dent from Dennis Lamm's Jaguar. Looking on are Bob Sheldon, Roger Wilkie & Manny Jimenez.*



*Jaguar Enthusiasts from left to right are SAJC members: Albert Estrada, Brian Blackwell, Steven Collin's, Stephen Speakes, Dennis Lamm, Manny Jimenez, Roger Wilkie, Don Snyder and Bob Sheldon with Gabriel Renero in the background taking photos.*

***Above photos were from the technical session at Stephen Collins' Car Condo on Saturday, June 8, 2024***

# SAJC's Annual Progressive Dinner Photos

*"Pompeii Italian Grill" Saturday, July 20, 2024*





# SAJC's Annual Progressive Dinner Photos

*"Pompeii Italian Grill"*

*Saturday, July 20, 2024*



*Cheers to another successful SAJC Annual Progressive Dinner!! I believe it was about 30 years ago that we decided on this event. Wanna keep it going?? This year member, Billie Bailey was host having cocktails and antipasto served at her Town home. There was so many food choices that I and many others wondered if we could eat dinner and dessert? Afterwards? Around 7:30pm we all arrive at Pompeii Italian Restaurant for an enjoyable dinner along with Italian music...as I always say "Great food, good friends and cool Jags—a great combination for a very fun evening". Thank you Billie!!!*



*(Photos by Joe Romo III)*



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Yearly Membership fees for new members and renewals for 2024 are \$100, which includes a copy of the SAJC's bi-monthly newsletter, The Jagged Edge, and affiliation with the Jaguar Clubs of North America, and a bi-monthly subscription to the Jaguar Journal.

## SAN ANTONIO JAGUAR CLUB

### 2024 OFFICERS

|                           |                                   |
|---------------------------|-----------------------------------|
| <u>PRESIDENT:</u>         | GABRIEL RENERO<br>(210) 216-3121  |
| <u>VP for CONCOURS:</u>   | MANNY JIMENEZ<br>(210) 884-4395   |
| <u>SECRETARY:</u>         | BRIAN BLACKWELL<br>(210) 255-0361 |
| <u>TREASURER:</u>         | BOB SHELDON<br>(210) 241-5139     |
| <u>TECHNICAL OFFICER:</u> | STEPHEN COLLINS<br>(210) 540-9747 |

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### WELCOME NEW MEMBERS

The officers, directors, and members of the San Antonio Jaguar Club would like to introduce and welcome our newest members to our Club:

NEW MEMBER: Richard Bruce Frey  
(1st member off JCNA's new website)

Remember...Please send in your articles and tech tips. If you are buying or selling a Jaguar, please let me know. I can be reached at the following phone # or by e-mail: Fran Curran, Editor of the Jagged Edge (210) 508-5572; [fscurran@aol.com](mailto:fscurran@aol.com)

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### GOAL/OBJECTIVE

The goal of The Jagged Edge is to help keep local members of the San Antonio Jaguar Club, Inc. (SAJC) and national members of the Jaguar Cars of North America (JCNA) informed on current events relating to Jaguars (the automobile with the finest and most distinguished background in automotive history).



**From:**  
**San Antonio Jaguar Club, Inc.**  
**52 Longsford**  
**San Antonio, TX 78209**



**NEWSLETTER THOUGHT  
FOR THE DAY**

*"Ambition is a dream with a  
V8 engine" by Elvis Presley*

For all SAJC members hav-  
ing a birthday in July-  
August 2024, I want to send  
you best wishes for a very  
Happy Birthday and to Joe  
From Fran, The Jagged  
Edge Newsletter Editor

