

Cat Tales



February 2026, Volume 59, Issue 2



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If a car doesn't make you excited every time you climb inside, then it's just a car!

The Rocky Mountain Jaguar

8137 Zang Street, Arvada, Colorado 80005

The club's purpose is to promote interest in the preservation, operation and ownership of Jaguar automobiles and to encourage safe, careful and skillful operation. To be a source of technical information, to establish rules and regulations governing Club activities and to promote good sportsmanship at all times.

Cat Tales is published monthly by the Rocky Mtn. Jaguar Club.

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**Editor: Steve Kennedy, 303-489-3955
newsletter@rockymountainjaguarclub.org**

Meetings are held the 2nd Tuesday of each month (Except July and December) at the **Blue Bonnet, 457 South Broadway, Denver. Call 303-489-3955 for details. Join us for Dinner at 6pm, meeting at 7 pm.**

Board meetings are open to all and are held at the Blue Bonnet right after the monthly meeting, of every even numbered month.

2024 RMJC Officers

Put title in front of **@rockymountainjaguarclub.org**

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e-mail the board at:

board@rockymountainjaguarclub.org

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Jaguar Club of New Mexico – JCNM

John Dias, President

JohnFrancisDias @gmail.com

505-285-8407,

<https://www.jcna.com/user/sw66>

The New Membership Form is located elsewhere in the newsletter.

Dues are \$90.00/year which includes “Cat Tales”, membership in JCNA, the national “Jaguar Journal”, eligibility to enter JCNA sanctioned Concours d’Elegance and other national and regional events.

For new memberships there is a one-time \$20 additional charge covering name tags, club patch, decal and membership cards. Use the form in this newsletter or printed from the web site or sign-up on-line.

Non-members subscriptions for Cat Tales are \$30/year; Canadian and foreign are \$36/year. Membership is open to owners of Jaguar automobiles and to others interested in furthering the enjoyment of Jaguars.

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Jeff Kern jeffrey.kern3@comcast.net

Gary George, gfgV12E@aol.com

Dave Massy, dmassy@hotmail.com

Annual Advertising in “Cat Tales”

A members' business card ad is \$75/year and will be in “Cat Tales” and website.

Ads run from January 1st to December 31st but can be prorated. Must be paid in full at time of placement.

Contact: Deanie Kennedy, Treasurer at: 303-489-3944 or at:

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$\frac{1}{3}$ page \$290 $\frac{3}{4}$ page \$614

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President's Letter

Well, we aren't all the way to the Ides of March so what do we about the doldrums of February? As a Kid growing up in Central Montana, February was a month where you had to stretch a bit to find something fun to do when it's 45 below zero. Just for kicks and grins we used to take a glass of water and throw the water into the air and watch it freeze before it hit the ground. Great fun!!! Later in High School, when the snow drifts got decently high across the County roads, we used to take turns seeing how far we could get Ricky Beihls Volkswagen beetle to slide on a drift at 30 miles an hour. Those old Volkswagens literally had a skid plate from the front to the back and they slid forever on that skid plate when you smacked a good drift. As cars go you couldn't call them a muscle car or a lead sled but they certainly qualified as a nice substitute for a motorized toboggan.

I'm writing this from Sunny Arizona. I go south every winter for a month to hang out with my sister at a house we have in Bullhead City, AZ. A month is sufficient enough to work on my tan and do all my paint up/fix up chores while I'm there. This week, I'm heading over to Scottsdale for the Barrat Jackson Auction. I watch those auctions on TV and I wonder where all these people get the money to plunk down \$500,000 for a two seater sports car. On the one hand I envy the vast amounts of walking around money they must have but on the other hand I believe I have just as much fun driving around with my Jag Club friends and shining up my 25 year old XK8. I know the trade magazines say an XK8 wouldn't bring enough money at auction to buy the dynamite to blow it up but I believe my old gal now qualifies for an "antique car" license plate in Colorado and a tax break. Now if Colorado could come up with an "antique guy" tax break I'd be fat, dumb and happy. As for my XK8, I am really longing for the nice weather up north to return and to get that Jaguar V8 warmed up and out for a spin in the country. I love my old red XK8 and I've had it so long, it's become a part of me. So much so, it reminds me of something else that's become a part of me.... my right knee. My knee is like my Jag, I have to have it lubricated on a regular basis and the mileage is starting show.!!

Have a great February. Please remember to celebrate Valentine's Day with your honey and as always, I wish you pleasant journeys on friendly roads.

Tom Estes, President

January Minutes

Tom Estes couldn't attend, as he is soaking in the sun and attending car auctions. He will return for the Feb meeting. VP Vince Lane conducted the meeting. Vince welcomed everyone to the January 13, 2026, Monthly Meeting at The Blue Bonnet Café.

New Members: None

New cars: Bill Nesse 2007 XKR

Guests: None, Brian Redrupp, long time member was in attendance.

Member Birthdays:

Jeanne Pucci	Jan 5	Dale Kintgen	Jan 12
Rosemary Denton	Jan 6	Dennis Orr	Jan 12
Pam Kirby	Jan 7	Brent McGibbon	Jan 16
Al Fiscelli	Jan 9	Chris Elliott	Jan 29
Tim Volin	Jan 9	Kathy Goede	Jan 30

Membership Reports: Deanie membership applications sent out. Only 74 members so far have returned the forms. Waiting to send out reminder.

Treasurer's Reports: Deanie reported that we have lots of money because the JCNA dues have not been sent out yet.

CCCC Update: Tom Estes was not here to provide update

Newsletter: Steve, this newsletter might be thin because there isn't a lot of content to be shared.

Facebook update: Mark Kintgen new page set-up is complete. The newsletter is up and meeting info up

Recent Events Report

Dec 13 - Holiday Party at Mike & Deb's: Thank You Mike & Deb!

Upcoming Events

Feb 10 - Monthly Meeting & Board Meeting at the Blue Bonnet

Mar 10 - Monthly Meeting at the Blue Bonnet

Apr 11 - Judge's School at the Kennedy's 11 - 4

Apr 14 - Monthly Meeting & Board Meeting at the Blue Bonnet

Apr 16 - 19 - JCNA Annual General Meeting in Mexico City

May 2 - Spring Drive with Jaguar Club of Southern Colorado

May 12 - Monthly Meeting at the Blue Bonnet

May 16 - Judge's School at the Kennedy's 11 – 4 (Date to be changed)

Jun 7 - ACC Colorado Concours at Arapahoe Community College

Jun 9 - Monthly Meeting & Board Meeting at the Blue Bonnet

Jun 27 - RMJC Concours at Cherry Creek Country Club

New Business: None

Old Business: None

Raffle: Completed

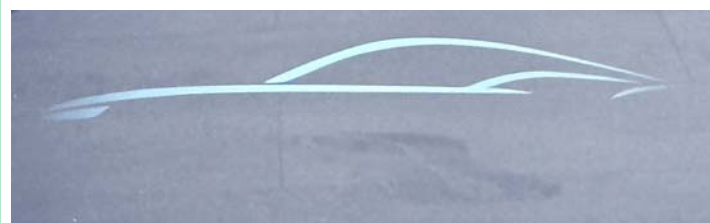
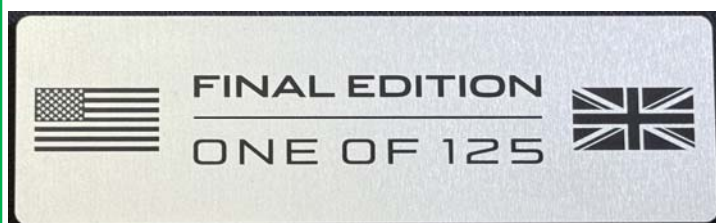
Tonight's Presentation: By Bill Beeson, "Tom Walkinshaw Racing XJS Thundercats"

When the XJS came out people remarked that "it wasn't an e-type." Tom Walkinshaw caught the attention of Jaguar and in 1982 became a partner to help restore Jaguar's racing profile. The XJS was chosen with Tom W being instrumental in the remodel. 1983 the XJS became known as Thundercat because they were becoming dominant in racing. In 1984 they were unassailable. They won the Spa 24 hour race over BMW focusing on durability and reliability. The TWR Supercat is the newest model.

Lisa Bressler, Secretary

Cover Photo

This month's cover photo is of one of the LAST F-Types, the F-Type R175, called the **Final Edition**. It is available in BRG and Santorini Black (shown here), both with the gold stripe and both available in Coupe or Convertible. The Wheel centers and grille badges have backgrounds. The "R" badges are black and gray, rather than red and green. New 20-inch "5061" black wheels are of the five split spoke design. Finally, the front fenders and sill plates are adorned with a subtle stylized silhouette of the coupe. All powered by the 5.0L, supercharged 575hp (why couldn't they make it 600 hp) V8 engine.



George Hoffman, a club member from Wyoming, sent in a picture of his MK VII. Take a close look at the Spatts, (Fender skirts). They have cut-outs in them, similar to that of the MK 2. Great looking, too bad Jaguar did not think of it.

JCNA TROPHY PROGRAM

ATTENTION EVENT CHAIRMEN,

The JCNA TROPHY PROGRAM has been changed to reflect the increased costs and diminishing demand.

For those not familiar with the program, JCNA maintains an inventory of trophies that may be purchased by member clubs. The program provides 1st, 2nd and 3rd place Champion and Driven class Concours plates. The program involves keeping an inventory that ties up several thousand dollars of JCNA funds.



Over the past few years, the number of clubs taking advantage of the Concours, Program has dropped significantly. This has obviously translated into a drop in the number of trophies being bought. First, the number of events being held has dropped. Secondly, the cost of the trophies has steadily increased resulting in clubs finding

it difficult to keep the entry level cost for an event down. This has resulted in clubs finding alternate lower cost trophies. Usually purchase from local trophy shops.

As a result of the above the JCNA Board of Directors recently, December 17, 2025, decided the time has come to downsize the program. The IJF and End of Year Annual North American awards (for Concours, Rally and Slalom winners) will be continued. The club concours awards trophies will be available until the current inventory runs out.

Thanks for your understanding and support,

Ron Wallis, JCNA TROPHY COMMITTEE, Chairman



RMJC Members, above is a proposed RMJC Concours Award trophy. It would be 3 1/2 inches wide, same as the dash plaque, and around 6 inches high, including the base. This can be made locally at a lesser expense while the JCNA trophy costs \$46.00. If you have any suggestions, please let President Tom know.

Renewals as on January 18, 2026

Albert, Jennifer Stock & Frank
Anderson, Craig & Merikay
Anderson, Wayne & Debbie
Andrykowski, Rory & Emily
Barrington, Chris
Beeson, Bill & Betsy
Beprestis, Don & Mary
Berry, Will
Breitkreuz, Ken & Debbie
Brown, Eliot & Mary Sama
Bulfer, Daniel
Burnett, Tami Mawhir & Ray
Campbell, John
Cicchetti, John
Cookenboo, Gene & Susan
Day, Pete & Sue
Denton, Bill & Rosemary
Devore, Dennis
deWalder, George
Eaman, Jim & Nancy
Eld, Kevin & Jenny
Elliott, Chris & Pat
Emerson, Keith & Paula
Estes, Tom & Judy
Fawcett, Brian P.

Fiscelli, Al & Cheryl
Fisher, Jack
Frakes, Larry
Gedroez, John
George, Gary & Judy
Grossman, Bob
Hahn, Matt & Ruth
Hoffmann, George & Marge
Jeavons, Susan Shepherd & Doug
Keleske, Todd & Ro
Kennedy, Steve & Deanie
Kenney, Shirley
Kintgen, Dale & Kay
Kintgen, Mark
Kirby, Digby & Pam
Keohan, Tom
Kreisman, Jane Billings & Steven
Laff, Ken & Barbara
LaHue, Steve & Jean
Lane, Vince & Barb
Limke, Mike & Tryce
Maginn, Lee Frago & Rich
Massy, Lisa Bressler & David
McGibbon, Brent
McNamara, Tom & Nancy

Meyer, Brent & Pat
Miller, Jim & Pat
Mulhall, Ken & Margaret
Mumm, Howard & Cyndi
Murphy, Jack & Victoria
Nesse, Bill & Marianne
Noonan, Roger
Orenstein, Lon
Orr, Dennis & Judy
Otto,
Ottewill, Bob
Parker, Steve
Persons, Dick & Julia
Peterson, Steve
Platts, Henry
Poole, James
Pucci, John & Jeanne
Radcliffe, Roger & Jan
Ramirez, Mike & Deborah
Redrupp, Brian
Rickel, Bonnie
Satter, Ray & Suzanne
Schroeder, Jeff
Sickles, Don & Trudy

Stadt, Gary & Mary Ruth
Strader, Jon & Susan
Tubaugh, Gerry
Volin, Tim & Cynthia
Watts, Dave
Weil, Steve & Wendy
Welden, Dex
Wheeler, John
Whitehouse, Michael & Judy
Wilson, Carol Anne Freeman & Nicholas
Wolfe, Ron & Valerie
Wright, Todd & Linda

**If you want to
be on this list,
please send in
your Dues**

Facebook Update

Mark said there were some problems with the Facebook Page and he had to completely rebuild it.

The new address is <https://www.facebook.com/profile.php?id=61586229010417>

Please be sure to go out and visit the new site, Mark has put a lot of work into it.

If you would like to send photos or stories to Mark, please do, markkintgen@aol.com



Rocky Mountain Jaguar Club Page

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Elliot Museum in Stuart,
Florida August 2025

11 Items



Profile pictures

1 Item

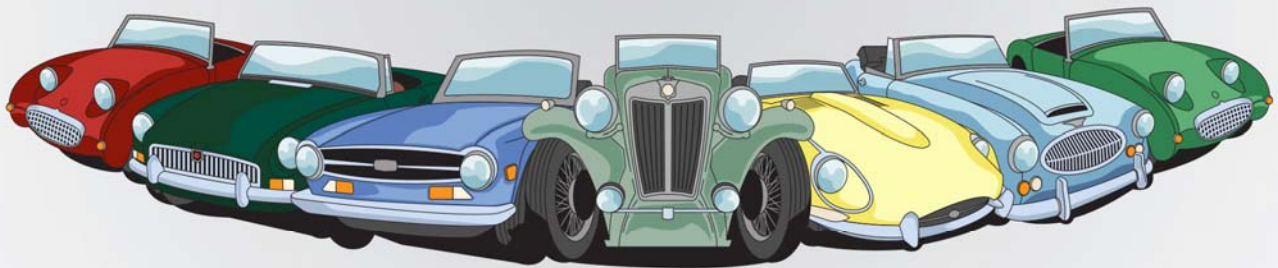


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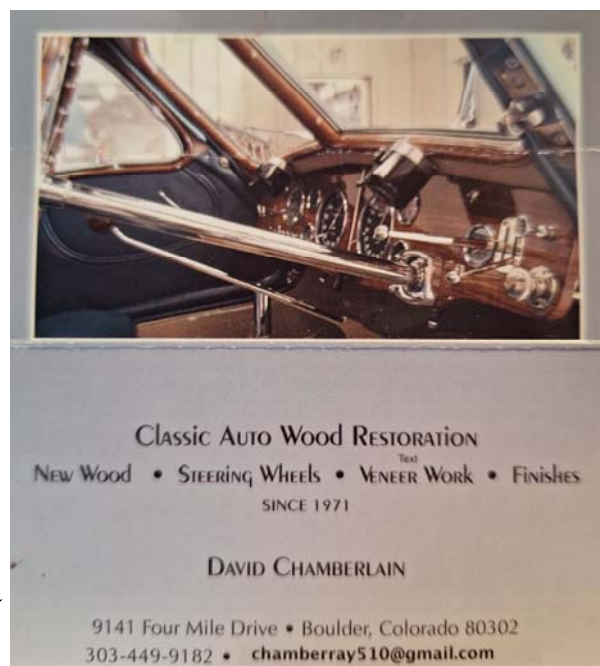
A Dash to the (re) Finish Line, by Chris Barrington



In my case, the finish line in my Mk 2 has been dynamic, always something more to be replaced refurbished or repaired. The starting line was more than a quarter century ago when I inherited this classic Jag from my father. After ownership for a few years, one very daunting project was to strip the care of all the interior wood bits, ship them off to a refinishing specialist in the UK and then set about re-assembly. The new finish looked amazing, however; an unforeseen problem cropped up. The polyurethane finish which gave it its glossy “durable” appearance soon succumbed to UV humidity and temperature deltas between the UK and Colorado, resulting very noticeable cracks and crazing especially in the larger surface areas (primarily the dashboard). I have lived with this condition for the last 15 years or so at the expense of my pride and concourse point deductions. Researching line on how to strip polyurethane from veneer, the consensus was a resounding...good luck!

Enter Mr. David Chamberlain. I was fortunate enough to be asked to exhibit the Mk2 at the 2025 Morgan Adams show at the Centennial Airport. While there, I was approached by Mr. Chamberlain who asked if I was having my car judged, which I was not, and he went on to comment that there were noticeable issues with my dash and that he'd be happy to assist in correcting. He handed me his card while mentioning that he had years of automotive wood restoration and assured me that perfection was attainable. Thinking to myself sounds good, sounds expensive. None-the-less, after a few months of contemplation I gave him a call and agreed to meet at his well-hidden home and shop west of Boulder, at which time I surrendered both the dash and the glovebox door, the two most noticeably damaged pieces to his care. Conversation revealed that he was no rookie in the wood interior restoration business. In fact, he is well known among the truly elite in the car collector community, having worked with some sixty Pebble Beach clientele (not the least of which was Ralph Lauren and his Bugatti, Type 57 SC Atlantic, \$40 million conservative value!). Three weeks later I received an email with pictures of the finished products, and wow! what a difference. I retraced the route back to his place tailed closely by a Brink's truck to facilitate payment. The photos did not do his work justice, the dash is stunning!

So the cavern between the Mk 2's value and my investment continues to widen but such is a labor of love. I reckon that had the same funds gone into a country club membership over the years, I'd probably be a much better golfer. But, I know of no one that has gotten a smile and a thumbs up at a stoplight for having a ten handicap!



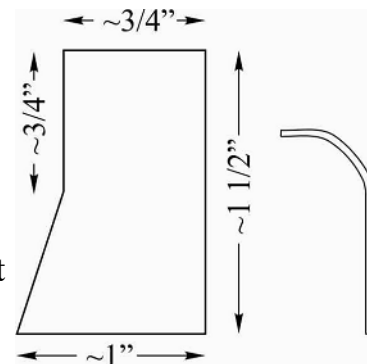
It is an unfortunate fact that as cars get older, the plastic bits become brittle and are prone to break. These are repairs I did on my 2007 XK convertible, but they are probably applicable to quite a few other cars. There's nothing particularly creative here, but they can save time/money if you haven't already figured out these fixes yourself.

Louvered Access Panel

In the trunk of my 2007 XK are two louvered access panels (6W83-01918-AD) whose clips are prone to break off (red circle). It looks like these trim panels have been used on many 2006-2017 Jaguars. You can find replacements on Ebay for about \$60. However, a serviceable replacement clip can be made for just a few cents.

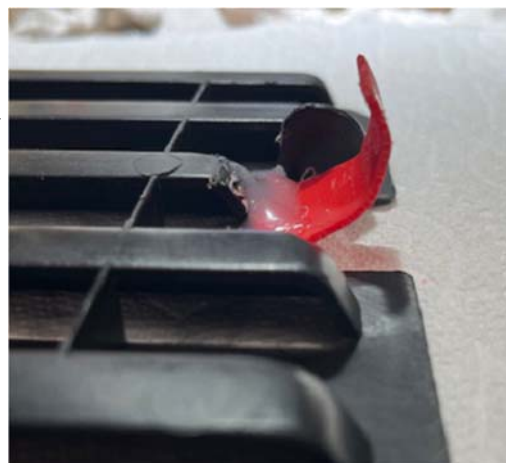


What you need is some scrap plastic about 1/16" thick (~1.5 mm or 0.06"). ABS plastic works fine, but just about any non-brittle plastic will work. The scrap I had happened to be red. Black would be better. Small sheets of ABS can be purchased from Amazon in various colors for a few dollars. Hobby stores probably also carry similar



plastic sheets.

Cut out a piece of plastic in the dimensions shown and bend the narrower end into a curve. Bend the plastic over the barrel of a soldering iron. You can probably heat the plastic over the stove and bend it if you don't have a soldering iron.

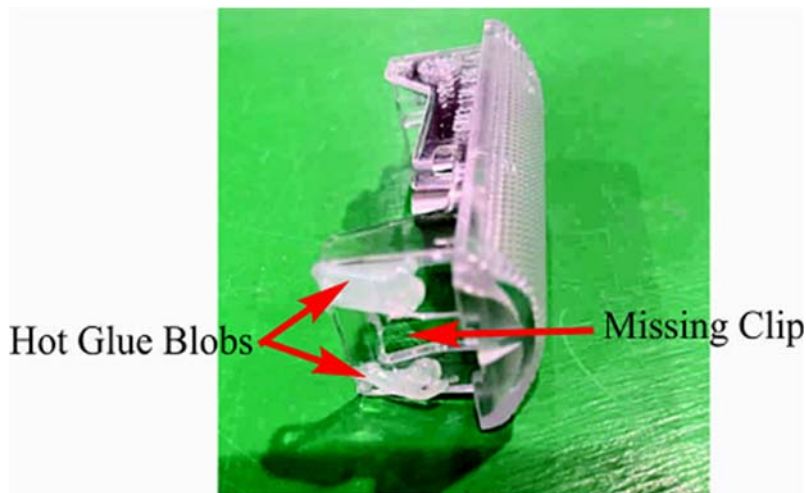


Glue the bent piece of plastic where the clip used to be using a hot glue gun.

If the broken bit hasn't been lost, it can be glued back where it belongs with a hot glue gun.

Trunk Light Repair

The clip on the small light (6W83-13A-756-AA) in the right rear of the trunk is prone to breaking off so the light is not secure in its hole in the trunk liner. Replacements on Ebay run around \$45-\$50. SNG Barratt shows a new one (C2P8304) for \$27.30. A simple fix is to use a hot glue gun and squirt two blobs of glue on the end of the light with the missing clip. If the hole in the liner hasn't been damaged, the blobs of glue will be sufficient to hold the light in place.

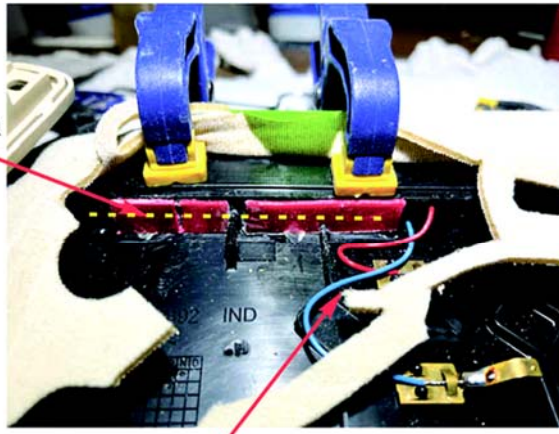


Sun Visor Repair from Bill Nesse

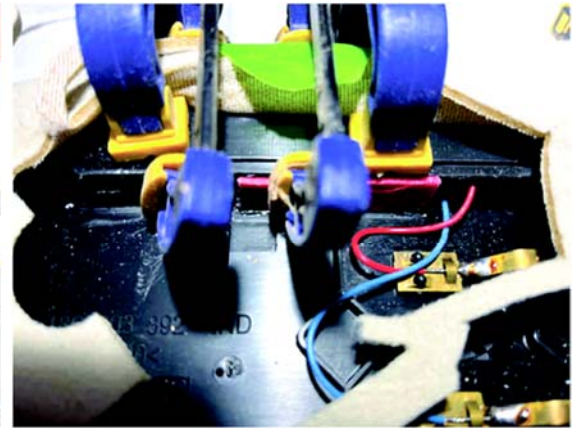
It is common for the sun visors to become floppy and not stow firmly against the underside of the roof. Replacements can be found on Ebay for \$200 or more. A new one can (maybe) be had from SNG Barratt for a paltry \$573.40. Repair of the sun visor has been covered on Jaguarforums.com (look for Floppy Sun Visor Fix in the DIY Repair & Maintenance sticky thread section of the XK XKR (X150) forum). This is a variation on one of the repairs suggested there.

The sun visor is made of two plastic pieces that snap together (See a separate sticky thread on Sun Visor dismantle/rebuild for details). A fabric cover is stretched over the plastic core. The tube on which the visor rotates is secured between the two plastic halves of the visor. When the visor is lowered or raised, the mechanism causes the two halves of the sun visor to be pried apart. Over time, the plastic bits that hold everything together fail and the tube is no longer held securely.

The fix is to push the two plastic halves of the sun visor back together and secure them. The folks on Jaguar Forum suggested both using screws and glue to hold it together. Screws seem to me to be a less desirable method, because there isn't much meat for the screws to hold in, and the screws have to extend through



Glue Seam First



Gluing Reinforcing Pieces

the back of the visor and into the fabric. Glue looked to me to be the better route. The addition made to the procedure shown in the Forum is to add some reinforcement. Most glue is relatively weak in tension and stronger in shear, so glue some plastic reinforcing pieces to overlap the seam and provide extra strength.

To remove the visor, pry off the plastic cover where the visor is attached to the roof to expose a torx screw. Remove the screw, extract the visor, and unplug the wires. Remove the vanity mirror by gently prying up at points about an inch in from the four corners along the long sides of the mirror. Pull back the fabric (cut as needed to provide slack) and hold it back with a piece of tape to reveal the gap where the two halves of the visor have been pried apart (red lines) along the top of the visor where the tube on which the visor rotates runs through.

The glue suggested in the Forum is Loctite Plastic Bonding System, available from Home Depot for about \$5, and it seems to work.

First glue the two halves of the visor together along the seam where they join. Clamps (large binder clip?) will be needed to hold it together, so try out your clamps before you start and make sure the mechanism still works.

With some sandpaper rough up the mating surfaces and apply the glue according to instructions. Don't slop the glue around. You don't want any to get into the mechanism. Clamp the two halves of the visor together and wait for the glue to cure. The left photo shows the reinforcing pieces already in place. Don't install them until after the seam is glued. Keep the clamps on that hold the seam together while you install the reinforcements.

After the glue on the seam has cured, scrape/slice off any squeeze-out and glue the reinforcing pieces in place. The same plastic used to repair the access panel was used. The image on the right shows how the reinforcing bits were clamped. Since the glue cures rapidly, the reinforcing pieces can probably be held in place with a stick if you don't have suitable clamps (just don't glue your fingers to the visor).

Wait overnight for the glue to gain full strength before unclamping and reinstalling in the car.

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City/Town/Zip Code

e-mail address 1

e-mail address 2

Home Phone

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Current Membership Renewal fee	\$90
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Extra Name Tag with magnetic back	\$20
Amount enclosed =	\$ _____
1 st Jaguar	Year _____ Model (XK8) _____ Body Style (Coupe) _____
2 nd Jaguar	Year _____ Model (XK8) _____ Body Style (Coupe) _____
3 rd Jaguar	Year _____ Model (XK8) _____ Body Style (Coupe) _____

*New Membership Fees includes membership card(s), JCNA Decal, name tag(s), subscription to Cat Tales and Jaguar Journal. Members joining after Sept. 1st pay one years fee and are members throughout the following year. Mail this form (or copy) and payment (RMJC) to:

Deanie Kennedy, dkennedy@ecentral.com

RMJC Membership Chair

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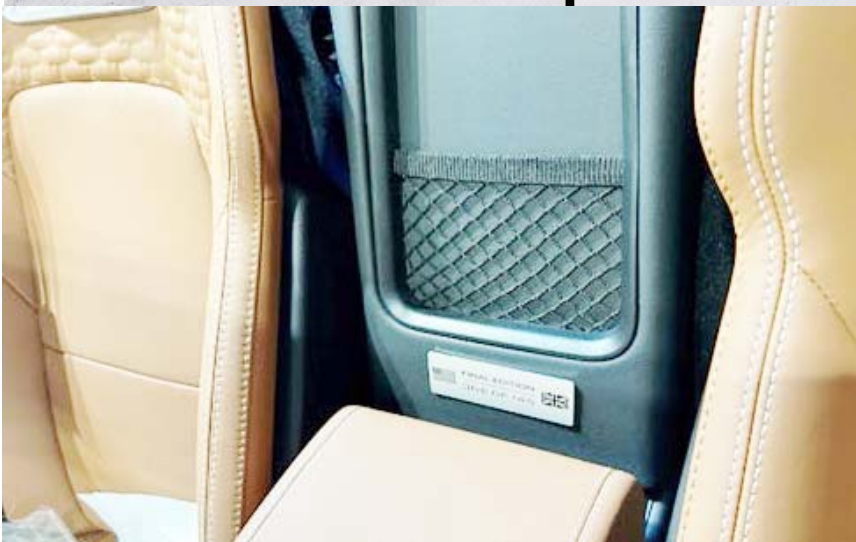
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The "Jaguar F-type final edition" refers to the last models of the F-Type sports car, produced for the 2024 model year, which include the 75 Special Edition and the limited-run ZP Edition. These final editions celebrate 75 years of Jaguar sports cars with distinct design elements and mechanical upgrades, such as updated suspension, exclusive badging, and special paint options. The ZP Edition is particularly rare, limited to only 150 units, and features unique colorways inspired by the original E-types. Both editions use a supercharged V8, with the final R75 models producing 575hp.

Lakewood Jaguar hopes to have one available around the first part of November. Contact Tom for more information, 720-902-7834, twieringa@stevinsonauto.com



2026 RMJC Club Schedule of Events

January

13th, Monthly Meeting at The Blue Bonnet

February

10th, Monthly & Board Meeting at
The Blue Bonnet

March

8th Daylight Savings Time Begins

10th, Monthly Meeting at The Blue Bonnet

April

5th, Easter

11th Judge's School at the Kennedys' 11-4

14th, Monthly & Board Meeting at
The Blue Bonnet

16-19th AGM in Mexico City

May

2nd Spring JCSC/RMJC Drive

9th, Judge's School at the Kennedys' 11-4

10th, Mother's Day

12th, Monthly Meeting at The Blue Bonnet

25th Memorial Day Car Show at Applebee's
on west Colfax & Miller

June

7th ACC Show

9th, Monthly & Board Meeting at the
Blue Bonnet

21st, Father's Day

27st RMJC – Cherry Creek Country Club
Concours d'Elegance

July

4th, Independence Day

11, Summer Party 3 -? pm _____

14th, No Monthly Meeting

August

11th, Monthly & Board Meeting at the
Blue Bonnet

22nd, Morgan Adams-Centennial Airport

September

7th Labor Day Car Show at Applebee's
on west Colfax & Miller

8th, Monthly Meeting at the Blue Bonnet

Talk about slate for Candidates for Elections

12th? Albq. Club Concours at the fairgrounds

19th-20th, Conclave

October

3rd, Saturday, Fall Drive _____

13th, Monthly & Board Meeting at the
Blue Bonnet

Talk about slate for Candidates for Elections

31st Halloween

November

1st Daylight Savings Time Ends

10th Monthly Meeting at the Blue Bonnet
& Club Elections

26th Thanksgiving

December

1st, Board Meeting at the Kennedys

8th NO Monthly Meeting

12th Holiday Party _____

25th Christmas

February Members' Birthdays

Debbie Anderson	Feb 1
Digby Kirby	Feb 3
Kay Kintgen	Feb 10
Bob Grossman	Feb 13


If we missed your birthday
during the year,
please let us know.

Dick Persons	Feb 13
Steven Kreisman	Feb 15
Rick DeWilde	Feb 19
Jim Miller	Feb 22

From:
Rocky Mountain Jaguar Club
8137 Zang St., Arvada, CO 80005
RockyMountainJaguarClub.org
<https://www.facebook.com/Rocky-Mountain-Jaguar-Club-205643049466160>

**February 10th
Meeting
at the Blue Bonnet**

**March 8th,
Day light
Savings
Begins**



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