

Kitty Finds Her Sunbeam

The First International Jaguar Festival event:
From Swallow Sidecar to F-Pace, under the Scottsdale sun

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Scottsdale in April. It could burn your scalp through your ball cap, with cloudless skies and relentless 100-degree ambient temperatures, or it could be pleasant and mild—warm, for certain, but that embracing sort of warm that suggests you're getting away with something, the sort of weather that makes it OK to walk around in shoes that allow your toes to greet the changing of the seasons.

It was the latter that greeted Jaguar fans who gathered at the Scottsdale Plaza Resort, in Arizona, to celebrate the first International Jaguar Festival (hosted by the Jaguar Club of Central Arizona) in early April. The concours was smack dab in the middle of the week-long event—Sunday, April 3—and was free for the public to

come in and mill around.

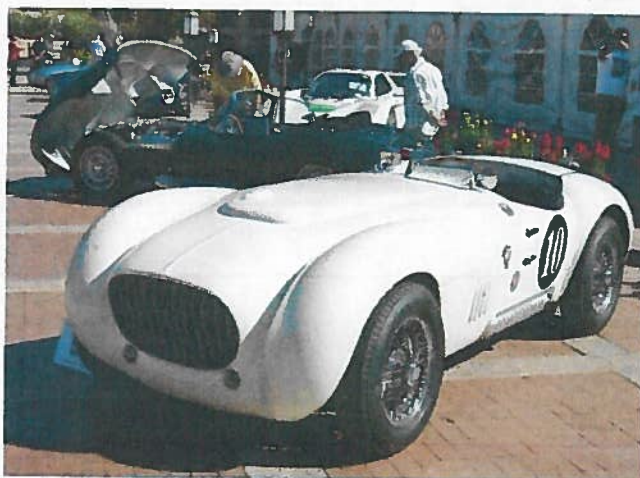
The show field was split into two distinct sections. Within the resort's Cypress Courtyard, on sidewalk and lawn alike, were a variety of Jaguars of all vintages to be judged or displayed. (Of the 140-plus Jaguars in attendance, 58 were eligible for judging, from prewar sportsters to late-model street-stormers.) A separate section for cars with competition history was established on adjacent pavement. Examples were grouped with others of their era—the Mark 2s in that corner, E-types in the middle, cars from the '70s, '80s and later eras flanking the outer lawns.

But it was out on the front lawn, along Scottsdale Road, that a crucial element of the show was on display. Jaguar orga-

nized a Historical Timeline, tracing the genesis of the marque from its humble Swallow Sidecar foundings to the SS1, and on through an example (or two) of every significant Jaguar model clear up through the new 2017 F-Pace, using immaculate examples to trace the evolution of the storied marque from its earliest days. It's a concept that we haven't seen that much—pulling one example of each type out to show a living chronology of the marque—and one that we'd very much like to see repeated at the marque show of your choice. A little too museum-y? Maybe in theory, but the venue discouraged such antiseptic interpretation. Better still: no one spoke of dropping a small-block Chevy under the hood of any of 'em.



The unit-body-construction Mark X was the first Jaguar saloon to feature independent rear suspension. Steve Kirby's stoic black 1965 Mark X sedan, representing the nameplate in Jaguar's on-site historical timeline, earned second place in the Saloon class.



In the 1950s, American road racer Walt Hansgen couldn't afford a new C-type Jaguar, so he modified his XK120 and became an American racing legend. It was raced until the late 1980s, when it was restored. Today, Terry Larson owns this remarkable piece of American road-racing history.

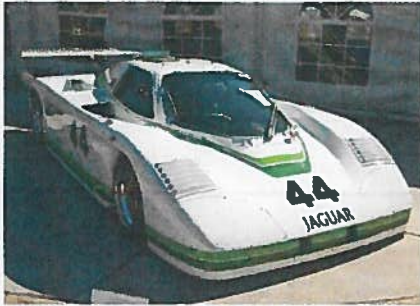
The Cypress Courtyard at the Scottsdale Plaza Resort in Scottsdale, Arizona, with its timeless architecture dotted with palm trees and desert flora, proved a most amenable and appropriate setting for a range of cars as classy and distinctive as Jaguars.



Swallow built just 148 SS1 roadsters between 1932 and 1936. This 1935 example displays the wider track, roomier front footwells, and synchromesh gearbox of later cars. Richard Annis and Colin Seid of San Diego, California, took home first in the pre-XK class.



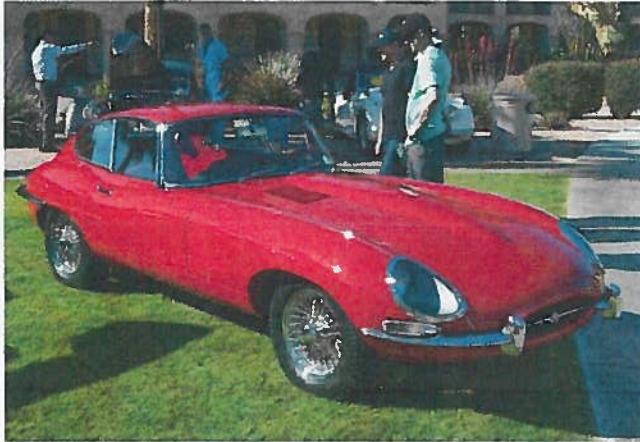
The "Knobbly"-bodied Lister-Jaguars replaced the D-type on the world's racing circuits as the marque retired from competition; just a dozen or so Lister-Jags were built. This example won three times at Snetterton in 1958, twice with Walt Hansgen behind the wheel, and once with Ivan Bueb.



The XJR-5 blended British heritage and American construction and preparation for fans of the IMSA GTP series. A fresh restoration that's resplendent in its Bob Tullius/Group 44 colors, this 1984 XJR-5 now belongs to Randall Smalley of Mesa, Arizona.



Representing the XK120 in Jaguar's Heritage timeline were these two sterling examples. The '54 coupe is owned by Richard Crump of Enid, Oklahoma, who won the XK120 class outright; the 1949 convertible was a display-only piece by Tom Krefetz of Oceanside, California.



The E-type really set the sports-car world on its ear when it launched in 1961. Five and a half decades later, it still looks terrific. Craig Miles, representing the Rocky Mountain Jaguar Club, brought his red '63 Series 1 E-type Coupe out for judging.



It's easy to assume that the Jaguar XK sports cars of the '50s only evolved mechanically, but check this display-only British Racing Green 1960 XK150 coupe. The body is completely different: the nose, roofline and body side contours give away the XK150's identity.



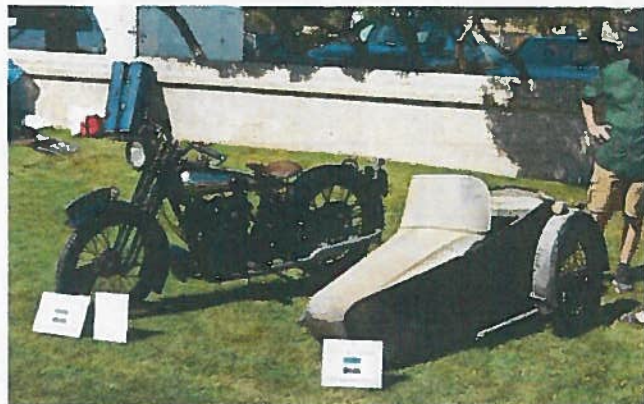
Jaguar's first-gen XJ6 sedan was in production for 24 years (with some changes along the way) before the XJ40 generation took over the saloon reins. Lyle Ferrell brought his 1987 XJ6 Series III all the way from Albuquerque, New Mexico, for the event.



Racing Improves the breed, and the XK140 MC was rated at 210 horsepower when fitted with the race-bred, straight-port, C-type cylinder head. Jill Smalley of Mesa, Arizona, brought out her stunning BRG 1956 XK140 to the Cypress Courtyard for display only.



Elegant saloons and convertibles have always been a part of the Jaguar brief. Craig Venter's green 1948 Mark IV sedan won second in the pre-XK category, while the outstanding white 1950 Mk V DHC was a display-only model. Both appeared in the Heritage timeline.



Recall that Jaguar started as Swallow Sidecar, makers of bespoke motorcycle sidecars. What marque timeline would be complete without an example of that which gave the company life? This example is unrestored and occasionally re-dusted for that barn-fresh vibe.



This unrestored two-tone Mark IX saloon, with just two owners from new, is owned by the Academy of Art University of San Francisco. It drew many admiring looks from its position on the front lawn as part of Jaguar's chronological historical lineup.



In the mid-1990s, under Ford's ownership, the XJS was aging nicely; today, particularly in convertible form as seen here, it remains a stylish way to get your Vitamin D. Richard Hauger of Prescott, Arizona, brought this '94 convertible for judging.



Philippe Reyns of Chandler, Arizona, always has a couple of nice Jaguars on hand to share; among the multiple Jaguars in his ever-expanding collection, he brought a 1957 XK140MC to display at the Jaguar Festival.



Nearly 84,000 Mark 2 saloons were built over the car's nine-year run. On this day, none was so highly regarded as Robert Brown's non-XJ-Saloon-class-winning 1962 Mk 2 that glowed in Primrose.



How do you know that the First International Jaguar Festival isn't just any other Jaguar show? Multiple real (not reproduction) D-types and XK-SS turn up on the lawn. Not for judging, just to delight the crowd and make everyone slobber on their shoes. Just 71 D-types were built for street and track, and just 16 XK-SS. And here are two of each. The XK-SS in the foreground was our April 2013 cover baby.