



JCNM NEWSLETTER

Jaguar Club of New Mexico (JCNM)

January 19, 2026

For mid-October 2025 to mid-January 2026.

Celebrating the New Mexico Jaguar Lifestyle



Annual Membership Dues

Greetings! Have you remembered to pay your annual JCNM membership dues? If not, please remit them as soon as possible to:

Mike Walton
JCNM Treasurer
3825 Camino Capistrano
Albuquerque, NM 87111

The dues are \$90 again this year. Please make checks payable to "JCNM".

Joining or Rejoining the JCNM

Would you like to join or perhaps rejoin the JCNM? If so, please contact the JCNM membership chair at:

Patrick McDermott
JCNM Membership Chair
10 Duende Road
Santa Fe, NM 87508
patrickmcdermott4838@comcast.net

The starting membership dues are the same \$90 made payable to "JCNM" in care of Mr. Walton.

JCNM Board Elections

The JCNM board elections are scheduled for the regular monthly business meeting on March 4, 2026. The positions of vice-president and secretary are coming open. If you are interested, please indicate your interest at the February 4, 2026 meeting or notify John Dias at: kimberly_wrightson@yahoo.com. Current officeholders may succeed themselves.

Jaguar Builds Its Final Gas-Powered Vehicle

In December 2025, Jaguar rolled the final F-Pace off its production line in Solihull, England. More significantly, the milestone marks Jaguar's last internal-combustion model to be built as the marque prepares to transition to an all-electric future, even as more competitors across the industry scale back their electric vehicle (EV) ambitions.



The final example built was an F-Pace SVR, the range-topping performance variant of the SUV. It is powered by Jaguar's in-house 5.0-liter supercharged V8, an engine that produces 542 horsepower and 516 lb-ft of torque in standard form. As a fitting tribute to the end of an era, the vehicle has been handed over to the Jaguar Daimler Heritage Trust at the Jaguar Land Rover Gaydon Centre, which is situated northwest of the village of Gaydon, Warwickshire, England. It will be displayed alongside other historically significant models, including the final Jaguar XE and Lady Lyons' 1937 SS Jaguar Saloon (the very first SS Jaguar).

Details surrounding Jaguar's first next-generation EV remain limited, but early reports suggest it will feature a tri-motor configuration producing around 1,000 horsepower. That would place it in the same performance bracket as the Tesla Model S Plaid. The new model is widely expected to make its debut sometime in mid- to late-2026.

By the time that first next-generation EV arrives, several rivals that once committed to all-electric futures will already have adjusted their strategies to retain combustion or hybrid options. Volvo, for example, previously pledged to go fully electric by 2030 but has since pivoted toward a more diversified lineup that includes plug-in hybrids. Jaguar's corporate sibling, Land Rover, has also slowed the pace of its EV rollout. JLR will continue producing petrol- and diesel-powered Land Rover and Range Rover vehicles in addition to plans for EV offerings.

According to Tony Merrygold, the Chairman of the Jaguar Drivers' Club in England, their club was invited to join JLR employees and Matthew Davis of the Jaguar Daimler Heritage Trust at the Solihull plant on Friday 19th December 2025 to mark the end of the era. Mr. Davis is the Managing Director at the Trust.

The event celebrated ten years of F-Pace production with the track workers assembled to see the final F-Pace come down the line. Many of them had worked on the line for the whole ten years of its life so this was an emotional day for many of them.

The assembled track workers, directors, members of the press and Mr. Merrygold, had their photos taken with the car. JLR employee Dave Davies then drove the last F-Pace off the line, followed by a 15-minute presentation to attendees by Matthew Davis on the history of Jaguar.



Mr. Merrygold noted that Sir William Lyons' design for the first SS1 with its long bonnet and low curved roof resembles the design philosophy of the new Type 00. He then stated, "For anyone out there who thinks Jaguar is leaving their past behind and not interested in its history, the presence of the Jaguar clubs at this event and Matthew Davis presenting on the history to the current JLR workforce, nails that idea firmly in its coffin."

Sources for this article:

<https://www.autoblog.com/news/jaguar-builds-its-final-gas-powered-car-as-the-brand-goes-all-electric>

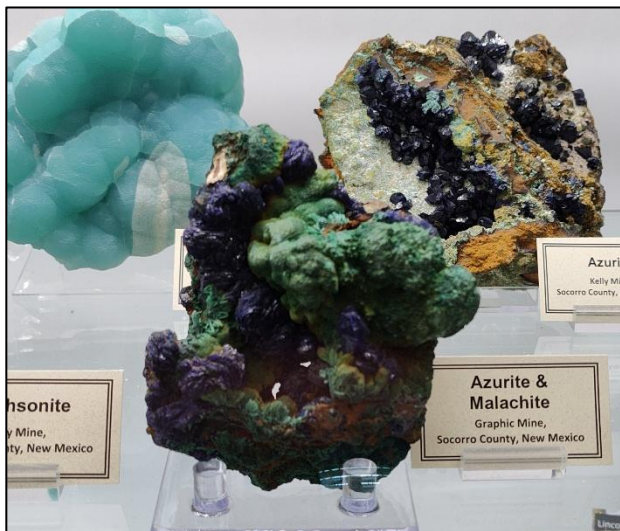
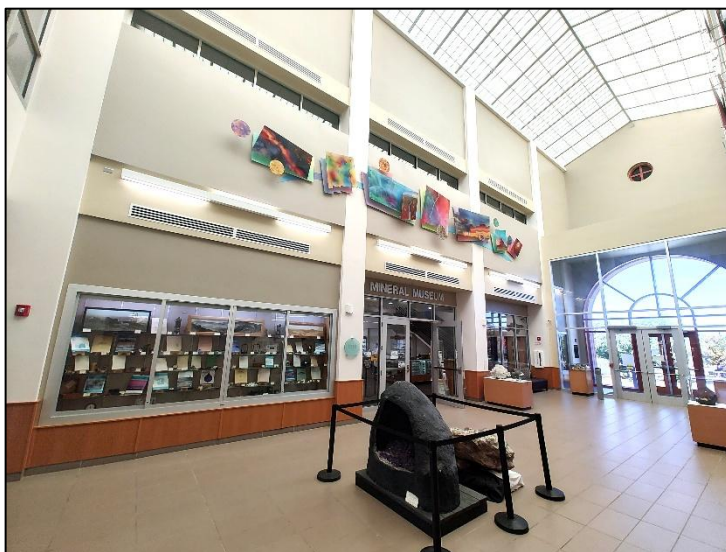
<https://www.jaguardriver.co.uk/news/general/last-of-the-line-f-pace>

MONTHLY EVENTS

November 2025 Monthly Drive

On November 15, 2025, the JCNM drove to Socorro where it toured the New Mexico Mineral Museum on the campus of the New Mexico Institute of Mining and Technology. The museum is operated and maintained by the New Mexico Bureau of Geology and Mineral Resources.

The main exhibit hall, constructed in 2015, highlights top-quality minerals from New Mexico, the United States, and around the world. Over 5,000 mineral specimens are displayed in the main gallery. Minerals on display are presented with chemical formulas and locality information on display cards.



Kimberly Wrightson and John Dias



Maggie Noyes-Smith (front) with Karen and Steve Brugge at a gem display. Teri Hernandez and Pat McCurdy are seen in the background.

2025 Christmas Party

Paul Vanderwal and Nancy Fairfield were our hosts for the Christmas party at their beautiful home overlooking the Rio Grande valley on Albuquerque's west side.

The meal was potluck with members bringing foods with a British theme such as British meats, British cheeses, crusty bread, braised red cabbage, cranberry orange relish, Brussels sprouts, mincemeat pie, and English trifle. We had a good time! Thank you, Paul and Nancy, for hosting us!



Left to right: Mark Dodd, Lyle Ferrel, John Dias, Kimberly Wrightson, Roberta Gore, Julie Dodd, Stan Fitch, Robert and Maggie Noyes-Smith, Tom Graham, Nancy Fairfield, Steve and Karen Brugge. Thank you, Paul Vanderwal for snapping the photo

January 2026 Monthly Drive

On January 17, the club drove to Belen for lunch at Pete's Café followed by a tour of the Harvey House. Thank you, Alex Gordh, for serving as our drive master.



MALCOM SAYER
Chief Designer of the Jaguar E-Type



Editor's note: With all the design changes being embraced by Jaguar Land Rover Limited Ltd. this decade as displayed in the Jaguar Type 00, one cannot help but wonder what the chief designer of the E-Type would have thought and what recommendations he would have made.

This article was derived principally from Wikipedia at: https://en.wikipedia.org/wiki/Malcolm_Sayer. The site was last accessed on January 18, 2026. The photographs depicted are from that website.

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Malcolm Gilbert Sayer was born in Cromer, Norfolk on May 21, 1916. He was educated at Great Yarmouth Grammar School (where his father taught an unusual combination of Maths and Art). At age 17, he won the prestigious Empire Scholarship and attended at Loughborough College (later known as Loughborough University) in its Department of Aeronautical and Automotive Engineering, earning first class honors.

He was a British aircraft engineer during the Second World War and later an automotive aerodynamicist and designer. His most notable aerodynamic work was the engineering body development and design of the renown E-Type Jaguar and initial style guidelines for the Jaguar XJS. He spent the last twenty years of his life working at Jaguar Cars and was one of the first engineers to apply principles of aircraft streamlining and aerodynamic function to cars.



1964 E-Type Series 1

Early Career

During the War, Mr. Sayer worked for the Bristol Aeroplane Company, which exempted him from conscription by way of reserved occupation protection.

In 1947, Sayer married Pat Morgan, who also worked at Bristol Aeroplane Company.

In 1948, Sayer traveled to Iraq to work at Baghdad University where he was to establish the Faculty of Engineering, which on arrival he found not to be a realistic venture. He worked instead maintaining the fleet of government vehicles. While in Iraq he reportedly met a German professor who helped him recognize the mathematical relationship to curve shapes and identity.

Sayer's Career at Jaguar

Upon returning to the UK from Baghdad in late 1950, Sayer applied for an engineering position at Jaguar. He was interviewed by William "Bill" Heynes, an earlier chief engineer and technical director at the company. Heynes recognized Sayer's aerodynamic mathematical approach, himself having also been involved during wartime with aircraft production and was familiar with aircraft fuselage alloy construction.

Sayer started work at Jaguar Cars Engineering drawing office in early 1951. He described himself as an aerodynamicist – he loathed the term 'stylist', saying he was an aerodynamicist, not a hairdresser.

His aerodynamic work at Jaguar concentrated on racing car air flow design. He assisted in the aero design of the competition cars during the 1950s: the Jaguar C-Type, D-Type, Jaguar XJ13 racing prototype (the XJ13 was never raced, and only one was produced), and E-Type.

Sayer's prime concern was that a car body 'worked' both aerodynamically and visually. Some of his particular contributions at Jaguar were the introduction of slide rule and seven-figure log tables to work out formulae he invented for drawing curves. Surely, such a complex task would now be a candidate for using computer aided design (CAD) software.

"Curve shape identity" refers to the psychological and cultural meanings embedded in curves versus angles, where curves often signify friendliness, nature, and harmony. Research has demonstrated that curves link human emotion to positive feelings and angular shapes to anger or threat, shaping how we perceive brands, objects, and even ourselves.

Would that be a primary reason that the E-Type was so widely accepted? Enzo Ferrari was attributed with calling it "the most beautiful car ever made," which is a sentiment that most people are inclined to agree with. The E-Type's long, sweeping bonnet and small, simple grille afford the car one of the most iconic silhouettes in motoring history; a design that is instantly recognized.

It is obvious that Sayer's aerodynamic, curve shape design philosophy in the E-Type invokes strong visual passion even to this day.

Sayer's first aero contribution for a sports racing was successful; the C-Type won Le Mans in 1951 and 1953. He was responsible for its general layout, body and frame. The C-Type has been lauded for its beauty and is still considered one of the world's most desirable car models.

To surpass the C-Type, Sayer worked together with Bill Heynes on development of the D-Type. They initially used 1/8th scale wind tunnel models tested in Loughborough (the same town of the aforementioned Loughborough University) and then on to full-size car wind tunnel tests at Royal Aircraft Establishment (RAE) Farnborough. The D-Type's design was a new-to-racing body that utilized an alloy tub monocoque structure. It was one of the most successful racing cars of all time, winning Le Mans in 1955, 1956 and 1957. On the Mulsanne Straight of Le Mans, the D-Type could achieve a speed of 192.4 mph (309.6 km/h).



Jaguar C-Type



Jaguar D-Type

Following the success of the D-Type, work began on one of the 'bridge' cars between the D-Type and E-Type. Later dubbed 'E1A' (the 'A' for the aluminum construct), Bill Heynes drew up specification, and during 1956 Sayer drew up first design concepts. First running in May 1957, E1A was used for extensive testing of other facets of the car including steering, brakes and suspension, and unusually was shown to a journalist and used on public roads.

Scrapped in late-1959, E1A led to the next project dubbed E2A. Initially, the project was not of much interest to Sir William Lyons (the visionary co-founder of Jaguar Cars). However, Lyons warmed to the E1A and work on 'E2A' commenced. That project was led by Heynes and designed by Sayer. The E2A design demonstrated Sayer's design bloodline translated from C-Type to E-Type.

Development of the E-Type

In 1957, the Jaguar engineering team commenced design and development of the E-Type concept.

A full team effort, Sayer's drawings were taken by Cyril Crouch to develop in manufacturable steel monocoque, and working closely with expert sheet metal craftsman Bob Blake, with Heynes, Bob Knight, Claude Baily, Norman Dewis and Tom Jones all playing key parts in its development. Sayer was responsible for the overall form of the car, with Sir Lyons overseeing detailing and body engineering to make it suitable for manufacture.

Originally designed as a roadster, the fixed head coupé was crafted by Bob Blake, an expert sheet metal craftsman who had worked closely with Sayer since joining in the late-1950s. Blake translated Sayer's design into metal.

In March 1961, the E-Type was launched to world acclaim in Geneva where it was hailed as the "Icon of 1960s Motoring."

Subsequent Years

In 1965, Sayer developed the body aero style for Jaguar XJ13, a mid-engined Jaguar sports racing car that was intended for competition at Le Mans. Cost constraints and a rule change at Le Mans meant the XJ-13 was never driven in international competition, but it exemplified all of the classical Sayer sophistication in aerodynamics as his earlier work.



Jaguar XJ13

In 1967, following his work on XJ13, Sayer provided early style proposals to Bill Heynes for an E-Type replacement, called the XJ27. With modifications, that concept evolved as the V12 cylinder 1975 Jaguar XJS. The XJS never achieved the same iconic status as the E-Type, but it was acclaimed for its Heynes / Hassan / Knight designed V12 performance and comfort, luxury and grandeur as a grand tourer. The XJS remained in production for 21 years (1975–1996).

Sayer's Passing

On April 22, 1970, one month before his 54th birthday, Malcolm Sayer died from a heart attack in Leamington Spa, England. He left behind his wife Pat, daughter Kate (age 22), son John (age 17) and daughter Mary (age 14).

He was an artist and musician in addition to his design genius. His art was specialized in watercolors. In music, he was an accomplished player of piano, guitar and other instruments.

Production of the E-type came to an end in June 1974 with a special run of fifty cars. Forty-nine of these were painted black, while the second last car was British Racing Green and was supplied to a well-known private Jaguar collector. These fifty cars carried a commemorative plaque, bearing a facsimile of Sir William Lyons's signature.

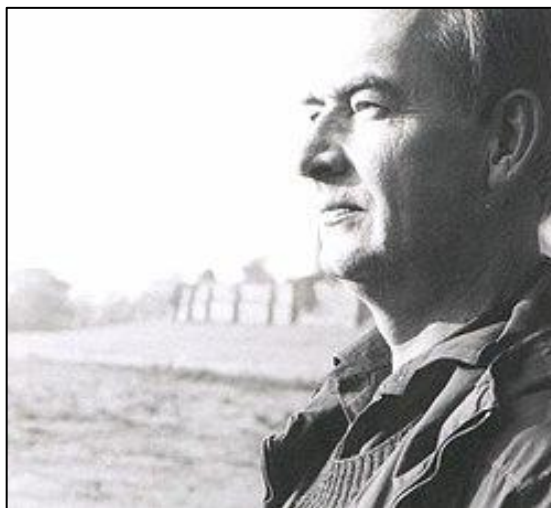
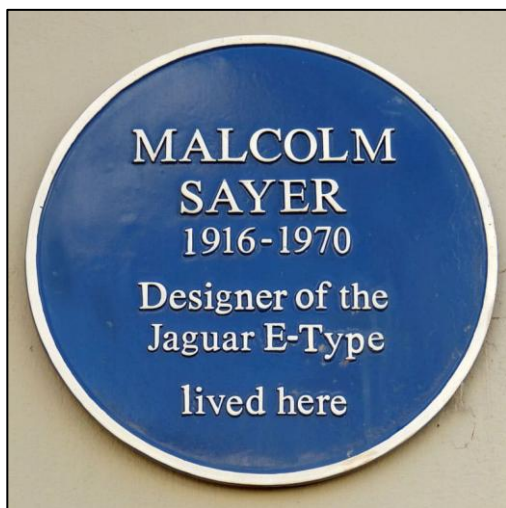
Sayer left behind an amazing automotive design legacy. It is noteworthy that many of the design elements associated with the E-Type were found on the Jaguar's cars into the early 2010s. The long bonnet, haunches over the rear wheels and the stance are all features incorporated into Jaguar's XK8 coupe designed by the late design director Geoff Lawson, and continued on in the Jaguar line-up by his successor Ian Callum.

Posthumous Honors and Awards

A memorial plaque to Malcolm Sayer was unveiled at Loughborough University on May 21, 2005.

On May 24, 2008 a plaque was unveiled at his birthplace on Cromer, and another at Great Yarmouth Grammar school.

A blue plaque dedicated to him was unveiled on April 28, 2010 at Portland Place (his last address) in Leamington Spa. Such 'blue plaques' are permanent historical markers placed at locations to link the sites to a famous person, event, or building. These circular, often blue, plaques commemorate individuals who made significant contributions to human welfare or happiness, connecting the public with the past through tangible places like the home of Sir Winston Churchill.



– Sayer Article Ends –

QUIPS AND QUOTES

By JCNM Members

Sometime ago, I drove to Salt Lake City to pick-up a 1967 3.8S Jaguar sedan that I bought through Bring-a-Trailer. When I arrived, I discovered a nice suburban house with a nicely-spaced workshop next to it. A three-car garage stood separate from the house. The seller opened the automatic garage door and there the Jag set. The owner got in, started it up, and it ran okay. He asked if I wanted to drive it? I looked under the car and the SU carbs had deposited about a quart puddle of gasoline on the floor!! I said, "No, put it on the trailer before we burn everything down!" He did. Later, I put Stromburgs on it not sure whether that was such a great idea, either. – Steph Smith

JLR should again embrace Jaguar enthusiast clubs such as the Jaguar Clubs of North America and its affiliates. Hey, we buy their cars and parts. DOH! – Tom Graham



PENULTIMATE PAGE

At the New Mexico Mineral Museum on November 15, 2025



Left to right: Karen Brugge, Maggie and Robert Noyes-Smith, Stan Fitch, Kimberly Wrightson and John Dias, Pat McCurdy and Toni Hernandez, and last (but most certainly not least) Mark Moll.



(Photos this page courtesy of Steve Brugge)



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