



THE
MARQUE



AJS

Newsletter

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From the President

By JP Summers, President

I hope this AJS newsletter finds everyone well. Hopefully summer will be drawing to a close by our September meeting. I don't know about everyone else but I am ready for fall weather!

We had good attendance at our August meeting and the program was presented by Alan Talbott. Alan and several friends travel to Colorado each year and ride motorcycles over the mountain roads. He shared his experiences a long with photographs taken along the way. Paul Brower also shared with us how to save money repairing the air suspension systems on late model Jaguars. Thanks again to Alan for the program and to Paul for sharing some dollar saving mechanical tips.

The Club could use some help with programs for our meetings. If anyone knows a speaker that would be of interest to the Club or if you have something of interest to share as a program, please let me know. It would be greatly appreciated.

We have the Concours coming up October 8th at Hennessy Jaguar North Point. We need donations for our raffle. This could be a bottle of wine, Jaguar memorabilia, photographs for the garage, tools, anything would be appreciated that can be raffled off. Raffle tickets will sold at the Concours with all proceeds going to the Club.

Jaguar XK120

In October 1948 a car starved Britain was still struggling with a pre-war hangover, was able to glimpse into the future at the Earls Court

Motor Show. The Jaguar XK120 was shown for the first time. There was nothing to match its looks, performance or price and even today it still offers a compelling price-performance package.



It is said that the XK120 was more of a sensation in 1948 than the first E-type in 1961. Early Ferrari's and Maserati's were really competition machines in street clothes and to call them a production model is a stretch. However the XK120 was a road car that provided the platform for a Le Mans winning competition machine. That in itself says volumes.

It's all the more remarkable as the XK120 was never intended for volume production. If the Mk VII saloon had been ready for the Earls Court Show, the XK120 might have never existed at all. Six weeks before the show, Jaguar decided to build a new sports car on a cut-down Mk VII chassis. It was an exercise in brand awareness, and it would also be a tested for the engine intended for the Mark VII.



Jaguar's boss William Lyons styled the XK120 in less than two weeks, yet the XK120

has amazingly beautiful even today. And the new engine – the famed alloy-headed twin-cam XK six is more important than any single Jaguar car model. This engine endured until 1992, and without it Jaguar would not have won so many competitions. Sir William knew little about engines, but he knew he wanted it to be “Glamorous” and to look like a 1930’s Gran Prix engines, thus his request for twin overhead camshafts. You have to admit this engine is as good looking as the cars it has been placed in.

The 160hp 3.4 liter engine was as powerful as a Cadillac’s 5.4 liter V8 of the times and yes, a standard XK120 was good for the 120mph as the name implied. In Belgium a XK120 with a racing windshield and an under tray achieved 132.6 mph on their autobahn. One British magazine wouldn’t allow married men (evidently women hadn’t been invented yet) to conduct high-speed tests in the XK120.



The first 240 XK120’s had hand built alloy bodies, with production tooling put in place in 1950 for steel bodied cars. These cars were all roadsters. In 1951 a fixedhead coupe appeared and two years later a more luxurious drophead coupe’. There was also an 180hp Special Equipment version engine available. In all, just over 12,000 XK120 were made up to 1954, with around 92% exported with the most being shipped to the United States. During this time span Sterling Moss won in the XK120, it placed at Le Mans and the Mille Miglia, conquered international rallies and gave rise to the space frame XK120C (that’s the C-Type) that won Le Mans outright in 1951 and 1953. Clark Gable said his XK120 Roadster was a masterpiece of design and construction.

By price comparison in 1948 the XK120’s roadster was around \$1900.00, an Aston Martin

was \$2900.00 and a Rolls-Royce cost around \$8500.00.

In 1953 the XK120 line-up was complete, with a fully optioned drophead coupe’ (the most expensive option) costing \$2500.00, a fixedhead coupe cost \$2450.00 and a roadster cost \$2400.00. This is interesting; a new XK120C could be had for \$3175.00. By comparison an Aston Martin DB2/4 DHC would have cost \$4200.00 with an Austin-Healey 100 coming in around \$1600.00.

My best to everyone and I hope to see you at the September Meeting.

Be well,
J.P. Summers



JAGUAR SOCIETY MEMBERS

All you need to know and more!

By Sheila Brower, Health & Hospitality Director

- Doug McDougal arrived early so we talked about our back pains and diets! Seems he has lost 5 lbs. on his Paleo diet. I have the same diet downloaded on my iPad and, let’s see, it was downloaded about a year or more ago and I haven’t ever started it! Congratulations Doug for doing the right thing and working on losing. As for the back pain...guess it will be an ongoing issue for both of us. Becky, you were missed!

- Larry & Deb Walton are going to venture living in different places. Deb is going to their beach house in Florida and Larry will be staying here. They will be going back and forth...beach house in Florida sounds good to me! Deb has a new haircut ... very short and it looks great! Guess it is her beach hairdo? Larry likes it!

- Del Champion has been working on a revised website for us and said it will be ready by the next meeting. Thanks Del and we are excited to see how it is going to look!

- John Nichols is going to the 24th Annual Emerald Coast Poker Run which is an off shore boating event. The boats are up to 50-foot multi-engine Catamarans (they cost \$500,000 to \$1 million...guess I won’t buy one.) He said he goes a least once a year and that the small boats have 1150 horse power and the big ones have

1650 horse power. In September he is going to Road Atlanta Historic Sports Races, too.

- Ray Fry said they are going to Salt Lake next month to baby sit while their son and daughter-in-law go to Italy! I hope they enjoy being with their grandkids...I can imagine babysitting for a few hours but not DAYS! Bless you my friends!!

- JP Summers had to brag! His youngest daughter, Rachel, is going to the University of Alabama and also "got into" the Gama Tau Beta (hope I got that right) sorority! His oldest daughter moved back home and she got a part time job with Porsche! Does she get a company car?

- Rick Duff said he is going gambling again...Cherokee and Murphy, North Carolina. He has also changed jobs and now is in investments with SunTrust.

- Dick Thyer said Alice can't use her right arm. The doctor said she had a clean break of her wrist and only has to put a cast on it. Try to imagine not being able to use your hand that you do everything with...write, type and fix your hair! I can only imagine how frustrating it must be!

- Barry and Janet Morgan are going to visit her family in New Jersey in December. She said Barry is very excited about seeing snow...NOT! I know they will have fun.

- Lester Neale, a longtime member who decided to come and see everyone, told me that he goes to China every year to be Santa Claus! Apparently he is paid well to go there.

- Paul & Sheila Brower will be gone most of the month of September. We will be in San Destin, FL for the Georgia Association of REALTORS Conference, back home for a few days and then off to Vancouver for an Association of Real Estate License Law Officials meeting. In the first few days of October we will prepare for my year as GAR President with a Leadership Retreat, followed a few days later with my Leadership Development Conference. In November, we will be in Orlando for the National Association of REALTORS Conference, then finally home for a while! Hopefully we will see everyone at the Concours

Party on October 7 and at the Concours on October 8!

- Randy Shaw also a longtime member was in attendance. He said he was AJS President in the early 80's. He is also said he is "glad to be back with the social club of the Jaguar clubs here in Atlanta."

- Marlene and Don Hart's niece Krystal who visited us with her parents Netta and Ernie Acosta and attended a Jaguar Meeting, has been offered a job with NASA, at Langley, VA, for 10 weeks next summer with pay. She offered a proposal and it was accepted. We are all so proud of her. In the meantime she is working on her master's and doctorate at Michigan State with a fellowship. So exciting!

- Lew George said his mother had a heart attack and was rushed to the hospital. She was there for a week and then transferred to a rehab center where she will be for a while. She is improving some, but at 92 years it will be slow.

THOUGHTS AND PRAYERS

Please remember Alice Thyer and give her either a call or drop her a note.

Rita Anderson's sister, Kathy, passed away. Please keep the family your thoughts and prayers.

There may be other members who are going through illness or other issues, so just remember our members. If you know of a member who is ill, in the hospital or would appreciate a note that we are thinking of them, contact me anytime either by phone 770 355-5735 or email sheilabrower@bellsouth.net.

Bless you my friends!

Sheila Brower
Health & Hospitality Director

Next monthly meeting
August 29th
Hudson Grille, 6317 Roswell Rd
Social hour- 6:00 pm, Dinner-7:00 PM



Don't forget your AJS Annual Dues is overdue now!



1955 Jaguar D-Type That Won Le Mans Sets \$21.78 Million Record Price At Auction

There's simply no denying that the Jaguar D-Type is one of the most noteworthy race cars ever devised. Jaguar pioneered the use of the monocoque chassis design, and D-Types won the 24 Hours of Le Mans in 1955, 1956, and 1957. And with its bodywork pulled taught over the wheels, engine, and passenger compartment, not to mention the massive fin behind the driver's headrest, the D-Type also one of the most stunning.



The car you see above, Jaguar D-Type chassis number XKD 501, won the 24 Hours of Le Mans in 1956, narrowly defeating a team from Aston Martin. Along the way, this D-Type completed 2,507.19 miles at an average speed of 104.47 miles per hour, and a maximum speed of 156.868 mph on the Mulsanne Straight. It was entered by the non-factory team Ecurie Ecosse, and therefore painted in the team's traditional Scottish blue with a white cross.

That kind of provenance, coupled with its pristine original race-winning condition, makes XKD 501 extremely valuable. In fact, it just sold at RM Sotheby's Monterey auction for \$21.78 million (a \$19.8 million bid plus auction fees), making it the most expensive British automobile ever sold at auction.



Barber Museum Tour 2016

Thanks to Alan Talbot for the photos(Motorcycles anyone!)





The Preston's, Ruiz', and the Antonucci's headed to Alaska



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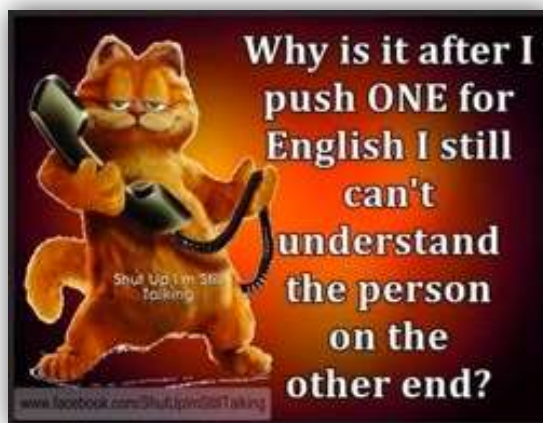


Event Schedule for 2015

- January –
February –
March – 5th - Booth Museum
10th-13th - Amelia Island Concours
d'Elegance
April – 30th - Porsche Museum Tour
May – 13th-14th - Atlanta Motoring Festival.
15th - British Motor Car Day (Roswell)
June – 25th - Annual Pig Roast, Erlinda
9th-12th - Highlands Motoring Festival
July – 23rd - Lake Party
August – 20th -Barber Museum Tour (over night)
September – 10th - Atlanta British Car Fayre,
Norcross
17th - Pool Party, Matt & Emily
October – 7th - Concours Party, Vail & Linda
8th -Concours, Jaguar North Point
November –
December – 11th - Christmas Party (Lew's Birthday)



Kartoon Korner



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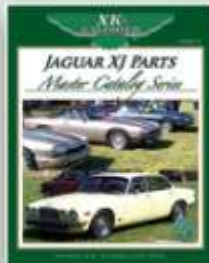


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