



THE  
MARQUE



AJS

Newsletter

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Nov-Dec, 2016

## From the President

*By JP Summers, President*

Hello everyone,

I am pleased to report that fall is finally here. Also for better or worse the election is behind us. I don't know about everyone else but I don't know which I am more excited to see go, the summer's heat or the political hot air.

I can't speak for anyone else, but it's time for me to see if I can still fit in my tuxedo pants? The Christmas Party is just around the corner and if I am remembering correctly those pants hurt me last year. The fabric must have shrunk! I'm sure it can't be me.

### **Cheap XJ-S? Probably an expensive XJ-S....**

I got a call a couple of weeks ago from a friend of mine in North Carolina. It started with "I have found a cheap Jaguar XJ-S"! I immediately thought there is nothing as expensive as a cheap Jaguar. This particularly



applies to the 12 cylinder car. I am pretty sure the space shuttle has

a less complicated wiring and plumbing than that engine. I have owned a XJ-S for 20 years and one thing I have learned, it is very easy to get upside down in a XJ-S. Upside down is a car guy's term for spending more money on a car than the car is worth. This is especially easy to do with a XJ-S so it helps if you love the car or at least that is the way I justify it.

You must remember Jaguars were bought as daily drivers not like more exotics such as Lamborghini's or Ferraris' which were garaged and driven on weekends. Jaguars were year round transportation.



Everyone has their opinion of the XJ-S. Styling is the biggest issue. It seems it is loved or hated there seems to be no in between. As for me, I think it is a handsome automobile that rides and performs extremely well. You have to admit there is a lot of value for the money if you find a good one. One magazine I read thought everyone should own two based on the price to value relationship. You have to admit exotic looks, wood, leather and wool carpet at a reasonable price. There is a lot of bang for your buck.

Styling aside, the big decision is V-12 or straight 6? If you want refinement the choice has to be the V-12. This engine is inherently smooth and makes a wonderful sound. Fuel consumption is around 13 mpg to 17 mpg. The HE models will get about 3 more mpg but the high compression ratio means it has to have Super Unleaded, so what you gained in mpg might be awash with the price of the fuel. Properly looked after – which means regular oil changes and proper coolant levels. The 12 cylinder engine is a great engine. One article I read went so far as to suggest replacement of the radiator every 10 years, keeping that engine cool is a big issue.

The straight-six engine is much more economical all the way around and can achieve almost 30 mpg on the road. Plus they are not significantly slower than the V-12. They are lighter which equates to a sportier feel and the steering and suspension have been tweaked to take advantage of that. The straight-six cars aren't as smooth as the V-12 but are regarded as fairly bulletproof.

A good V-12 is a quite motor, but it should not be totally silent. Total silence could indicate



excessively tight valve clearances. You should be able to hear a slight rustle from the top end.

Exhaust manifolds are prone to failure and can be costly due to the labor involved in accessing them especially if a stud is broken. Seized distributors (so they will not advance or retard) are also a common problem.

Only a few hundred of the original V-12 XJ-S's had manual transmissions (4-speed). They are prized by collectors but the automatic transmission actually suits the car's Grand Touring nature. Most 6 cylinder cars are 4.0 liter cars and are equipped with automatic transmissions. There are some 3.6 liter six cylinder cars that came with 5-speed Getrag transmissions. These cars were called enthusiast's cars in Europe but were not exported to the U.S.

The XJ-S should have a very civilized road manners, so beware of knocks or rattles caused by tired bushing and suspension joints. Beware of any irregular tire wear this could be a sign of alignment or more costly suspension issues.

Bodily rust can be most anywhere. Particularly expensive to repair will be bubbling around front and rear wind screens and rot in the front sub frame and chassis cross members below the radiator. Foam strips in the floor pan pressings hold water and are a key area to check especially in the convertible. It goes without saying the sills are highly vulnerable. We are lucky here in the South rust isn't the issue it is in North.

Damaged interior trim is easy to spot but remember to look up as well as down. Sagging headliners seem to always be a problem or in case of the convertible soft top roofing. In the convertible be sure to check that the rear side windows retract correctly and that the rear window doesn't catch on the back seat as top folds. The central locking system and air conditioning are two of the XJ-S's luxuries that are prone to failure.

There seems to be an up surge in sales of the XJ-S. The late 6.0 liter convertibles bring the most money. The saying the price goes up when the top goes down hold true with the XJ-S, convertibles are the most desirable. The late 80's coupe is still relatively inexpensive at roughly \$15,000 for a nice example. However you can pick one up for about one third of that price – but it is likely to prove a false savings.

Where the XJ-S (and I believe all Jaguars) is concerned, the saying about buying the best you can possibly afford is more than just good advice. Pay a professional to look at the car, in the long run it's a cheap investment. Remember to make sure your car has a good body, everything else can be fixed. However with a Jaguar and other exotics it's easy to get upside down very quickly, so just having a good body and good paint might not be good financial decision. It also less painful if you are in Love with the Car, I didn't say it was smart just less painful.

My best to everyone and be well,  
J.P. Summers



## **JAGUAR SOCIETY MEMBERS**

All you need to know and more!

*By Sheila Brower, Health & Hospitality Director*

**Mary Ann and Joel Blackford** have formed a new corporation called "Blackford Custom Creations, LLC. He is making knives and she is making fused glass jewelry for sale from their home at Lake Forest Drive. Mary Ann was wearing one of her lovely creations around her neck and it was beautiful.

**India and Dick Posten Jones** are back from South Portland, Maine. They have sold their

home and have bought a new one. They will be celebrating their 5<sup>th</sup> wedding anniversary on November 11<sup>th</sup>. They will also be grandparents on January 29<sup>th</sup>, 2017.

**Maidee Spencer** says her knees are doing much better after recent surgery. But, Jim's surgery on his hip has been postponed by the doctor, due to a problem with anemia. Feel better Jim!

**Erlinda McCabe**, says nothing new or exciting happening except she has been busy covering her outdoor furniture preparing for winter, a lot of work.

**James Strickland**, says his parents are 93 and 91 respectively and his Mom drove a car in the East Cobb Parade. Good for her! James, you inherited good genes. James will be showing 2 of his Lotus cars at Hilton Head, S.C. Both of which were in James Bond movies. How exciting!

**Rick and Rebecca Duff** will be celebrating their 11<sup>th</sup> anniversary at the Strand Theater with the Rat Pack. Pat Salero will be singing there this Friday November 4<sup>th</sup>. Pat sang at their wedding at the Bellagio in Las Vegas. How Romantic and a great way to spend an anniversary. Congratulations!

**Dabney Talbot**'s sister is coming to visit her and take her to lunch for her birthday. Happy Birthday Dabney and many more to come!

**Lew George**'s Mom is 93 years old and lives in Huntsville, Alabama. This Halloween she was dressed as the Energizer Bunny in a costume made for her by his sister. How Cute! I would love to have seen her! I hope they took pictures.

**Rita Anderson** was nominated for "Woman of the Year" at St. Anne's Catholic Church. This nomination is for service to her church and will be decided in February or March of 2017. Good luck Rita, I am sure you will win this honor.

**John Nichols** and his son Taylor will be going to Greer, South Carolina to the Southeastern Gasser Association Race. These are old body Detroit cars which run on gas and will be in the race. Sounds like a fun weekend.

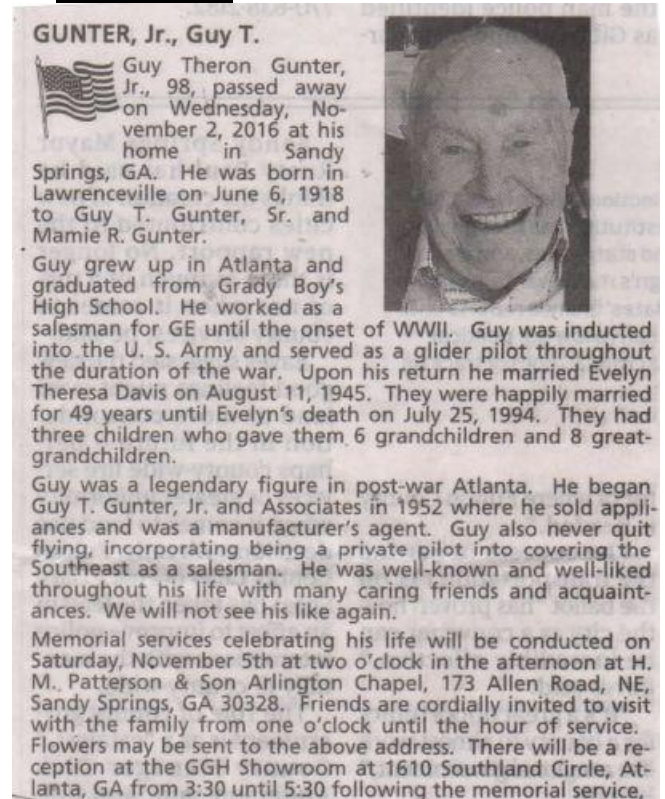
**Dennis Larry** will be celebrating his 73<sup>rd</sup> birthday on November 12<sup>th</sup>! Happy Birthday Larry.

**Hank Aldorf** will be attending the "Adele Concert" at Philips Arena. Adele sings modern popular music, and sang the theme song for the latest James Bond Movie. Sounds Fantastic! [ed: Lew George also attended this concert and it was wonderful!]

**Del Champion** says the Atlanta Jaguar Society website is now set up. All we are waiting on are pictures and content. I know we are all anxious to see our new website. Thanks Del.

**Alice and Dick Thyer**. The club would like to thank them for hosting their annual Halloween Party. Rick Duff and Robert Kleiner won the "Best Costume". A spooky good time was had by all.

#### **Guy Gunter:**



**GUNTER, Jr., Guy T.**

Guy Theron Gunter, Jr., 98, passed away on Wednesday, November 2, 2016 at his home in Sandy Springs, GA. He was born in Lawrenceville on June 6, 1918 to Guy T. Gunter, Sr. and Mamie R. Gunter.

Guy grew up in Atlanta and graduated from Grady Boy's High School. He worked as a salesman for GE until the onset of WWII. Guy was inducted into the U. S. Army and served as a glider pilot throughout the duration of the war. Upon his return he married Evelyn Theresa Davis on August 11, 1945. They were happily married for 49 years until Evelyn's death on July 25, 1994. They had three children who gave them 6 grandchildren and 8 great-grandchildren.

Guy was a legendary figure in post-war Atlanta. He began Guy T. Gunter, Jr. and Associates in 1952 where he sold appliances and was a manufacturer's agent. Guy also never quit flying, incorporating being a private pilot into covering the Southeast as a salesman. He was well-known and well-liked throughout his life with many caring friends and acquaintances. We will not see his like again.

Memorial services celebrating his life will be conducted on Saturday, November 5th at two o'clock in the afternoon at H. M. Patterson & Son Arlington Chapel, 173 Allen Road, NE, Sandy Springs, GA 30328. Friends are cordially invited to visit with the family from one o'clock until the hour of service. Flowers may be sent to the above address. There will be a reception at the GGH Showroom at 1610 Southland Circle, Atlanta, GA from 3:30 until 5:30 following the memorial service.

**Don & Marlene**'s daughter, Donna has been in Northside Hospital since last Tuesday. She was bitten on her leg by her friend's dog while in Tennessee visiting. It is badly infected and she has been on I.V. antibiotics since then. Keep her in your prayers that she will not need surgery or skin graft.



**Barry Morgan**'s brother passed away. They had just come back for a doctor appointment and got the sad news. Keep them in your prayers in this time of sadness.

Submitted by Marlene Hart, in Sheila Brower's absence.



**Next monthly meeting**  
**January 25<sup>th</sup>**  
**Hudson Grille, 6317 Roswell Rd**  
**Social hour- 6:00 pm, Dinner-7:00 PM**



**Jaguar I-Pace EV Concept Revealed:**  
**Jaguar's Electric Future Is Just**  
**Around The Corner**

Autoweek

**0-60 in around 4 seconds, 220 miles per charge...and precisely zero roar!**

This is the Jaguar I-Pace EV concept, which the automaker unveiled ahead of the 2016 Los Angeles Auto Show. It previews a fully electrified production vehicle set to go on sale in 2018.

This is the future of Jaguar -- or at least one zero-emission, high-performance, eerily quiet branch of it.



For a concept car, the I-Pace doesn't make a lot of wild promises; everything here seems more or less plausible and buildable. Instead of far-out autonomous features, it pledges a 220-mile useable range. It doesn't predict the impending demise of internal combustion-powered Jaguars, but it might just bring a fresh

crop of eco-conscious tech-oriented buyers into the brand.

And it doesn't let performance fall by the wayside, despite the conspicuous lack of a supercharged V8 up front or noisy tailpipes out back. 0-60 should take around four seconds -- and that's before the inevitable (we suspect) SVR version emerges.

Suddenly, Jag's involvement in Formula E makes a lot more sense, as does the nomenclature: The concept, and the production car it closely previews, follows Jaguar's naming its open-wheel racer the I-Type.

The I-Pace isn't just an electrified version of something the company already builds. What it actually *is*, is a bit harder to pin down. Not quite a crossover, not quite a sedan, it gets the characteristically aggressive Jaguar haunches.



Yet the front end is very short -- the windshield sweeps up from beneath the hood, transitions into a panoramic sunroof and winds up in a hatchback. We thought we were crazy for seeing a few of the lines from the stunning C-X75 in the thing, but then Ian Callum appeared and confirmed that yes, some parts of the unbuilt hybrid supercar are echoed in the design of the I-Pace.

Well, a *virtual* Ian Callum did, because Jaguar decided to unveil the I-Pace in immersive virtual reality. The headsets we all wore were extremely goofy; surprisingly, the presentation itself was not. And when we shed the goggles and zapped back to reality, the real concept (and the real Ian Callum!) had materialized in the room. Magic!

Visually, the I-Pace fits right in with the rest of the Jaguar stable; more or less every cue from Callum-era Jag is there, somewhere, from the familiar grille to the equally familiar taillights.

Like the C-X75, it uses a cab-forward design -- hence the similar feel -- which pushes the visual mass and cabin volume as far toward the front as possible. This is obviously easier to manage when there's no big, hot engine up there to contend with.

Compared to what's underneath, the airy cabin is fairly conventional, if full of beautifully designed and crafted details; we'd guess it provides a glimpse of what to expect from Jaguars both electric and fuel-burning in the



coming years. A large touchscreen dominates the center of the console; a smaller touchscreen below controls some infotainment and climate functions, with physical rotary knobs doing the rest. The center console floats. The chairs float. In the future, everything must float.

The lack of an internal combustion engine and transmission tunnel explains the extra room inside. Despite an overall length comfortably under 16 feet (the concept is 184.25 inches long, to be precise), it's said to have the interior



passenger volume and front and rear legroom of a vehicle a class up -- think along the lines of a large sedan. There's substantially less luggage space here than in the F-Pace, even if you count the front trunk, but substantially more than in an XJL.

While still in the virtual world, we took a good 360-degree virtual gander at the car's underpinnings. Though the safest route would have been to electrify something in the

company's current lineup -- the F-Pace would have been the most obvious choice -- Jag went all-in with a clean-sheet design. Strip away the bodywork and cabin and you'll find a skateboard-like chassis beneath it all.

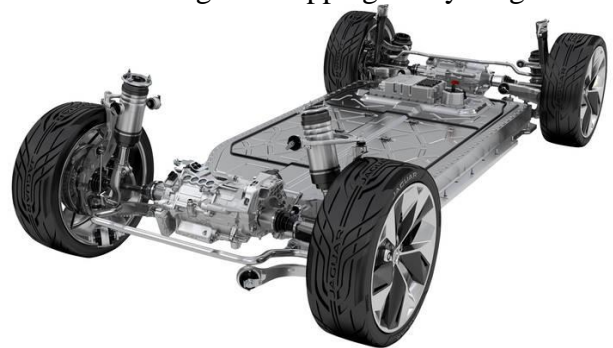
The liquid-cooled lithium ion battery pack spans the entire wheelbase. It's made up of so-called pouch battery cells which, as the name suggests, are built in pouch-like enclosures. These are then connected to form the larger pack. They're the same style of battery used in Formula E, and also on the upcoming Chevrolet Bolt, but they're not deployed across the board (notably, Tesla uses cylindrical cells that superficially resemble your typical double A).

You'll be able to fully charge a drained I-Pace in two hours using a 50 kW DC fast charger; an 80-percent charge takes 90 minutes

At each corner of the battery pack is a honking concept-car spec 23-inch wheel wrapped in an equally outrageous rubber band of a tire. Behind that sits a fairly conventional double wishbone suspension that draws heavily from the sporty F-Pace -- Jaguar says it's aiming for a nimble, performance-oriented ride.

Between that suspension sits a matched set of permanent magnet motors; combined, they provide 400 hp and 516 lb-ft of torque. Interestingly, the vehicle's driveshafts pass right through the center of each motor; this compact concentric design, which we can't say we've seen on any other production EV to date, makes packaging even more flexible.

And as far as vehicle platforms go, the I-Pace's skateboard is about as flexible as it gets; we could see Jaguar dropping everything from a



sedan to a more conventionally proportioned crossover/SUV on these underpinnings. Powertrain variants -- perhaps with larger batteries, or only one motor, are conceivable as



well, but we couldn't get any confirmation of what's to come beyond this all-wheel drive configuration.



Jaguar says the production version of the I-Pace will emerge in late 2017, and it will go on sale in the second half of 2018. You can count on more technical details, as well as pricing, after the production car debuts -- but barring a major change of course, it should look a lot like what you're seeing here.



## **The Atlanta Jaguar Society** **2016 Halloween Party**







### Everything Old Is New Again: Jaguar's XKSS Returns From The Dead



When is an old car a new car? When Jaguar Classic pulls out piles of old documents and texts and builds nine copies of the Jaguar XKSS to its original 1957 specification.



## The Car Of The Month



Glenn & Kathy Michalski's Jaguar Mark IX

We purchased the car during the fall of 1988 from the Sheriff of Knoxville, TN. We met him in the parking lot of the Chattanooga Choo Choo Hotel, drove the car, bought it and drove it home the same day in a blinding rainstorm.

According to the Jaguar Daimler Heritage Trust certificate, it was first owned by a gentleman in Greenwich, CT. As best we know, we are the fourth owner of the car.

It still has the original headliner, leather seats, side interior panels and wood.

### EXPLORE THE FULL LINEUP



XF



XJ



XE



F-TYPE



F-PACE

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## Event Schedule for 2015

January –

February –

March – 5<sup>th</sup> - Booth Museum  
10<sup>th</sup>-13<sup>th</sup> - Amelia Island Concours  
d'Elegance

April – 30<sup>th</sup> - Porsche Museum Tour

May – 13<sup>th</sup>-14<sup>th</sup> - Atlanta Motoring Festival.  
15<sup>th</sup> - British Motor Car Day (Roswell)

June – 25<sup>th</sup> - Annual Pig Roast, Erlinda  
9<sup>th</sup>-12<sup>th</sup> - Highlands Motoring Festival

July – 23<sup>rd</sup> - Lake Party

August – 20<sup>th</sup> - Barber Museum Tour (over night)

September – 10<sup>th</sup> - Atlanta British Car Fayre,  
Norcross  
17<sup>th</sup> - Pool Party, Matt & Emily

October – 7<sup>th</sup> - Concours Party, Vail & Linda  
8<sup>th</sup> - Concours, Jaguar North Point  
29<sup>th</sup> – Thyer's Halloween Party

November –

December – 11<sup>th</sup> - Christmas Party (Lew's Birthday)



## Kartoon Korner



## Atlanta Jaguar Society

[www.atlantajaguarsociety.org](http://www.atlantajaguarsociety.org)

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Deceased

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Submissions for publication should be supplied to the Newsletter Editor by email or in other electronic readable form by the 1<sup>st</sup> of the month. Material is subject to editorial revision and may express the sole opinion of the submitter.

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