



THE
MARQUE



AJS

Newsletter

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From the President

By JP Summers, President

Hello I hope this newsletter finds everyone well and enjoying this wonderful weather. We have had a tremendous amount of rain but these 70 to 75 degree days are wonderful. It feels like the West Coast.

Our meeting this month falls on Monday May 29th. The menu at The Hudson Grill has changed slightly and I feel the quality has improved as well. I know we have had some issues in the past so please give it another try. If all else fails, it's hard to go wrong with a burger and fries especially for five dollars. You are welcome to join me in the heart health - fat boys section. Try my favorite, chicken breast over rice and sautéed spinach. Please try and attend, it will be great to see you.

The Series 1 E-Type Reborn

First we saw the Lightweight "E" Type continuation, then the Land Rover Series 1 restoration in the Reborn Program. Next came the XKSS and the early Range Rover. And now we have the Series 1 E-Type.

The crucial distinction to remember about the Jaguar Range Rover classic releases are that the Lightweight "E" and the XKSS are new-builds. The Series 1 Range Rover and the E-Type are restorations. So, while the first two are allocated genuine chassis numbers that were used in period and therefore known as 'continuations' because they are built by the same company that made the originals. They cannot legally be driven on the road. The other two are restorations of carefully selected donor cars, so

there's no problem with their retaining their identities.

The Reborn restorations cost less than the all-new continuations, but the price tag is still pretty eye-watering. The Series 1 Jaguar will start at \$430,000 give-or-take.

If you are wondering why the cost is through the roof, here's why. A Reborn E-Type contains as much of the original car as possible even in cases where it would be cheaper to bolt on a brand-new part. The JLR sources donor cars as original and rust free as possible. The car in this article was purchased in the U.S. in California. It has a 4.2-liter left-hand-drive Fixed Head Coupe that was built on May 11, 1965. For reasons unknown, it was pushed into a garage in 1973 with 78,000 miles on the clock and didn't see light of day again until shortly before JLR purchased it.

A difference now is that the Coupe is now Gunmetal Grey where as it left the factory as red. The customer is encouraged to return the car to its original color but the customer also has the final word and there wasn't enough time to find a Gunmetal Gray Coupe to use as a donor.

As for the E-Type Jaguar it has a huge advantage that of having the original drawings of the production automobile. These are vitally important when it comes to remanufacturing parts—and rubber seals are a good example. There has been an issue with rubber seals on the Series 1.

One of your first impressions of a car is how the door feels to open. Do you have to press hard on the push button so the door will spring open suddenly? That is an indication that the

seal is too hard and the door is forced against it. That also has implications for wind noise and water leaks. The aftermarket seal that was available had a symmetrical profile whereas the profile on the original drawing is asymmetric. Because they have the original drawings they can manufacture seals that are made to exactly the right specification.

The process is rather different when it comes to body panels. They have to be made to match production rather than a draftsman's idea. The E-Type panel is effectively an interpretation of a drawing that has been through several stages to result in a pressed steel panel. And so JLR has reverse engineered original panels into tooling for the making new ones.

To do this, the company purchased a rust-free E-Type FHC and a similar Roadster from the U.S. and completely disassembled them, spot-weld by spot-weld so it had a set of factory original panels for reference. From donor cars, they identified 36 key panels for remanufacture.

This is where the scanning department comes in, because the process is similar to the way a prototype car is made from a styling buck. A laser scans the panels, taking hundreds of thousands of data points from each one-maybe 200,000 from a single door skin-to produce data which, if you viewed it on a computer screen, would look like a three-dimensional solid shape.

The CAD-CAM engineers create a mathematical surface from that data, which is then perfected so that the "light lines" along the car exactly right straight and clean and breaking exactly where they are supposed to.

While dismantling donor E-Type shells for reference was a useful learning curve, the team found they would have to cut open the sills of any project car regardless of how rust free they appeared for the outside.

The first vehicle they took apart for the panel reversal program didn't have a spec of visible rust; it was perfect. But when they removed the outer sill they found quite a lot of surface rust and deterioration. So now it is standard practice to replace the outer sill on any E-Type they restore.

Jaguar's quest for authenticity even extends to using a lead-based body-shaping solder. If they used anything else such as polyester filler, they would have to go through a validation process to prove that it was durable. There is a feeling that it wouldn't cope with the torsional stresses, particularly on a roadster. It might not crack immediately but they couldn't take the risk of it happening down the line.

Panels are spot welded together, rather than MIG welded and this emphasis on 'keeping it original' is being applied just as rigorously to the mechanical parts as well. If a part can be refurbished and reused, it will be, and it will be finished per original factory spec, weather that's zinc plating, gloss black paint, hammer finish or whatever.

When panels are installed, a 7mm feeler gage is used to measure the distance between the brightwork and body panels so that the sealing strips sit correctly. That is how exact this reconstruction is.

Jaguar is also rebuilding its own engines to exacting specifications. They are all being hand assembled in house. Needless to say each car will remain "matching numbers". Even the smallest component is stripped and replated or refinished.

So, what exactly do you get for your \$430,000? It gets you a car from that is as close to an original as possible, but using refined modern standards of manufacture. It would be interesting to see how a Reborn Jaguar would fair if placed in a major concours? I feel it would do quite well.

The Best to everyone and I will see you May 29th at the Hudson Grill.

J.P.



Next monthly meeting

May 29th

**Hudson Grille, 6317 Roswell Rd
Social hour- 6:00 pm, Dinner-7:00 PM**

JAGUAR SOCIETY MEMBERS

All you need to know and more!

By Sheila Brower, Health & Hospitality Director

- Don & Marlene Hart were there and brought two guests with them...I believe it was Marlene's cousin. Marlene let me know that Don was going for cataract surgery tomorrow (04/25) and I know that all went well for him.

- Larry Dennis said he is headed to Park City, Utah, in July but I certainly hope he will be at our meetings before he heads out.

- Erlinda McCabe disclosed at the meeting that she has a sister who is still working at age 89! I can't imagine Erlinda stopping either when she gets close to that age...she is too full of energy! Don't forget the Pig Roast June 25th...I know everyone is excited about attending.

- Gayle Hale said she retired in February and hopes to go to Alabama more often to visit her grandchildren. She is another one who will stay busy...so many who retire wonder how they got things done when they were working. Personally, I hope I can continue selling real estate...can't imagine retiring as I don't have any hobbies...working with flowers but you can only do that so long. We go and visit family but they have their work and...well, you know how it is.

- Del Champion mentioned the British Car show and said he wouldn't be able to attend...he is attending his 40th HIGH SCHOOL REUNION in Jacksonville!!! I love going to my reunions so I am anxious to hear what Del has to say about his. A good story: My brother who lives in Little Rock meets for lunch with his class, and one of the classmates who hadn't attended for a while sat by another classmate. The conversation went: "Hi Joe, do you remember Gary Davis?" Joe said "Yes, I remember him. How is he doing?" The classmate responded: "Joe, I'm Gary Davis!".....and so it goes at reunions!!!

- Joel & Maryanne Blackford...our travelers! Maryanne said they have their garden planted and might bring us some vegetables from their garden...if we are good, and it may be August but she will bring us something from her garden.

- Ken & Irene Carr...always great to see them!!! Irene went to Havana, Cuba to see her family and really enjoyed herself. She had not seen her family in 3 years.

- Dick Thyer said Alice is home after having her back surgery and he is taking good care of her.

- Paul and Ellen Immerman are off to Monte Carlo May 26 -28 for the Grand Prix. Paul will be wearing his Jaguar hat and Jaguar Racing polo shirt.

- Last week Doug and Becky McDougal drove to Jacksonville Beach to attend Becky's Mother's 89th birthday celebration along with her 3 sisters. She lives in the Atrium Independent living unit currently. The next week, they will be driving to Williamsburg, VA for a week of American History- they love that place. And, the



week of May 20 they will be in their condo at Daytona Beach with Becky's twin sister Susan and her husband.

They are looking forward to that sun & beach! On a sad note, Doug sold his Harley Davidson in response to his accident of last September. He hated to do it but life must go on! He says more time to play with my 1997 Jaguar XK8 and maybe look for a roadster?

- So many others were in attendance but didn't have any news to share but I would love to hear from you!

THOUGHTS & PRAYERS:

- Lew George's sister who had knee replacement...hope she is going well with her physical therapy after her knee surgery.

- Alice Thyer as she recuperates.

There may be other members who are going through an illness or other issues, please 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

Bless you my friends!



Yes, We're Getting A Jaguar Station Wagon In The USA! (Sportbrake)

Is the wagon back? First we learned the U.S. market was getting the new Buick Regal Sportback Tour X station wagon, and now Jaguar has revealed the first glimpse of its new XF Sportbrake in production trim, confirming the car will be available in the States.

We first received sketchy details about the new XF Sportbrake at last fall's Paris motor show, with the upcoming model building on the Europe-only 2015 XFR-S Sportbrake from the 2015 Geneva auto show.



Jaguar design boss Ian Callum promises the Sportbrake will add practicality to the XF range without sacrificing the “dynamic design and agile handling our customers expect.”

We don't expect the Sportbrake's underpinnings to differ much from the XF sedan: That means an aluminum-intensive chassis, a choice of four- and six-cylinder engines (possibly including a diesel), and either rear- or all-wheel drive, in multiple trim levels, from base to Portfolio. What about a hot-rod R version? We sure hope so.



Jaguar E-Type Hearse!

Seeing a Jaguar E-Type today is a treat. Seeing one that's been turned into a hearse though? That's truly rare. The morbid machine first came into existence in the cult classic film *Harold and Maude*, and, wanting a movie car of his own, Ken Roberts decided to recreate the famous slab of black Jag for his collection. Ken Roberts, an Arizona-based car enthusiast, began work to recreate the original Jaguar hearse from *Harold and Maude* in 2013. With years and untold amounts poured into bringing this car to life, it is now touring the country, reincarnating the movie car's aura for new audiences.

Is it a little macabre? Sure, but it's also just plain old cool too. Purpose aside, doesn't the shape of the thing just, work? It's at least as close as we'll get to an E-Type shooting brake, and anyone with a pulse should take an interest in that.





Car of the Month

FOR SALE

1995 Vanden Plas, dark green w/tan interior, 72,000 miles, \$8,500 Contact Judy Scarborough, 770-772-9734, judyscar@bellsouth.net



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Event Schedule for 2017

January –

February – 11th Valentine Brunch

March – TBD -Tech Session

April – 10-12 – Amelia Island Concours
20-23 – Walter Mitty Road Atlanta
30th - British Motor Car Day (Roswell)

May – 20th - Gibbs Gardens Day Trip

June – 25th - Pig Roast, Erlinda McCabe

July – TBD – Pool Party

August – TBD – Lake Party

September – 29th – Per-Concours Dinner
30th – AJS Concours

October – 12-14 – JCNA Concours
28th – Thyer's Halloween Party

November – 3-5 Hilton Head Concours
11th – AJS Christmas Toy Drive

December – 10th – AJS Christmas Party



Kartoon Korner



Atlanta Jaguar Society

www.atlantajaguarsociety.org

Officers & Directors

President: J P Summers

770.401.6004 jp.summers@comcast.net

Vice President: Judy Scarborough

(H)770.772.9734 judyscar@bellsouth.net

2nd Vice President: Don Hart

770.956.7165 blondething@comcast.net

Secretary: Marlene Hart

(H)770.956.7165 blondething@comcast.net

Treasurer: Fran McNair

(H)770.497.9980 fmcnair@bellsouth.net

Activities Director: Alice Thyer (H)770.887.1312

alicethyer@att.net

Newsletter Editor: Lew George

(H)404.401.6102 lewatl@bellsouth.net

Membership Director: Robert Kleiner(Don Hart)

(C)404.387.1112 rmk1@bellsouth.net

Health & Hospitality Director: Sheila Brower

(H)770.509.6830 shebrowe@bellsouth.net

Technical Director: John Nichols

(C)678.431.7651 j.m.nichols@lmco.com

Concours Director: Rick Duff

(C)770.480.6680 richard.duff@suntrust.com

**Advertising & Publicity Director: Robert Kleiner
(Don Hart)**

(C)404.387.1112 rmk1@bellsouth.net

Website Director: Del Champion

(C) 678.557.0513 delchampion@yahoo.com

Honorary Chairman: Alan Talbott

(H)770.621.9854 talbotta@bellsouth.net

AJS Founder: John B. Steen

Deceased

The AJS Newsletter is published monthly except December and is emailed free to all Society Members. For mail delivery send request to:

judyscar@bellsouth.net

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AJS Newsletter Editor
Lew George
220 Renaissance Pkwy.
Unit 1113
Atlanta, GA 30308-2352
lewatl@bellsouth.net

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