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AJS

Newsletter

Vol. XXXVIII, num. 6

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

August, 2017

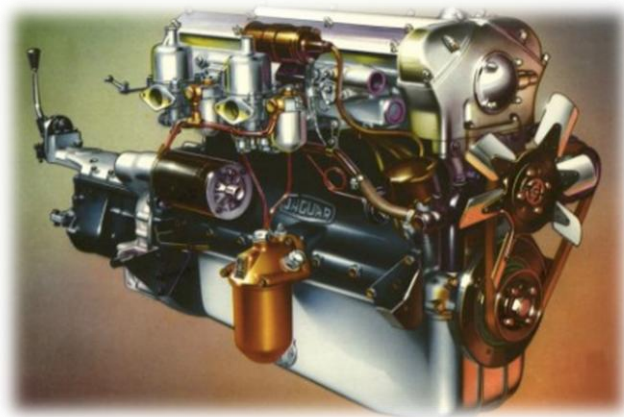
## From the President

*By JP Summers, President*

### The Jaguar XK120 Father of the Supercar

Back in the day 120mph was very impressive, not to mention the XK120 did it right off the showroom floor.

Designed in the thick of WWII, Jaguar's XK series straight six was literally designed in between bomb fire and lookout shifts keeping an eye out for incoming German Bombers. The engine displaced 3.4 liters and developed 160 horsepower. The engine was also extremely handsome; it was one of the prettiest engines ever produced. A real testament to this engine's correctness is the fact that it remained in production for 40 years.

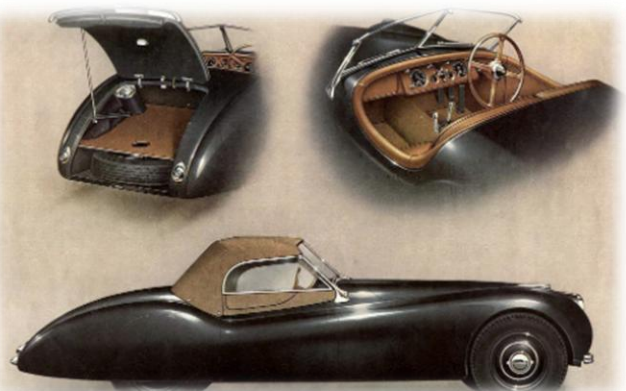


The first XK 120 and its engine were first shown at the 1948 London Motor Show. The car shown was a roadster and there was an engine shown separately on a stand. It was no secret that Jaguar was looking for sports car since the demise of the SS 100. The response, from the public was terrific. In keeping with its

predecessor, the last three numbers of the XK120's name denotes its top speed.

The first 242 examples to come off the assembly line were hand bodied in aluminum over ash framing using a modified Mark V saloon chassis. Later cars were switched to conventional construction using stamped steel.

Returning again to that magic three-digit figure. The XK was extremely advanced compared to the competition in terms of performance, design, and engineering. Having a cost of \$3940 it was also shockingly affordable, though obviously still far out of reach of most. The 120's incredible speed and glamorous looks were further helped by shrewd marketing. The first roadster was delivered to Clark Gable which did wonders for sale, not to mention the reputation it earned in countless races across several continents.



Throughout the years the XK would be modified with more power and correspondingly higher numbers in its name, but unfortunately each new redesign came with a host of less successful styling improvements in more chrome, more detailing and more visual stuff.

## Clark Gable's XK 120 Discovered Beneath the Brickyard

Gable had great taste in cars. Some of the automobiles he owned were a 1935 Duesenberg Model JL, a Duesenberg SSJ Speedster, a 1937 Lincoln-Zephyr V12, a 1938 Packard Convertible, a 1948 3.5- Liter Jaguar IV, a 1955 Mercedes Benz Gullwing and a 1956 Mercedes Benz 300 SC.

In 1948 when the XK 120 was unveiled to the public Gable had to have one. What attracted him to the car was its combination of beauty and performance. Gable attended the International Motor show on Hollywood Boulevard and insisted the he be sold the first one delivered to the West Coast. Gables car was the first customer's car to leave the production line in June.



The unpaid celebrity endorsement did no harm for Jaguars sales figures. Gable loved the model so much he would go on to own three of the XK 120s. He would also write an article for a 1950 issue of Road and Track as to his thoughts on the car. Titled My Favorite Sports



Car, Gable would speak of his attempt to break the official top speed record of the XK which was 132 mph. He managed to

coax 124 mph out of a completely stock XK 120.

The car shown is one of Gable's three XK 120's. This car was a gift from the Indianapolis Motor Speedway's owner Anton Hulman Jr. The car was given to him while he was in Indianapolis filming "To Please a Lady."

Gable loved the Speedway and always attended the race. This car shown was stored in



Indianapolis and would only see use when he was in town for the race. After 50 years of being in storage, the mileage on this car is 6,500.

The car shown is the actual car however it has been fully restored.

I have never been a big fan of an XK 120 with steel wheels and fender skirts but on this black car it just looks right.

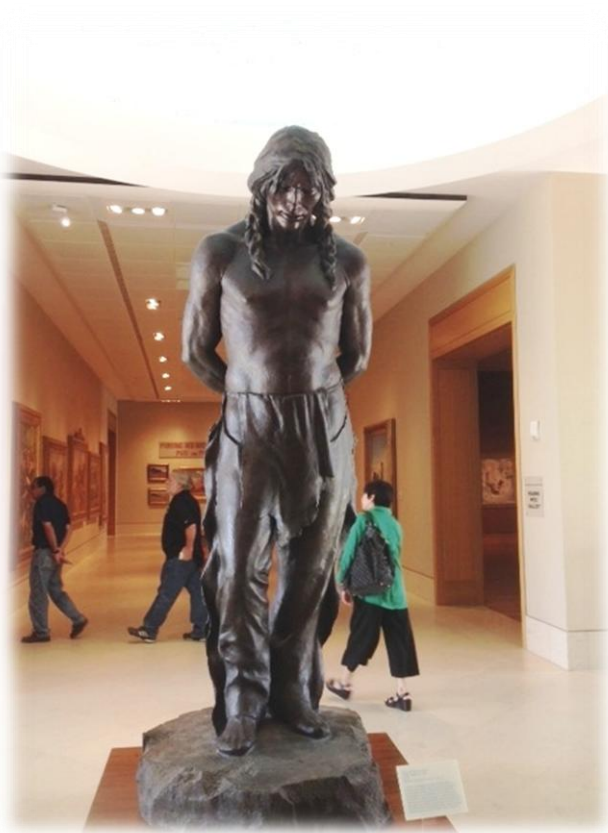


## Booth Museum Day Trip

Some of us travelled to the Booth Museum in Cartersville, GA on Saturday July, 15<sup>th</sup>. The Museum has a special exhibit by Jacques Lowe called "Creating Camelot". Jacques Lowe was John Kennedy's personal photographer. The exhibit covers the Kennedy family while John Kennedy was in office.







### Next monthly meeting

**August 28<sup>th</sup>**

**Aldo's Restaurant, 6690 Roswell Rd  
Social hour- 6:00 pm, Dinner-7:00 PM**

## **JAGUAR E-PACE REVEALED: FRESH COMPACT Crossover LOOKS TO THE F-TYPE FOR INSPIRATION**

**Jag's baby driver goes on sale in January 2018**

*Lew George, AJS Newsletter Editor*

Like all the other automakers on the planet, Jaguar has every intention of continuing to take advantage of today's crossover craze. Indeed, the company just debuted its latest, the E-Pace, in London.

The compact five-seat E-Pace is positioned below the F-Pace, launched in 2016 and already Jag's best-seller. The E-Pace, internally known



as The Cub, is about a foot shorter than the F-Pace, ready to battle BMW's X1, Mercedes' GLA and Audi's Q3. It

shares some underpinnings with the Range Rover Evoque and Land Rover Discovery Sport.

Jag design boss Ian Callum says this time around, he and his team wanted to more closely emulate the F-Type, going for a sportier, more coupe-ish shape. He points to the F-Type-like headlamps and the extended swooping roofline, as well as the short overhangs and muscular



wheel haunches. "We wanted this car to look sporty and precise, but not aggressive,"

he said. "A Jag should never look aggressive."

Again, harking to the F-Type, the well-built interior is more driver-focused with sportier bucket seats, a 10-inch touchscreen infotainment system and an optional 12.3-inch digital instrument cluster.

The hood, roof and tailgate are aluminum. Jag's 2.0-liter Ingenium turbo fours power all E-Paces, both gas and diesel, in various states of tune. For now, the U.S. gets the two gas engines, one producing 246 hp and 269 lb-ft.



The R-Dynamic model's turbo four produces 296 hp and 295 lb ft., good enough for a 5.9-second sprint to 60

mph. That model also has larger air intakes, body-colored sills and a satin-finished grille. Jaguar's 2.0-liter diesel (180 hp, 318 lb-ft) isn't available in the U.S., at least not yet. All-wheel drive is standard across the lineup.

Suspension is independent front and rear, and optional goodies include an adaptive suspension able to measure driver input and body and wheel movements and adjusting suspension settings accordingly. A system adjusting throttle, steering and transmission settings is also optional.



The usual gaggle of connectivity features are available, including 4G hotspot, real-time traffic in the Nav system and apps such as Spotify.

Pricing starts at \$38,600 and runs up to \$53,550 for the First Edition model, a loaded version only available during the first year the car is on sale. The E-Pace is built at the Magna Steyr plant in Graz, Austria.

[See More](#)



## **JAGUAR SOCIETY MEMBERS**

All you need to know and more!

*By Sheila Brower, Health & Hospitality Director*

Erlinda McCabe brought a purse that was made by her sister. The purse, for those who have never seen one, is made from tabs from Coke cans. She is contributing it as a prize for the Concours to be held in October.

Dick Thyer was proud to say that "he made it here."

Ray & Marilyn Fry have been in Destin, Florida. According to Ray, their son was on a leave from his job and their daughter, who was recently promoted to Vice President at Fernbank Museum, was able to come along with their 5 grandchildren for a great week in Destin...making memories is what our life is all about!!!!

Glenn & Kathy Michalski were at the meeting, and everyone was glad to see them there. They said they are traveling and going to doctors. Kathy had recently had an operation on her "trigger fingers" and is feeling much better.

Del Champion said he is looking for a job as Director of IT. If you are in need of having technical work done, he is a Certified Information Systems Security Professional. His contact information is located in our directory. Good luck Del!!!

Gayle Hale said retirement is tough...she is working harder than when she was in the office! This is a comment heard a lot by those who retire, but I believe I'll just keep working as I don't believe my schedule would be a full as hers if I stayed home.

Ted & Rita Anderson have a new great granddaughter named Brie! Congratulations! They also shared that they thought last Monday was the meeting...showed up and no one was there. Funny...sounds like something I would do!

Ed Chellino said he didn't have anything to report but did say that his radio was not working in his car. Radio repairer in the group?

Don & Marlene Hart were not able to be with us as they were celebrating their anniversary at the Biltmore Estate located near Asheville, North



Carolina...Congratulations on your anniversary friends!!!!

Rick Duff, a financial advisor, shared a quote: "Elevators are up, subways are down but envelopes are stationary." The thought that came to my mind was "no news is good news"....just saying. Thanks Rick!

Michael Greenwood joined our club Monday night. I believe Rick introduced him to the club and brought him to our last concours. Robert Kleiner helped him with application, name tag, etc. WELCOME MICHAEL!!!

Rachel Morrison joined us and said it was "great seeing everyone." It was great seeing her. She never seems to change...looks great in yellow!!!

Barry and Janet Morgan are going back and forth to Savannah working on Barry's family home. That keeps them busy for now but if you have to be going back and forth somewhere, Savannah is a good place to go!

Lew George said he is just getting older....the rest of us aren't, right?

Vinnie & Marsha Lauria joined us and he said he is "still breathing." Let's see older...breathing...well, one out of two for me, you?

#### THOUGHTS & PRAYERS

Don't forget to let me know if you or a member is ill, in need of our help or you feel they need a card to cheer them up just contact me at 770 355-5735 or email [sheilabrower@bellsouth.net](mailto:sheilabrower@bellsouth.net).

Bless you my friends!

Sheila Brower  
Health & Hospitality Director



### **Tech Session at Perma Finish**

A few AJS hardy souls went to a tech session at Perma Finish to hear about their products.



**Jaguar XE SV Project 8 is loudly  
barging into Monterey Car Week**  
**The insane supercharged XE will be at The  
Quail, A Motorsports Gathering**

*Lew George, AJS Newsletter Editor*

The famed Monterey Car Week is fast approaching, and Jaguar is taking advantage by bringing the XE SV Project 8 to the California coast to show off its craziest sedan to date.



Jag is displaying a pair of the 200-mph four-doors at The Quail, A Motorsports Gathering. One will be an American model, while the other is limited to sales outside the U.S. due to its carbon-fiber racing seats, four-point harnesses and harness-retention hoop in place of the rear seats.



We got a taste of the 592-hp super-sedan at the Goodwood Festival of Speed, but this will be the car's North American debut. Only 300 examples will be made, and all of them will be sporting extreme Michelin Sport Cup 2 tires and carbon-ceramic brakes to keep the supercharged beast in check.

Monterey is playing host to all sorts of wild and extravagant automobile events this year, so stay tuned to see what else is coming to Pebble Beach and Monterey Car Week.



**2018 Jaguar F-Type 2-liter first drive:**  
**Fewer cylinders but missing nothing**  
**4 more reasons to like the F-Type**

*Lew George, AJS Newsletter Editor*

When the new F-Type came out five years ago, it offered V6 and V8 engine options. Weirdly enough, we liked the six about as much as we liked the eight. The chassis is so refined and the body that covers it is one of the most stunning on the market now -- even in the highly competitive "stunning coupe and convertible" categories.

In case anyone's keeping track, the arrival of the four-cylinder means there are now 24 derivatives of F-Type. From the mighty and all-conquering 200-mph 575-hp supercharged V8 of the SVR all the way down to this, the (relatively) diminutive four-banger. But can you really call the four diminutive?



Jaguar promises it "... delivers the driving experience promised by the award-winning (160 awards so far in just five years!) design." The engine is 2.0 liters big and boosted with a turbocharger. But there's an awful lot more technology packed into it than just that. The single turbo spins on ultra-efficient ceramic ball bearings. It is a twin-scroll design, which greatly reduces back pressure for more efficient turbocharging and more immediate boost -- you get almost no turbo lag. The exhaust manifold itself is cast into the cylinder head for quicker warm-up and more efficient thermodynamic operation. It has direct injection right at the top middle of each cylinder.

The cylinder head itself is one of the things that gives this engine the Ingenium name. An electrohydraulic valvetrain, "...enables fully variable control of intake valve lift for optimum combustion efficiency, power and torque throughout the engine's operating range," according to Jaguar. Maybe someone's written a



book about the intake side of the valvetrain, but among its many talents is that it can not only infinitely vary the amount and duration of lift, it essentially replaces the throttle valve for engine load control' Suffice to say, you are getting the absolute most out of your two liters of displacement.



Thus configured the engine spins an eight-speed automatic and the rear wheels to launch the 2.0-liter, 3,360-pound F-Type to 60 mph in just 5.4 seconds and to a top speed of 155 mph.....Quite nice.

The powertrain resides in the F-Type's all-aluminum-all-the-time chassis that weighs 115 pounds less than the next-lightest V6, meaning the spring rates can be 4 percent less in front and 3 in the rear.



Slide into the four-cylinder F-Type's new die-cast magnesium-alloy Slimline seats (that are 17 pounds lighter) and you stare at Jaguar's new InControl Touch Pro pinch-to-zoom infotainment system' A push of a button brings the demi-beast to life and right away you notice... sound' Engine sound' It sounds like an engine, anyway' And it's being piped into... *the stereo system*' It's fake and it sounds fake' Maybe you can bribe an engineer back in Coventry to remove this Stuart Smalley engine affirmation -- but more than likely, you can't' It does not sound inspiring' And it's misleading because the four-cylinder really does provide enough power' But still, this one weighs a lot less than the larger-displacement models, so the

power-to-weight ratio -- 11.3 pounds per horsepower -- while not supercar territory is quick enough' That 5.4-second 0-60 feels strong, at least.

In corners, the 2-liter F-Type feels like more of a GT than a sports car, which will be fine with almost all owners' The V8 F-Types feel like well-controlled muscle cars and this one feels about like that, albeit with less muscle' The electric power steering is a little faster than preferred, but it's overall pleasantly fast enough for an afternoon behind the wheel.

## **AJS Members Market Place**



Set of 4 genuine Jaguar 18 inch x 8 inch Penta alloy wheels, Jaguar part number MNC6118AA, MSRP \$870 per wheel. These are used wheels that have been professionally refurbished to like new condition (silver paint with clear coat) and unused since. Center caps not included. These will fit 88-94 XJ6, 95-97 XJ6, and 98-2003 XJ8. Price for the set is \$1000.

Contact Randy Shaw, 770-475-2597 or [rpsga@outlook.com](mailto:rpsga@outlook.com)



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## Event Schedule for 2017

January –

February – 11<sup>th</sup> Valentine Brunch

March – TBD -Tech Session

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

May – 20<sup>th</sup> - Gibbs Gardens Day Trip

June – 25<sup>th</sup> - Pig Roast, Erlinda McCabe

July – 15<sup>th</sup> – Booth Museum

August – 27<sup>th</sup> – Lake Party

September – 29<sup>th</sup> – Pre-Concours Dinner  
30<sup>th</sup> – AJS Concours

October – 12-14 – JCNA Concours  
28<sup>th</sup> – Thyer's Halloween Party

November – 3-5 Hilton Head Concours  
11<sup>th</sup> – AJS Christmas Toy Drive

December – 10<sup>th</sup> – AJS Christmas Party



## Kartoon Korner



## Atlanta Jaguar Society

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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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