



THE MARQUE



AJS

Newsletter

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June, 2017

From the President

By JP Summers, President

Welcome to June. On the 25 of this month we have the Pig Roast at Earlinda McCabe's home. This event is always well attended; the food is wonderful and always accompanied by sparking conversation. See you there.

On July 15, we are planning a trip to the Booth Museum in Cartersville Ga. They are featuring an exhibit by Jacques Lowe. He was the photographer of the Kennedy family from 1958 through his early years in the White House. These photos helped create the image of Camelot.

We will all meet at the Museum around 11:00 am tour the exhibit and walk to downtown Cartersville for lunch. I love this museum and feel this will be a great outing for the club, so please come and enjoy the day with us.

Special cars bring big bucks. We spoke of Jaguar Heritage recreating the Lightweight E-Type. Well now an original Lightweight is coming up at auction. This particular car is just a bit more special than most and will soon be heading for Bonham's' auction during the 2017 Monterey Car Week this August.



First of all, only 12 original Lightweight E-Types were built originally. Jaguar has since built 6 continuation cars and each featured aluminum construction and a stripped-down cabin. This shaved off 250 pounds off the curb weight, from

what was already a light car, thus the term "Lightweight".

This particular car is chassis number S850664, ran the 24 Hours of Le Mans as the number 14 car. It was raced by Team Cunningham at the Road America 500 and the Bridgehampton 500 as well. Following retirement, it sat in the Cunningham Museum before trading hands with three different owners.

The 1963 Lightweight E-Type earned the nickname GTO Killer, which referenced the Ferrari GTO it competed against. While the GTO was quick in its own right, the Jaguar was



actually faster at most tracks where the cars competed.

It is extremely rare for one of these cars to come up for sale, although Bonham's did consign another example earlier this year. That lightweight E-Type was one of the best examples of the 12 original cars. How much did that car bring at auction? A cool \$7,370,000.



This automobile is expected to bring a similar amount thanks to its impressive pedigree. The auction will take place August 18, 2017 at Quail

Lodge in Carmel Valley, California.

My best to everyone. I will see you at the Pig Roast Sunday, June 25th and our monthly meeting the Monday after, June 26th.

The Best to everyone,
J.P.



Next monthly meeting

June 26th

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



E-Type V12 Parts Catalogue

As part of SNG Barratt's dedication to continually provide customers with the most comprehensive Jaguar parts catalogues on the market, we are proud to release a brand new E-Type V12 catalogue which contains both original equipment and new and up-rated parts for your V12 engine.

This comprehensive catalogue documents everything from engine, air / fuel delivery, clutch and gearbox propeller shaft and final drive, steering / suspension, road wheels, through to body panels, body fittings, electrical systems, lighting, heating / air conditioner, wash wipers, service items, as well as lubricants and cleaning products.

Featuring thousands of parts covered in 200 detailed illustrations, the 296 page full-colour catalogue is a complete resource guide for E-Type V12 lovers, enthusiasts and restorers.

Our catalogues are free with any order and customer registration is required. Otherwise you may be charged for postage. You can contact our sales team to order your catalogue today.

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**James Matthews Drives Waving Bride
Pippa Middleton To Wedding
Reception In Ultra Rare Priceless
Jaguar E-type Sports Car**

James Matthews drove new bride Pippa Middleton to their wedding reception in an ultra rare priceless Jaguar E-type sports car this afternoon. The newlyweds were caught on camera waving happily to fans and photographers as they sped off



as husband and wife. The happy couple was spotted leaving the venue on their maiden voyage as a married couple in a Jaguar E-Type vintage sports car. Pippa and James each raised an arm to greet cheering well-wishers, in a moment similar to that of her sister's in



2011.

The stunning vehicle - which is the first E-type ever to be made - was once driven on Top Gear by motorhead Jeremy Clarkson and is one the most desirable cars in existence. It was built in 1961 and it has been described as both "the most famous sports car in the world" and "an important piece of Britain's motoring heritage".

In the most informal part of their own royal wedding celebrations, Prince William and Kate Middleton also waved from Prince Charles's convertible Aston Martin while an RAF rescue



helicopter flew overhead. Kate and William's car was festooned with red, white and blue streamers tied to the bonnet, rosettes on the windscreen and an "L" learner plate on the front. Trailing from the back were heart-shaped balloons and others

bearing the initials “W” for William and “C” for Catherine, while a yellow rear number plate had been added that read: “JUST WED”.

Pippa's vehicle may have been less decorated - but the joyful energy was the same. Turning their heads to screams of 'Pippa! Pippa!', the newlyweds were all smiles as they drove off to start their new lives together. The couple was flanked by security guards in a vehicle behind, but other than that, it was just the two of them. With James behind the wheel, the loved-up pair drove off in the direction of Pippa's parents' £6million manor, where the reception is being held.



Silverstone Classic Preview: Jaguar XJ220 Celebration Parade

It's now 25 years since Jaguar's remarkable XJ220 burst on to the world's unsuspecting highways – a milestone that will be celebrated with a record-breaking track parade at this summer's Silverstone Classic.

When customer sales started in June 1992 the dramatically-styled, mid-engined, two-seater supercar – priced at a not inconsiderable £470,000 – was not only Jaguar's fastest ever production car, but also the fastest production car on earth, officially clocked at a then peerless 212.3mph. It was an outstanding achievement for what had started out as little more than a labor of love conceived on the sly by a dozen passionate Jaguar engineers working after hours in their spare time.



Nicknamed the “Saturday Club”, their numbers included the XJ220's designer Keith

Helfet, a young South African man who had arrived in the styling department at Jaguar via the Royal College of Art in London. He had been one of two in-house designers asked to submit secret proposals to Jim Randle, the company's then director of engineering. Randle, without the blessing of his superiors, was keen to create a Group B road racer to take on Ferrari's 288 GTO and Porsche's 959.

“Group B was very seductive,” explains Helfet, whose design was finally selected largely as it looked more like a classic Jaguar than a faceless racing prototype. “Jim's vision was that it would be brilliant if Jaguar, Porsche and Ferrari were competing against each other as they had done in the old days when events like Le Mans were reserved for racing versions of sports cars that customers actually could buy.

“To that end, Jim set up a small team of 12 volunteers from within Jaguar to meet on Saturday mornings, making it clear that we'd be sacked if we were caught working on the project in normal hours. You have to remember that back then the company was still in very much survival mode and couldn't afford to lose resource.”

Christened XJ220, partly as a nod to Jaguar's much-loved XK120 from the Fifties and partly with an estimated top speed in mind, the concept car was unveiled to incredible reviews at the Birmingham NEC motor show in October 1988.

“The reaction was absolutely astonishing,” recalls Helfet. “It was utterly unbelievable and took everyone by surprise. The following day



the 220 was on the front cover of every national newspaper except the Financial Times, where it was on page three. Later in the week, there were six-mile queues to get into the NEC. We were opposite the Ferrari stand and its new F40 was totally ignored.”

More importantly, perhaps, Jaguar was inundated with blank checks as more than 1,500 enthusiasts and speculators clamored to get their hands on one of these gorgeous show-stoppers - a response that forced Jaguar to grant approval for a limited production run of 350 road cars.

A dedicated Jaguar Sport joint venture was set up with the company's then competition partner, Tom Walkinshaw Racing (TWR), and soon afterwards a shiny new XJ220 factory was opened by HRH, The Princess of Wales in Bloxham near Banbury.

So far, so good... but there were dark clouds gathering on the horizon. The world was



heading into economic recession and many of those bowled over by the original prototype weren't quite so excited by the downgraded specification of the eventual production car. Although originally conceived to feature a V12 engine plus four-wheel-drive, the customer version came with a 3.5-litre twin-turbocharged V6 - albeit developing a sizable 542bhp - delivered to just the rear transaxle.

Many of those who had been falling over themselves in their attempts to queue-barge at the NEC ended up suing Jaguar to get their deposits back. In the end, when production ceased in 1994 with fewer than 300 cars built, Jaguar was left with 150 unwanted XJ220s, many of which were eventually sold off for less than half of their list price.

Helfet says: "To everyone's immense credit, the production car was really quite competent and it held the lap record at the Nürburgring Nordschliefe for more than a decade, but a turbo was never going to have the same visceral impact as a naturally aspirated V12," blaming the decision to adopt the V6, as well as the economic downturn, for the embarrassing sales of the XJ220.

"[Tom] Walkinshaw was desperate to use his own TWR-developed V6, and he could be quite



persuasive! But it was a big mistake which sadly backfired; the V12 would have been the right engine."

While understandably underwhelmed by the decision to go down the turbo route, Helfet was one of two Saturday Club members to stick with the project throughout and, even today, remains somewhat taken aback by the car's amazing legacy.

"The impact the 220 had was out of all proportion for what was an oddball project created by a dozen volunteers in their down time," he says. "It was a best-selling Scalextric model for years; it was Athena's top-selling car poster and has appeared on the cover of countless supercar books."

But, despite all that acclaim, the often undervalued Jaguar is only just starting to get the respect and recognition it perhaps deserves. Suggesting it's now on the cusp of greatness, prices are starting to rise but, even so, they remain a fraction of those commanded by supercars of a similar era and pedigree. While McLaren F1s and Ferrari F40s fetch many millions at auction, it's still possible to pick up a really good XJ220 for less than the original purchase price.

"It does seem the world is rediscovering the 220," enthuses Helfet, who will be joining the 25th birthday celebrations at the Silverstone Classic on Saturday July 29. "I believe the special anniversary parade at the Classic will be not only a very memorable occasion but also a significant turning point in the 220's turbulent history. There's still so much interest and goodwill in the car.

AJS Members Market Place

1987 Jaguar XJ6 Vanden Plas, 118,000 miles very good condition. Everything works, needs only minor work to complete the restoration. \$2950 firm. Will supply additional pictures upon request. Contact Sid at 770-713-6526.



After Market Brake Parts:

1. Aftermarket brake rotors (2 each) for FRONT brakes

Manufacturer: PILENGA (Italy)

Part number: V824

Fits Jaguar part number: C2C41250 (JLM20617)

Pair price: \$100

2. Aftermarket ceramic (low dust) brake pad set, for REAR calipers

Manufacturer: Centric Brakes

Part number: 10506881

Fits Jaguar part number: JLM21918 (JLM21220)

Set price: \$40

These parts fit many XJ6, XJ8, XJR, XK8, XKR models 1997-2006

Will not fit Brembo brake equipped cars.



Cont:



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Jaguar Wheels:

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\$275 for 5 wheels.

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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 – 15th – Booth Museum
TBD – Pool Party

August – TBD – Lake Party

September – 29th – Pre-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



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