



THE
MARQUE



AJS

Newsletter

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www.atlantajaguarsociety.org

Nov-Dec, 2017

From the President

By JP Summers, President

I hope everyone is doing well and enjoying the Fall weather. Sorry I had to leave the Concours early, but I understand it went well and everyone had a great time.

I thought I would mention some of our events. I think we all get a lot of bang for our \$55.00 yearly dues. If there are some events, you would like to add please bring them up at our monthly meeting.

September ... The Concours and Concours Party. Thanks again to Hennessy Jaguar and Range Rover for letting us use their facility and catering a wonderful lunch. Thanks again to the Anderson's for bravely allowing us into their home and hosting the party. Lastly, thanks also to Rick Duff for chairing the Concours and to everyone who pitched in to make it a success.

October ... Halloween at Alice and Dick's. The AJS had a wonderful meal and evening at the Thyer's. There was an endless supply of Halloween decorations throughout the house and it's a big house. Thanks again to Alice and Dick for a great time!

November... As a club, we have no event planned for this month. However, we will have our monthly meeting Monday evening November the 27th. New officers will be voted on at this meeting. If you don't want to be an officer or chair an event you might want to attend this meeting, just saying.

December... The 10th of the month is our Annual Christmas Party at the Roswell Country Club. You will be receiving a reservation form,

please return it as soon as possible. Also, please remember to bring a new toy for a child at Christmas. As a club we need to do something for our community. Please step up for the kids at Christmas. Please remember; there is a cutoff date involved with this function. No one can be added after this date per the Country Club. As a club we have a terrible flaw in that too many wait until the last minute to sign up for any event. This puts an unjust strain on the individuals in charge of the function. Its Christmas please give them a break.

Jaguar's Design Boss proposes a new XK model

Sports cars are great for making a statement but they don't often make good business sense. That's why you're seeing strange partnerships like the one between BMW and Toyota for the joint development of a new generation of their respective Supra and Z4 sports cars. Going it alone is just too risky, it seems.

Given this premise, it's not surprising that Jaguar chose not to renew its XK after the most recent model ceased production in 2014. The company already has the F-Type which tops out at approximately \$125,000. An XK would have to go into even higher territory, meaning sales are likely to be minuscule.



2014 XKR

That doesn't mean there isn't a desire within Jaguar to develop a new XK. The company's design boss, Ian Callum, said he was drawing up the design for the new XK but conceded nothing had been approved yet.

Interestingly, Callum revealed in an interview that the next generation XK had been designed but then the marketing team determined the car wasn't needed with the F-Type in the fleet, so development never proceeded. He said the original plan was that would be both an F-Type and an XK.

If any new XK is given the green light production isn't likely to start until 2021, which is about two years after a redesigned F-Type is expected to arrive. The cars would naturally share a platform, with the most likely option being an updated version of the current F-Type's underpinnings.

Pop News

Jaguars XF Sportbrake towed a skier 117 mph

I love a wagon especially a hot sport wagon and Jaguar has one. Wagons are very popular in Europe more so than SUVs. The Jaguar Sportbrake is capable of high speeds as one gentleman proved by being towed behind one on snow skis.

Graham Bell grabbed the tow strap affixed to the rear of a Jag Sport-Wagon. His goal was to set a new top speed record for an individual being towed on skis. Guinness World Records was brought in to verify the attempt.

It all happened in the Arctic Circle area of Arjeplog, Sweden. There on a snow and ice-covered test circuit, Bell set out to break the record of 47 mph. He did just that by screaming along with an average top speed of 117.48 mph.

The Sportbrake used puts out 380 horsepower and can run up to a limited top speed of 155 mph. Bell has room to give the record another go. Well, that's actually what he'd need more room, so the Jag could deliver more Guinness glory.

The rarest Jaguar ever made has been restored!

The XK 120 isn't necessarily the rarest vehicle built by a brand; over 12,000 were

produced between 1948 and 1954. Sought after? Sure, but there's one XK 120 that is 1 of 1 produced.

It's a XK 120 with a body by Pininfarina. It's first reappearance was at the Pebble Beach Concours d'Elegance. A restoration doesn't get more intense than this one. Classic Motor Cars of the U.K. undertook this project two years ago. The restoration included a full-body restore with a new front end, new rear quarter panels, inner arch panels, boot floor, sills and door skins. That's just the beginning.



XK 120 with a body by Pininfarina

Classic Motor Cars also repaired the entire chassis, re-trimmed the interior, rebuilt the engine to factory specifications, and refurbished the original suspension components. In total, over 6000 hours of work went into the restoration. A lot of the time spent was used to remake obsolete components. As an example, the rear window and the window surround were 3D scanned and recreated with data to fit the lines Pininfarina drew decades ago. The same can be said for the chrome work, 80 percent of it was recreated.

The car itself has a spotted history with gaps that leave few clues as to where the car ended up, but Classic Motor Cars purchased the project car in the U.S. in 2015.



JAGUAR SOCIETY MEMBERS

All you need to know and more!

By Sheila Brower, Health & Hospitality Director

OCTOBER

Rita Anderson

Dick and Johnny Preston couldn't stop smiling all evening. Their son David has the new title of Lt. Colonel and has been assigned to the Pentagon. They are so proud of their son, as well they should be. Achievements must run in the family because their grandson Robbie just

passed the necessary tests to receive his orange belt in Tae Kwando. The good news just keeps coming from the Preston family.

Congratulations are in order for our President J.P. Summers and his wife Jennie. They just celebrated their 28th wedding anniversary. Here's to 28 more happy years. We all will look forward to a BIG PARTY ON YOUR 30TH.

Gayle Hale has found her way to fulfillment since retiring. She has enrolled in taking piano lessons as well as taking some computer courses at the Dorothy Brown Senior Center. Gayle played the piano in years gone past but unfortunately, life got in the way and she wasn't able to practice and keep at it, so now she has the time. We are all waiting to attend her first recital. I imagine she will run into Marlene Hart at the Center because Marlene got in the art class she wanted and it is on one of the same days that Gayle will be there.

Alan and Dabney Talbott ALMOST attended the christening of their new great grandchild Copeland in North Carolina. They drove the four hours to get there, checked in to the hotel, had a lovely evening, and then Dabney began to notice she wasn't feeling the greatest and knew it was time for her medication. Well guess what???? She looked in her luggage, drawers, did the forever search, only to discover she had forgotten every single bit of necessary medications. As calm as he always is, Alan said "let's go home" so at 4:00am they checked out of the hotel and headed back to Atlanta. Now we know the meaning of the old adage "some good intentions often go astray". Dabney was so very disappointed, but it will certainly be a good story to tell Copeland when she grows up.

Fran McNair is another member of the Club that reached a significant milestone. She received a certificate denoting her completion of 50 years for AARP Safety Smart Driving. That is why she can drive her Jag down the highway with her head held high. She knows how to avoid the crazies out there.

Robert Kleiner has been batching it for two weeks. Yera is in California taking care of her brother who had surgery. We know Robert will be happy to drive to the airport to pick her up no matter how far it is to Hartsfield.

Rick Duff is well on the way to getting the Concours plans together. He has collected some very good door prizes and urges everyone else to try to secure a prize or two so our Concours will be the best ever. Rick said we are up to 15 cars to date that have been entered and he is looking forward to having 20-25 cars in the showing. So get with it guys and gals. Enter your car and let us see what you have been keeping in your garages.

Alice Thyer wishes to thank the person that brought flowers to the Halloween Party!

Sheila and Paul Brower are still in Hawaii. Boo Hoo! Somebody has to be there, don't they? Looking forward to their return.

That's all the news this month. See you at the Anderson's for the Pre-Concours party on Friday night, October 6th at 7:00pm.

NOVEMBER

Bless you my friends!

Sheila Brower
Health & Hospitality Director



2017 AJS Halloween Party

Looks like all had a great time! Sorry I missed it! (ED)





New Jaguar XK: Design Boss Wants 2+2 GT To Return

Lew George, AJS Newsletter Editor

Ian Callum wants Jaguar to develop a new model to sit alongside next-generation F-Type, and confirms design work has begun

A Jaguar 2+2 GT is back on the cards, and would sit alongside the brand's next-generation F-Type if it makes production.

Jaguar design director Ian Callum told Autocar at Pebble Beach: "I want a two-seater [the F-Type] and a 2+2. We're working on something now. There's nothing approved, but we instigate in design – that's what we do."

Discussing the idea further at the Frankfurt motor show last month, Callum said he believed Jaguar could add an XK-like model to its range and would "like to get back to both". To that end, Callum has some "quite different ideas as to how to carry four people quickly around the world" with their luggage, suggesting if the XK were reborn, it would be as a true four-seat sporting grand tourer. The XK was discontinued in 2014 due to flagging sales. "The XK being dropped was much to my frustration," said Callum.

If a new 2+2 gets the go-ahead, it would be built alongside the next-generation F-Type at Jaguar's Castle Bromwich plant. The car would use an updated version of the F-Type platform (which itself is a modified version of the original XK platform) and adopt Jaguar's Ingenium engines. These would include the entry-level four-cylinder 2.0-litre turbocharged petrol unit with 296bhp and the upcoming straight-six powertrains in various states of tune. The latter engines would replace the Ford-sourced V6s, as found in the current F-Type.



The model, which would not be introduced until at least 2021, would get hot iterations including an R and the range-topping SVR. The F-Type SVR uses a 5.0-litre V8 with 572bhp that hits 0-62mph in 3.7sec, although the extra weight of a four-seater would increase this time slightly.

Development of the second-generation F-Type, expected in 2019, is also under way, confirmed Callum.

He described the sports car market as "a fickle one" and said: "On the whole, market share is dropping all the time. That's why we keep to the high end with our sports cars."

When asked whether Jaguar would consider a partnership to make its sports cars more viable, in a similar way to BMW and Toyota with its respective Z4 and Supra models, Callum said: "I had a few ideas about partnerships but they didn't happen. Partnerships are the answer, I think. But we will be doing our own thing with the F-Type."

Callum added that the F-Type is fundamental to Jaguar. "It's the heart of the brand. I regularly have the conversation about how Jag needs a sports car. I mean, if it wasn't making money – and it does, by the way – it's what it's doing for the brand that matters. It's aspirational." While Callum's hopes for an XK replacement continue, Jaguar did in fact design a next-generation XK that would be on sale now –

had the success of the F-Type in the eyes of the marketing department not killed it.

Callum confirmed that having both an F-Type and an XK in the Jaguar range was “always the plan”. He added: “The F-Type was never meant to kill the XK.”

However, with design work on the XK complete, and the F-Type launched in 2013, Callum said marketers at Jaguar believed the XK was no longer needed. The F-Type, they thought, filled the role of a sporting, performance Jaguar in the range and engineering work on the XK never commenced.



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AJS Concours d'Elegance 2017

Lew George, AJS Newsletter Editor

DINNER



2017 AJS CONCOURS d' ELEGANCE SCORE SHEET 2017

	NAME	Score	Place	Car Entered
Class 5	James Strickland	100	1 st	1961 E-Type
	Phil Slough	99.5	2 nd	1965 E-Type
Class 9	Erlinda McCabe	95	1 st	1961 Mark II
Class 12	Dick Thyer	100	1 st	1987 XJ6
	Ray/Marlene Fry	98.75	2 nd	1985 XJ6
Class 13	Alan/Dabney Talbott	95.75	1 st	1997 XJ6 VDP
Class 16	Barry/Janet Morgan	100	1 st	2004 XJR
Class 17	Don/Marlene Hart	98	1 st	2011 XJL
Class 18	Ed Chellino	99	1 st	1997 XK8
	Fran McNair	98.75	2 nd	2005 XKR
	Doug McDougal	98.5	3 rd	1997 XK8
	Ted/Rita Anderson	98.25		2002 XK8
	Billie Leonard	98.25		2002 XKR
	Paul Bowers	98		1997 XK8
Class 19	Michael Greenwood	97	1 st	2007 XK
Class 20	Larry Walton	99	1 st	2005 S-Type
Class 22	Lew George	100	1 st	2012 XF
Class 25	Richard Sims	100	1 st	2017 F-Type

BEST IN SHOW James Strickland 1961 E-Type

Hello fellow AJS members and car enthusiasts! Rick Duff here.....

I wanted to give everyone an update as to the 2017 Concours D'Elegance. In my opinion, it was a great turnout and people had a very enjoyable time and the donations were very good this year.

A top donated gift was Marlene Hart's original painting of a ship that Fran won. The club donated some very special gifts which included a silver tray with marble inlay cheese platter. This year we gave wonderful Waterford glass bowls as first place prizes. The second place prizes were set of four Manhattan highball glasses and third place was special custom "Jaguar Mug". The gifts were elegant and a good thing to use for entertainment. I want to thank everyone who donated.

The top car in the show went to James Strickland's E-type with an unbelievable 006 registration number. James received one of the very few 100 scores ever given by our extraordinarily stingy judges so this was special indeed.

I want to thank the judges who really help make the event, the event it has become. The judges had a hard time with some very close decisions. Paul was the chief judge again this year. He came all the way back from Hawaii to participate. His team consisted of Barry, Wayne, Ed, Dick, Ted and Ray.

I wanted to thank the ladies behind the table who were a really big help. That was Judy, Fran and Marlene. JP answered my many questions and he and Alan and Ray helped with determining the appropriate classes and were instrumental in grouping the cars in the right class. Special thanks to Lew for taking the pictures and getting the word out. We want to give a very special thank you to Ted and Rita to allow us to invade their lovely home for the Friday party. Once you secure a place for the party, everything else falls into place. It certainly is a beautiful home and thanks again.

This was my last year heading up the Concours. I look forward to being Activity director and can always use your help with an idea. I hope I did not forget anyone but my special thanks for all the participants

CONCOURS SHOW









James Strickland and Billie Leonard celebrate James's 1967 silver blue XKE winning Best of Show at Festivals of Speed at Avalon on Oct 22nd. There were 150 exotic and classic cars present.



The Earliest Known British Automobile Was Built For Breaking The Law

Lew George, from Hemmings Daily

Not intentionally, of course, but the brothers Santler couldn't help but break existing British road laws when they first ventured out in the little car they called "Malvernian." Still, they had to give it a shot and in the process may have become the first automobile manufacturers in Great Britain in a car that will next month head to auction.



To be clear, self-propelled road locomotives plied the country's roads well before Charles and Walter Santler decided they wanted to build their own personal horseless carriage. Typically gargantuan and slow, the steam-powered locomotives either worked local farms or served as stages, hauling a dozen or more passengers at a time. Their proliferation in the 1820s and 1830s not only caused traffic problems, but also

led to the passage of the infamous Locomotive Acts starting in 1861.

Like many entrepreneurs, Charles and Walter Santler decided to bend the rules a little bit in 1887. Nothing prevented the brothers — both engineers in their father's steam-engine business in Malvern, Worcestershire - from installing a triple-expansion steam engine in an atypically small handbuilt steel frame. Where they ran afoul of the existing Highways and Locomotives (Amended) Act of 1878 (in addition to the lack of a man walking ahead of their carriage with a red flag) was in deciding to put a two-place bench seat atop the frame: The law required a three-man crew.

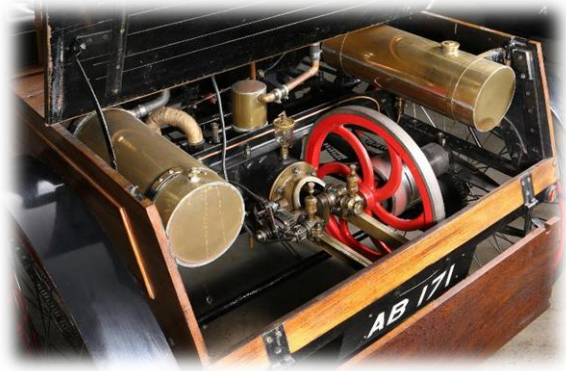


According to the Bonhams description of the Santler carriage, after a few spins around town in 1889, the Santlers shelved the idea, probably repurposed the steam engine, and didn't touch the horseless carriage chassis again until 1891 or 1892, when they installed a coal gas engine, then, later, a small single-cylinder gasoline engine.

After the Locomotives and Highways Act of 1896 essentially repealed the earlier, more restrictive Locomotive Acts and spurred on the automobile industry in Great Britain, the Santlers continued with their horseless carriage experiments and even went into limited automobile production in the mid-1910s. Throughout that time, Charles Santler kept the old Malvernia around, trotting it out once a decade or so for some event or another.

Certainly due to its unique status successive owners struggled with the car's narrative. Early documentation of the car was lost in a bombing raid in World War II; its owner in the 1950s installed a Benz 3.5-hp water-cooled single-cylinder engine, which remains with the car; and nobody appeared willing to deep-dive into the

car's history until Dr. Alan Sutton bought it in 1985 and documented the car's entire history.



Since then, Sutton registered the Malvernia - since rechristened the Santler - for the road, finally making it street legal 100 years after its construction, and entered it in the London-to-Brighton Veteran Car Run multiple times. It has yet another trip to the coast scheduled for this year's run, the same weekend Bonhams intends to sell it at the auction house's annual car run sale in London.



Jaguar Concours At Lake Lanier

By Doug McDougal

Jonny & I had a beautiful day to walk the Concours and see some beautiful cars. Philip Carrol was one of the Masters of Ceremony.

Saw Dick Thyer negotiate for a 1932 Jaguar (\$300,000 was the final price) don't know if Alice will loan him the money!

Assorted photos attached which do not do justice to the quality of these automobiles. The one photo of me standing beside the 1969 XKE 2+2 is for my wife who has never forgiven me for selling her car (she was pregnant so we traded it for a Volvo wagon)!

Doug







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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

August – 26th – Lake Party

September –

October – 6th – Pre-Concours Dinner
7th – AJS Concours
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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