



THE
MARQUE



AJS

Newsletter

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November/December, 2018

From the President

By Judy Scarborough, President

WOMEN IN THE AUTO INDUSTRY #8 MARY BARRA

When she was 18, Mary Barra went to work at General Motors to help pay for her college tuition. She inspected hoods and fender panels. Today, as the Chief Executive Officer of GM, she is the first female CEO of a major global automaker.

Now 53 years old, she has been on the cover of Time's "100 Most Influential People in the World" issue, managed the entire Detroit/Hamtramck Assembly plant, and placed second on Fortune magazine's list of the 50 most powerful women in business.

In addition to working and raising a family, Mary is a member of the Stanford Graduate School of Business Advisory Council, a member of the Board of Trustees for the Detroit Country Day School, and has raised millions of dollars by chairing various charitable functions.



The past six weeks have included two great activities for AJS. First was the tech session at Fran McNair's garage. About 20 members attended and enjoyed coffee, donuts, and mimosas while Ivan Ruiz addressed the problems with Fran's E-type. After the session most of the group lunched at nearby Abbott's Grill. Thanks to Dick Preston, our tech session director, for planning the day, and to Fran for

generously offering her garage for the session and to Ivan for leading the session.

Our second big activity (actually two activities) was the Pre-Concours Party, again at Fran McNair's beautiful house, and the Concours, which was held at Skip Smith's business in Marietta. Twenty cars were judged and a catered lunch was served. Many thanks to Skip for making his facility available, and kudos to Ray Fry, our concours director, for a job well done!

November will bring our election of officers, and this year we have a few positions to fill. If anyone would like to serve on the board, please consider volunteering for membership chairman or activities chairman. The activities committee could be two or three people, so if you and a friend have some ideas for day trips, or overnight trips, please let me know.

December 9th will be our annual Christmas Dinner Dance at Country Club of Roswell. More information will be sent out soon

AJS is a very social club, so join in the fun!



JAGUAR SOCIETY MEMBERS

All you need to know and more!

By Sheila Brower, Health & Hospitality Director

AUGUST - Joel & Maryanne Blackford are going camping for Thanksgiving and to the Gulf....sounds like fun to me. Just get away and relax...that is something to be thankful for, don't you all think?

- Ed Chellino spotted a new Jaguar in a parking lot the other day and took the opportunity to put an AJS membership recruitment brochure under the windshield wiper. A few days later he parked his Jaguar E-type next to the same car in another parking lot. When he returned, there was something under HIS windshield wiper. Yep, same membership brochure. Maybe that's why he's agreed to be our next Membership Director.

- Walter (Walt) Brookbank joined us and he is looking forward to receiving his name badge now that he has joined us. Welcome Walt!

- Dawn Bennett was with us to hear what Steve Unti has to say about the E Series, which is the car that brought her to us. She is a new member of ours too! Welcome Dawn!

- We also have two "returning members:" Skip and Wanda Smith and Linda Frost, WELCOME BACK FRIENDS!!!! And thanks again for hosting the Concours, it was terrific.

- Rachel Morrison gave me the following:
To: Atlanta Jaguar Society,
Please accept my resignation. As of November 1st, I will no longer be serving. I will be moving to Tuscaloosa/Gulf Shores, Alabama. Thank you for your confidence in allowing me to serve. I have enjoyed my association with the group over the years. Thank you for your encouragement.

Sincerely,
Rachel Morrison

In talking to Rachel, it is great news to say she is getting married November 11th and we can only wish her the best. Hopefully, she can bring her future to our Christmas Party or at least to one of our meetings in the future. Best wishes our friend for a wonderful life!!

- AND SPEAKING OF MORE EXCITING NEWS! Our President, Judy Scarborough is engaged! This was announced with Fran bringing out a wonderful cake with candles at our meeting. Judy has a wonderful ring and Joe, her finance', is also very excited. Many of you have met him as he has been with her to a number of functions. The last was at the Concourse Party at Fran's house. Their wedding date is set for June 1, 2019. Exciting news!!!!

THOUGHTS & PRAYERS:

-Please remember Ted Anderson. I mentioned above that he will have hip replacement surgery on October 15th. The surgery had to be rescheduled due to blood pressure issues. He is now scheduled for November 1st so please remember him.

- Jim Spencer had his surgery and is doing better every day!

- Lew George fell and injured his neck and upper spine. He spent a few days in the hospital, but is now home recuperating.

- Continue to remember Alice and Dick Thyer. It is my understanding she is in rehab and progressing slowly.

- Also keep Ken & Irene Carr in your prayers.

Please let me know other members who need us, those who are ill in the hospital or ones that I can send a note letting them know we are thinking of them. Contact me anytime either by phone 770 355-5735 or email sheilabrower@bellsouth.net. Thank you Marlene Hart for keeping everyone informed of the status of the health of some of our members!!

Thanks and bless you my friends!

Sheila Brower
Director, Health & Hospitality



AJS 2018 Concours d'Elegance

By Ray Fry, Concours Director

On Sunday October 14 we had our annual Concours d'Elegance. This marked the 41st time that AJS has presented this signature event. It was a warm, sunny autumn day which was perfect for showcasing our beloved Jaguars. On display was a dazzling array of some of the finest British iron covering a period of 64 years! Starting with the iconic XK-120, we had twelve different marques and a total of 23 cars – our largest turn out in five years. Competition was particularly tough in Class 4 with three immaculate Series I-XKE's; Class 8 with three 1960's era MK II/ Daimler small sedans; and in

Class 17 which included seven beautifully prepared XK8/XKR's. In all we had eleven cars over 30 years old on display. I love to see the older Jaguars at our events with their unique and classic styling. Also on display were plenty of the newer, more modern Jags with their high technology and performance. A list of all participants and scores follows this article.

The event this year was held for the first time at the Classic AutoSmith facility in Marietta. This location proved to be an ideal venue for displaying our Jags. It also offered our members the additional opportunity to view over 100 other fine and rare cars that are either in storage there, or have been restored and are for sale.

Of course this special weekend started with the traditional pre-Concours party on Saturday night. This tradition started for AJ's in the seventies, but has its roots much further back in Europe during the fifties and sixties. When a show was announced people would sometimes have to travel a long distance, so a dinner in someone's home helped to get everyone acquainted. It's still a great tradition for us to all get together for fun, food and fellowship before the next day's show. This year's party was hosted by Fran McNair. We had a great turnout in a lovely home with excellent food and wonderful camaraderie. Hosting a party of this size is no small undertaking, and Fran did a remarkable job making this one of the club's best events of the year!

I would like to thank all those who helped make this fun event possible. I appreciate those who helped judge the cars, and particularly Paul Brower who coordinated and oversaw the judging. That's a tough job and he handles it well. Thanks to Marilyn Fry for helping me with organization and paperwork. Registration of entrants and tabulation of scores were expertly handled by Marilyn, Marlene Hart and Fran McNair. As usual Sheila Brower sold a boatload of raffle tickets which helps this club financially. Also thanks to those who donated items for the raffle. JP Summers, Alan Talbot and Paul Brower were there early to help me set up the site and to direct cars to their appropriate parking spaces. A special thanks to Skip and Wanda Smith for not only providing us the use of Classic AutoSmith, but also for the generosity of their time and physical efforts in helping us

prepare, set up and clean up the facility for our Concours.

2018 Concours d'Elegance Results

<u>Class #</u>	<u>Model</u>	<u>Owner</u>	<u>Score</u>	<u>Place</u>
1	1954 XK120 OTS	Maryanne and Joel Blackford	87.00	3rd
4	1961 XKE S-I	James Strickland	99.80	1st
	1965 XKE S-I	Phil Slough	99.50	2nd
	1967 XKE S-I	Craig Gustin	98.50	3rd
8	1960 MK II	Don and Marlene Hart	99.30	1st
	1967 MK II	Craig Gustin	98.30	2nd
	1963 Daimler 2.5	Wanda Smith	96.90	3rd
11	1985 XJ6 S-III	Ray Fry	98.00	1st
13	1985 XJS-R	Vinnie Lauria	97.00	1st
14	1997 XJ6 VDP	Alan and Dabney Talbott	89.80	2nd
16	2017 XJL	Barry and Janet Morgan	99.70	1st
17	2001 XKR	Judy Scarborough	99.70	1st
	2003 XKR	Del Champion	99.50	2nd
	2002 XKR	James Strickland	98.20	3rd
	1997 XK8	Paul and Sheila Brower	96.40	HM
	2005 XKR	Fran McNair	95.50	HM
	1997 XK8	Ed Chillino	95.20	HM
	1997 XK8	Doug McDougal	95.20	HM
19	2005 S-Type R	Larry Walton	98.10	1st
20	2006 X-Type Wagon	Wayne Harris	99.40	1st
21	2012 XF	Lew George	99.90	1st

Peoples Choice Award **Phil Slough, 1961 XKE S-1**







For Sale

Covercraft custom fit car cover with mirror pockets, new in box, never used, for 2012 XJL and similar. Material is WEATHERSHIELD HP and taupe in color. Covercraft part number C17367PT. List \$458 sell \$240. Contact Randy Shaw 770-475-2597 or rpsga@outlook.com.

Unobtainium: Jaguar XJ13

Submitted by Edward Chellino

Jaguar was a real force to be reckoned with in the 1950's, building success after success on the back of an advanced twin-cam straight-six developed by engineers in between factory fire watch shifts during the height of Nazi bombing campaigns. Fitted to 1948's XK120, the resultant XK6 made for one of the world's first true super-performance cars, itself the basis for the 1951 and '53 Le Mans-winning C-Type. That car's follow-up D-Type clinched three further, consecutive wins at Le Mans for 1955, '56 and '57, setting the stage for some of the most competitive and exciting endurance racing ever seen.

That same six would again play a central role in one of Jaguar's most well-loved and beautiful racing machines, whose reputation has grown to legend despite it never having had the opportunity to prove itself in competition. The unlucky XJ13 utilized a new 5.0 liter four-cam V12 that was in essence two XK6's joined on a common crankshaft, and though no single of a series of sad events can be blamed for the promising aluminum beast's lack of competition pedigree, its massive—and nearly terminal—1971 crash at MIRA certainly didn't help. Only one was built, now residing at the British Motor Museum, and it's definitely not for sale.



Development began in the early 1960's under Jaguar's incredibly accomplished Technical Director (for both road and race cars) Bill Heynes, with construction starting in 1965 and culminating shortly before the car's first run in March of 1966. Aluminum bodywork was from the drawing board of the similarly gifted and prolific Malcom Sayer, who utilized techniques honed during time spent at the Bristol Aeroplane

Company, as well as working on Jaguar Types C, D & E.



Measuring in at 189" long with a 95" wheelbase, 71" width and 39" height, the sinuous and stunning XJ13 tipped the scales at a lithe 2,200 pounds. Recognizing the need for an experienced development driver, Heynes initially offered the task to Jack Brabham, though the job ultimately landed in the lap of David Hobbs, who by the end of the 1960's was considered by the FIA to be one of the world's best 27 drivers.



Testing ensued at the historic MIRA Proving Grounds in the English Midlands, where Hobbs and the car set an unofficial closed-lap record that stood for more than three decades. The '13 showed great promise, yet development moved slowly while a lion's share of available resources were earmarked for the impending XJ6 road car, which Heynes considered to be of greater importance to Jaguar's long term viability than another Le Mans victory.



What could be considered the final blow against the XJ13's nascent competition career came in late 1967, in the form of revised FIA regulations limiting prototype engine displacement to a maximum of 3.0 liters—roughly 2000cc less than the existing 5.0 liter V12 the car was designed around.



Said engine could be broadly compared to two XK6 cylinder heads mounted to a custom 60° sand cast aluminum block with flanged iron cylinder liners. First assembled in 1964, the new V12 displaced 4994cc by way of 87mm x 70mm bore and stroke, and was initially tested with six SU carbs under the bonnet of a Mark X saloon—what a ride that must've been.



Soon switching to mechanical fuel injection and running as an integral, structural part of the XJ13's chassis, the complex, 503 HP V12 and its 5-speed ZF transaxle acted as the sole support structure aft of the rear bulkhead, to which suspension was directly mounted.

Despite never having met its potential as a racer, the car and in particular its engine played a central role in the development of Jaguar's 5.3 liter SOHC V12 first seen in the Series 3 E-Type and XJ12 in 1971 and '72, respectively. Above, the XJ13 poses with (from the foreground back) a C-Type, D-Type, and XJ220.

Keen to capitalize on the new production 12 cylinder's connection with the XJ13, the marque

returned to MIRA for a 1971 promo video and photo shoot, this time with chief test driver Norman Dewis at the wheel. The above image is one of the very last depicting the car in its original, unrestored form.



Reports vary on what happened next—some claim that the car was suffering a damaged wheel or perhaps suspension component(s), and that Dewis was forewarned by Heynes to take it easy, while others float the idea that a tire suddenly burst, possibly at speeds as high as 180+ MPH, sending the car careening out of control. It is known, however, that Dewis felt the crash coming, and in an incredible moment of clarity, simultaneously switched off the ignition and fuel while hurtling himself under the dash for shelter—unharmful, he fortunately lived to tell the tale.



The car was in a much worse state of affairs, but was eventually rebuilt with the aid many jigs used in its original construction. More recently in 2002 the XJ13 is said to have “fallen off of a high curb,” resulting in a cracked sump and engine block, as well as the decision to restore the car once more, albeit to a much more thorough, turnkey standard. It's since made demonstration appearances at a small handful of very special vintage events, including the Goodwood Revival, and just in time for its 50th anniversary, the Le Mans Classic in 2016.



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Event Schedule for 2018

- January –
- February – 10th - Valentine Brunch
23rd – 25th – Boca Raton Concours
d'Elegance
- March – 8-11 – Amelia Island Concours
17th - St. Patrick's Day party
- April – 27-29 – Walter Mitty Road Atlanta
- May –
- June – 10th - British Motorcar Day
16th - Pig Roast, Erlinda McCabe
- July –
- August – 25th – Lake Party
- September – 8th Atlanta British Car Fayre
22nd AJS Tech Session
- October – 13th – AJS Concours Dinner
14th – AJS Concours d'Elegance
- November – 3rd -5th - Hilton Head Concours
- December – 9th – AJS Christmas Party



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

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