



THE  
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AJS

Newsletter

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August-September, 2019

## AJS 2019 Concours d'Elegance

By Ray Fry, Concours Director

Fall is my favorite time of the year – footballs are flying, the Braves will be in pennant race and most importantly, AJS will be holding its 42<sup>nd</sup> Annual Concours d'Elegance! This is the one time during the year when we all can gather in one spot and have the opportunity to see members and their beautiful Jaguars that we don't see on a regular basis. This Year's event will take place on Sunday, October 13 at the Classic AutoSmith facility located at 1819 Lower Roswell Road, Marietta, GA 30068. We held the event at this facility for the first time last year and it 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 on display there. Skip and Wanda Smith were gracious hosts and we look forward to working with them again this year.

Registration will run from 10:00 to 11:30AM; lunch will start at Noon; and judging will commence at 1:30PM. After the completion of judging, trophies will be presented for all competing classes as well as the "People Choice". In addition to the regular judged classes, we will also continue with our Touring Class. This class allows owners to enter without being judged under normal Concours rules. Some members may prefer not to enter their car in a judged class; or have older, unrestored or "rough" cars that may not be Concours ready, but would be a delight for our members to see and experience. We definitely would appreciate having a many cars on display as possible.

Lunch will be provided by Williamson Bros Bar-B-Q who catered the event last year and was greatly enjoyed by all our members. The cost is \$13 per person. Included in this newsletter is the Registration Form, the Concours Classes, a sample judging sheet and judging guidelines. I need to strongly impress upon everyone the importance of registering as early as possible. This is essential in helping me to not only prepare all the details for this event but to also minimize our club's expenses. This is one of the most expensive projects we undertake as a club. We have to purchase trophies in advance and we need to determine the number of lunches to order. Mail your completed registration form to me at the address on the form. If you have any questions or would like to be a Concours judge, please call me. Remember to bring chairs, coolers or any other items you may need during the afternoon.

Please come enjoy the lunch, the fellowship of the club; and savor the beauty of our beloved Jags. So get off the couch, shine up your car (this is the perfect excuse for giving your Cat, at least, a once a year thorough cleaning). It will be a great way to spend a Sunday afternoon. I look forward to hearing from you soon, and seeing you and your Jag on Sunday October 13<sup>th</sup>.



### JAGUAR SOCIETY MEMBERS

All you need to know and more!

*By Sheila Brower, Health & Hospitality Director*

- First of all, what a great attendance! Our speaker, Don Arsenault, did a great job talking about all of the cars he has owned. He also

mentioned the fact that he and his beautiful wife have been married 60 years...what an accomplishment!!!

Don & Marlene Hart said they will be celebrating their anniversary at the Highlands...Marlene would not tell what year. I can relate to that as I don't give out too much information like that either...TMI. Only women can relate. Don said he was having a stress test on the 30<sup>th</sup> and we definitely pray that all that went well...I'll let you know if I hear anything from the test.

Glenn & Kathy Michalski were in attendance, and it was great to see them after so long. They have been on a long trip and had just returned. They went to Europe, took a trip to Amsterdam for several days then did a Rhine River Cruise and went from there to Switzerland! They both have had some health issues, and we will continue to keep them in our prayers as with every member as we are all at the point where we can't take our health for granted.

Robert Kleiner was with us and said Yera had just returned from a trip to Bhutan, which she said was the best trip...she loved every minute of it. Hope you can come and see us with Robert next time. It would be great to see you too.

Ted and Rita Anderson said they will be going to a family reunion in Minneapolis next weekend. Ted also shared that they have a new great granddaughter, Eloise Fox! Congratulations and be safe on your trip to your family reunion!

Alan and Dabney Talbott were in attendance and Alan said he was going to take a casino run to Cherokee in NC in January...nothing like planning ahead.

Randy Shaw has a car for sale. It is a 2004 Jaguar XJ8, 46,000 miles. For details and photos go to Craigslist or call him at 770 475-2597. Good luck Randy.

Wayne & Malinda Harris were with us, and Wayne said they will have their grandsons all next week. They have also been babysitting their great granddaughter this week. Good for you two for taking on the challenge ...Paul always says he likes the fact grandkids come with tail

lights (he does love them), so having them for a week at a time is great.

Dick & Johnnie Preston went to Fort Drum in Watertown, NY, to visit their son, Lt. Col. David, who had just returned from an Army assignment in Afghanistan. They were able to visit with him, his wife and their 7-year old grandson.

Don Arsenault brought us a message from Tony & Gerre. They said they would be back around Labor Day and that they are having a great time to the Jersey Shore.

Larry and Deb Walton were with us and it was good to see them since we haven't seen them in a long time.

Lew George has had a rough time recently! He came down with a bacterial infection and blamed it on a summer cold, so he ignored it until it was almost too late. Luckily some strong meds brought him back to reality. Short time later he lost his beloved kitty of 15+ years to a battle with cancer. Then on the record setting hottest day of the summer his AC quit working. Fortunately a good neighbor had a small window AC squirreled away so he could sleep cool at night. Whole house HVAC had to be replaced. It was 30 years old and never had to have any service issues. I guess that's the lucky part.

Doug and Becky McDougal are going on an 8-day cruise with the American Cruise Line. They will be on the Columbia River with the cruise starting in Portland and ending up east of there. Sounds like fun and type of cruise to go on...as long as land can be seen, it is a good cruise.

Paul and Sheila Brower are headed to Denver for an Association of Real Estate Licenses Law Officials (ARELLO) meeting from the 18<sup>th</sup> to 27<sup>th</sup>. Our plans were to be gone September 2-7 in Point Vedra, FL for a Georgia Association of REALTORS Conference, but obviously a hurricane cancelled those plans.

Dick Thyer's daughter Cathy, her husband John, and their dog Quincy came to visit from Toronto for 2 weeks. While walking on the front porch everyone got attacked by a swarm of bees that had nested under one of the wicker chairs.

It was so bad that Cathy was rushed to the emergency room, and the dog to the vets. Later they sprayed the bees' nest and checked the remaining furniture for other nests.

**THOUGHTS & 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](mailto:sheilabrower@bellsouth.net)

Thanks and bless you my friends!

Sheila Brower  
Director, Health & Hospitality



**Next monthly meeting**  
**September 30<sup>th</sup>**  
**Aldo's, 6690 Roswell Rd NE**  
**Social hour- 6:00 pm, Dinner-7:00 PM**



**Frasier Dante Tour**  
**& Tech Session**







# AJS 2019 Lake Party







## World's Largest Collection Of British Cars Closes After Museum Founder Dies

The question of which assemblage of vehicles from Old Blighty warrants the title of world's largest British car collection may now be a moot point with the closing of the British Car Museum in Te Awanga, New Zealand, following the death of the museum's founder, Ian Hope.

Twenty-four years ago, Hope – a mechanic by trade – founded the museum with 36 cars in a grocery-store-turned-garage in the tiny town right on Hawke's Bay on the country's North Island. Of those 36 cars, half of them were Morris Minors, and most of those Minors he obtained from relatives, including his first, which he bought from his aunt and uncle to restore for a great-nephew.



Within a few years, his collection – all British cars and trucks, most of them sourced from the vicinity – grew so large that he bought a larger facility, this one a former kiwi fruit processing plant just outside of Te Awanga. As the collection has grown, Hope has maintained a focus on Minors, with examples of just about everybody style numbering 70 or so. According to the museum's website, that's plenty enough for one for each of his 20 great-nieces and nephews.

“Many New Zealanders have fond memories of their first car – a 2nd or 3rd or even 4th hand jalopy that seemed to go forever on the smell of an oily rag and take us to exciting and exotic locations like the river, the beach or the local park-up,” Hope wrote on the museum's website. “It would be a fairly safe bet that for anyone now over 40 years of age, that first vehicle would

have been a British make. Austin, Morris, Triumph, Vauxhall ...these are the brands which gave us our first heady sense of freedom and maturity.”



In addition to the Minors, he also added to the collection a 1923 Dennis Fire Engine used by Hastings Fire Service at the time of the Hawkes Bay Earthquake Disaster in 1931, Jaguars, Vauxhalls, Rovers, Hillmans, Triumphs, Commers, Fords, and more. In all, he had more than 500 vehicles in the museum at the time he died in June of this year, leading him to describe the collection as the largest stockpile of vintage British motor cars in the world even though he often referred to the collection as his “backyard museum.”

His claim to the world's largest collection of British cars appears to hold up, given that the British Motor Museum in Warwickshire counts roughly 300 vehicles in its collection.

The museum announced this past week that it will be closed until further notice with no mention of the fate of the museum or of the collection of cars. Hope reportedly intended for the collection to remain intact after his death.

The situation the British Car Museum now finds itself in is not dissimilar to that of the Den Hartogh Ford Museum in the Netherlands following the death of museum founder Piet den Hartogh. That museum went to auction in June of last year after den Hartogh's daughter closed the museum, citing a lack of interest.



## Bertone-Jaguar Pirana Comes Out Of The Shadows

England in 1967 was a place to push the limits. Miniskirts and Jimi Hendrix gave London a new vibe, and Donald Campbell went over the edge in pursuit of the thrill.

Young aristocrats and new money playboys were ditching chauffeurs to be seen piloting a golden age of European sports cars from Maserati, Ferrari, Jaguar, Lamborghini, Porsche, etc. Even Prince Charles would have an Aston Martin DB6 before the decade was over.

John Anstey was the editor at *The Daily Telegraph*, and he dared his staff to create the ideal enthusiast's machine. "The car he would create for his own pleasure if funds were unlimited."

This wasn't an ink and paper fantasy for the motoring writers. The *Telegraph's* car was going to be a metal and rubber reality that would be the exotic of exotics.

It would be a showcase for forward-thinking in the modern era, but this dream machine still needed to have one foot in reality. They started with the best of Britain. Jaguar's 4.2-liter straight-six had the size, power, and smoothness ideal for this project. Sir William Lyons made the engine and a 2+2 E-Type chassis available. Dunlop competition wheels widened the stance to deliver better grand touring proportions.



Nuccio Bertone's studio had some of the hottest designs going. Chief stylist Marcello Gandini's influence was being felt with dramatic Lamborghinis like the Miura and Marzal concept car. So they were the top choice for a dramatic bespoke design.



It only took the exchange of two letters to get Nuccio on board with this project, and work started in May 1967. Bertone and Gandini had the only two keys to the styling studio. It was a secret mission, and the time was limited. The debut at Earl's Court Motor Show was only five months away.

Pressure might seem like the path to compromise, but it was actually ideal. Gandini once commented that the best designs were done in a hurry, because it left less time for doubt and outside influences. They finished the clay model, then the team built the bucks, handmade the panels, and clothed the Jaguar E-Type components by the end of September 1967.



This unique creation had sharp creases to give it a forceful look. But there was also a fluid and natural feeling to the design where the center section of the long alloy hood cuts an independent path like a river. And there was a performance-ready profile, like a bow drawn back and ready to fly an arrow. Bertone told the *Telegraph* that it was all about giving the look of "controlled speed" to the newly christened Pirana.

The odd spelling of the car's name was believed to be because "Piranha" was already taken by another automaker. Decades later, Lilli Bertone told the crowd at the 2012 Concorso



Italiano that her husband just liked the way the lettering looked without the “h” and altered the name after the side of the car had already been badged.



The Pirana was more than just about the ultimate car design. Anstey was serious about having the *Telegraph's* car be a showcase for technology and comfort. The coupe would become a rolling showpiece for the best of Britain. Smiths outfitted a special air conditioning system that supplied cold air through an overhead console. They also provided the AM/FM radio that worked in conjunction with a cassette tape player in the center console – available for everything from playing music to a dictation machine for the executive on the go. The glass was Triplex showing off their heat-absorbing tint, safety lamination, and specially integrated defroster front and rear. It had the latest Britax automatic harnesses that worked with the lighted “Fasten Seat Belts” sign on the dash. And of course, the perforated leather for the dual bucket seats came from Connolly Brothers. As intended from the beginning, the Pirana was not a static display. It could have been driven from Bertone’s Turin factory to its debut at London. They elected to transport the car rather than damage the paint, but this was turn-key ready to power all the way to Earl’s Court – right down to a £20,000 insurance policy (this was at a time when a Ferrari 275 GTB4 cost £6,500.)

The Pirana did the car show circuit. Besides London, it returned to Turin for their November motor show. Later, the Pirana crossed the Atlantic and was featured in Montreal and New York.



It was first sold at the Parke-Bernet auction in May 1968. The catalog gave it the most space of any car – more than a 1938 Mercedes 540K, the 1966 Duesenberg prototype, and the iconic 1937 Rolls Royce Phantom III used in James Bond movie *Goldfinger*. So it was certainly recognized as something special.

But going into private hands means losing control of a legacy. Bertone owned other Gandini landmark designs like the Marzal and Lancia Stratos HF Zero. They would spend the next few decades being part of the company’s museum exhibits. The Pirana spent the same time only with a few owners and rarely pursued the limelight.



This one-of-one car would spend over 40 years in near-obscure. It was a vital link between the Marzal concept and the production Espada, but those are Lamborghinis. The Jaguar-based Pirana wasn’t fully adopted by the prancing bull or the leaping cat, because there was just enough DNA of the other company that neither was going to claim paternity. The Pirana was treated as something of an oddity when it resurfaced on a 2010 eBay auction. It could have been mistaken for a variation on the production Lamborghini Espada, instead of the bespoke design that inspired it.

It was also a little tougher to recognize the dream car in the eBay listing. The four-speed gearbox was traded for an automatic transmission, a backseat was added, and it was repainted to some sort of British Racing Green a local shop probably thought this right-hand drive car deserved. But what was amazing is that the heart of the car remained strong.

The body that was touched by the masters Bertone and Gandini was largely intact. It was ripe for a full restoration.

A multi-year rejuvenation took place to return it back to its Earl's Court debut state. The rich leather, the comfy climate control system, and the then-revolutionary tape player were all replaced. The 4.2-liter motor with triple Solex carburetors was brought back to the proper Jaguar performance tune. And the four-speed was returned to give this grand touring machine proper control. Bertone's secret formula for the stunning silver paint was replicated using samples that were still present behind some of the Pirana's panels.

The last few years the Pirana has been making up for genuinely lost time. Just like its original car show days, it has been on a small publicity tour doing everything from Jay Leno's Garage to winning the Most Exotic Sports Car award at San Marino Motor Classic last month. But the next chapter will be a big one. The Bertone-Jaguar will be part of RM's Monterey sale in August.

(August 19, 2019): The 1967 Bertone-Jaguar sold for a fee-inclusive \$290,000.





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## Event Schedule for 2019

*Caffeine & Octane – First Sunday of every month – 7am-11am, Perimeter Mall*

February – 16<sup>th</sup> - Valentine Brunch

March – 8-10 – Amelia Island Concours  
30<sup>th</sup> – Andersonville Overnighter

April – 27-29 – Walter Mitty Road Atlanta

May – 27<sup>th</sup> – Monthly Meeting, Aldo's

June – 9<sup>th</sup> – British Motorcar Day  
22-23 Harrah's Casino Cherokee, NC

July –

August — 3<sup>rd</sup> – Frasier Dante Tech Session  
24<sup>th</sup> – Lake Party

September – 8<sup>th</sup> Atlanta British Car Fayre

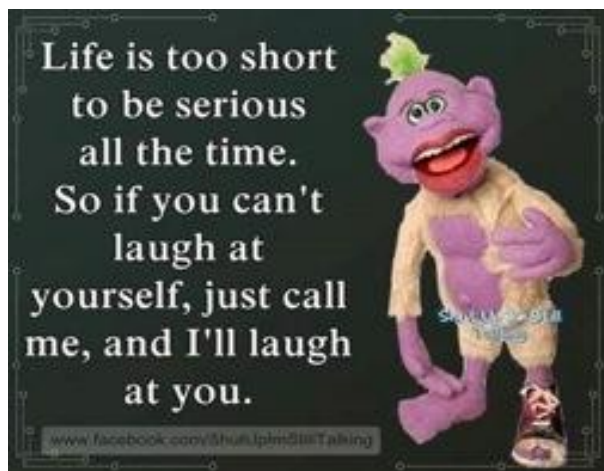
October – 12<sup>th</sup> – AJS Concours Dinner  
13<sup>th</sup> – AJS Concours d'Elegance  
?? – Fall Driving Tour

November – Calloway Christmas Overnighter??

December 8<sup>th</sup> - AJS Christmas Party



## Kartoon Korner



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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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