

*British Motor Car Day
May 15th*



*The Mitty
April 29th*

*Time To Have Some Fun With Your Car!
"The Mitty 2011"*

Submitted by: Pat Harmon

Every year there is a special event held at our own Road Atlanta in Braselton called "The Mitty." This is a three day event featuring vintage car races, food, vendor areas and, yes, the opportunity for us to make parade laps on this world famous race track

As of this writing we only have general schedule information (see flyer in this newsletter) and more detailed information will be posted on the website <http://www.themitty.com> so be sure to check there for details as they come out. Events start on Friday, April 29th and go through Sunday. On Friday there will be practice and qualifying races. Saturday will start with our parade laps, lunch on your own and then HSR racing for the rest of the afternoon. So be sure to bring your lawn chairs to watch the vintage cars do their thing.

Classic Motorsports Magazine will be setting up a special car corral for our Jaguars. We don't have anything formal planned for this weekend so it's "come and go as you want." If you only want to attend for one day then make it Saturday as that is when you will be able to get on the track with your Jaguar. You can purchase tickets on line (link is shown in the previous paragraph) or at the gate. To gain access to the car corral you will need to purchase general admission with infield parking.

Road Atlanta is located on Highway 53 approximately 6 miles south of I-985, Exit 17. When you drive in you will see the main gates. Pay your dues and enter the track area. Drive to the top of the hill and turn left over the Suzuki Gate. Drive about 300 yards and look for Jaguars parked in the corral. If you want to get on the track for practice laps you will need to register at the Classic Motorsports tent. Walk from the corral towards all the vendor booths and look for their tent on the left. We suggest you be there by 10:00 as there are a limited number of driving slots. Following is the current press release from Classic Motorsports:

The 2011 Classic Motorsports Mitty, the South's premier vintage race, has added a number of special

**Cars For Canines Charity
Event Sunday, May 29, 2011**

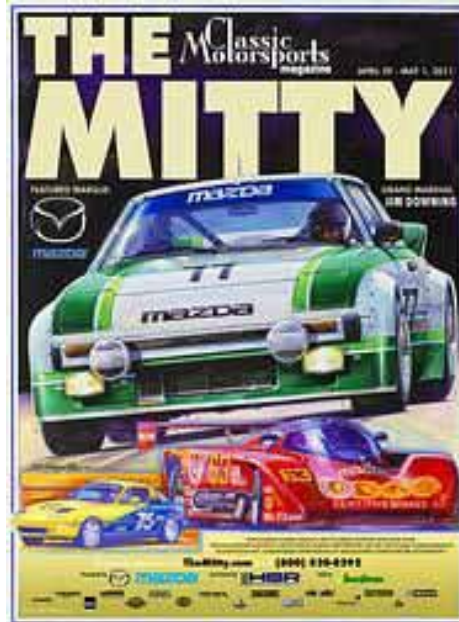
Submitted by Dave Kirkman

Jim Mitchell, from the Atlanta Mercedes Benz Club, asked that we make our members aware of a Charity Car Event that is being sponsored in conjunction with the Canine Adoption Network on Sunday, May 29, 2011, from noon to 4 pm at Champs American Restaurant, 7955 North Point Pkwy, Alpharetta, GA. For complete details call Jim at 770-883-2316 or email him at jrs190sl@yahoo.com.



infield events as part of the GRM Speedfest at The Mitty.

For starters, this year's Mitty will host Flyin' Miata's Summer Camp East, a gathering for Flyin' Miata's



customers and fans of the Mazda Miata. Here are some highlights from the Summer Camp agenda:

- Take a ride with Flyin' Miata staff on a small track. Various cars will be on hand, including their specially built V8 Targa Miata and Elvis, their Supertuner Challenge Miata.
- Attend technical seminars in the Flyin' Miata car tent to learn about the basics of turbocharging and the company's new product development. Attendees can also follow a

Continued in the middle of page 4

**British Motorcar Day
Saturday, May 15, 2011
Berry College, Rome, GA**

Submitted by Dave Kirkman

The 28th Annual British Motorcar Day will be held again this year at Berry College just outside of Rome. This is the primary charity car event that the club supports each year. Those of you who have attended in the past should receive your registration form in the mail during late April. For those of you who have never attended this event, or if you want additional information, you can find that and registration forms at www.

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PRESIDENT'S CORNER

by Pat Harmon

Rain Rain..Go Away!! Our thanks to Ivan and Myrna for sponsoring our March Tech Session on dent repair. Although Nancy and I were away for the JCNA Annual General Meeting, Dave Kirkman reports the event was very well attended. A good thing all were indoors as it was really wet outside. My main goal for this year is to increase member participation in our events and key to that is doing things that people enjoy. Please check out our calendar of events and try to join us for some Jag fun. Upcoming we have a Slalom at Chicopee Woods on April 3rd, Judge's training on April 9th, a Spring Drive on April 16 and the Historic Mitty car races on the weekend of April 30th. Dave Kirkman is our Vice President with the main duty of managing all our activities. He is working hard to enhance our on-line club calendar to include descriptions of upcoming events. Fairly soon you should be able to go to our calendar, click on a date and find out what's going on. We also try to send you Email messages of upcoming events. We are very careful with these as I'm sure your "In Box" is already overflowing. If you are not receiving these messages please contact John Baxa (Jwbaxa@mindspring.com).

As I mentioned, Nancy and I attended the JCNA Annual General Meeting (AGM) at Richmond on March 26th. As many of you know our own Dick Maury is the current JCNA President and has done a phenomenal job redirecting the national organization. There were many challenges confronting the organization and Dick has clearly taken charge. I was happy to see both he and John Masters elected as President and VP for next year. Going forward you will see the JCNA becoming more active and supportive to its members. For example, there is now a toll free number you can call for technical help with your car. This is being spearheaded by George Camp and I guarantee you he will be very responsive. Call him at 888-258-2524. He has (1) all parts manuals for all cars (2) all service manuals from 1938 - 2000 (3) all technical bulletins from 1946-2005 (4) thousands of other technical documents, judging guides, color charts, sales brochures, and dealer training manuals. Don't go wanting, give George a call. There are a number of other changes ongoing in JCNA so please watch for the upcoming Jaguar Journal for details.

Pat



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Deadline for

Newsletter

Articles and

Advertisements

is the

26th of the preceding

month.

All submissions
are nonbinding and
subject to approval.



Continued from front cover

British Motorcar Day Saturday, May 15, 2011 Berry College, Rome, GA

Submitted by Dave Kirkman

atlantabritishmotorcarday.com. Registration before May 5, 2011 is \$20.00 and \$25.00 at the day of the show.

THIS IS NOT A JUDGED SHOW but rather a celebration of all cars British. Typically the show draws over three hundred British cars from the rare and obscure to the latest from the UK.

Calling All Jaguar E-Types

The honor marque this year is the Jaguar E-Type as we celebrate the 50th anniversary of this iconic sports car. Being that we are the primary Jaguar club in Georgia with a large collection of E-Types this is our opportunity to come out and celebrate these wonderful cars, support our club, and make a donation to worthwhile charities at the same time.

Food And Drink

If you choose, this is an excellent chance for a picnic. In not, Chick-fil-A will be there and the Boy Scouts will be cooking up hamburgers again this year. I do recommend that you bring a cooler with water as the day can get quite warm. Don Hart's tent will be at the top of the hill for shade, food, drink, and good conversation with other club members. Most of us try and make the drive to Rome in the cool of the morning to arrive around 10:00 to 10:30 or so. This gives you plenty of time to be directed to our club's parking area and walk the show field prior to lunch. After lunch it is always fun to visit with friends and walk the show field again before heading home.



Proud of your Cat? Time to Show It Off!

Submitted by Pat Harmon

In our ongoing efforts to update our club website we are looking for pictures of our member's cars to post. Hmmm.let me guess.I just bet you may have just a couple of you and your favorite car. Why not send them to our Webmaster, Dick Maury so we can show JCNA what a great collection we have here in Georgia. Just send an Email with your pictures attached to..dick@coventrywest.com

Welcome

Submitted by John Baxa

Welcome New Members: Elton Stephens of Birmingham, Alabama, Jack Nicholson of Bremen, Les & Laura Halls of Marietta, Jeff Jones & Peighton Stevens of Marietta, Gene & Elizabeth Robinson of Abbeville, SC, and Carol & W.L. Wagnon of Stone Mountain.



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North Georgia Jaguar Club 2011 Calendar of Events

Contact Dave Kirkman (kirkmandav1@aol.com) *Club Member Facilitator

- | | | | | | |
|---|--|--|---|--|--|
| <p>January 22 (Saturday)
-Streetside Classic Cars,
Time: 12:30 PM
Sponsor: G. Haldane*
Location: Lithia Springs</p> <p>February 12 (Saturday)
- Valentine Gathering,
Time: 6:30 PM
Sponsor: D. Kirkman*
Location: Duluth</p> <p>March 13 (Sunday)
-Amelia Island
Concours,
Sponsor: N/A
Location: Amelia Island, FL</p> <p>March 26 (Saturday)
- Tech Session-Dent
Repair
Time: noon
Sponsor: I. Ruiz*
Location: TBD</p> <p>March 26, 27, 28
(Fri/Sat/Sun)- JCNA
Annual General
Meeting
Sponsor: D. Maury*
Location: Richmond, VA</p> | <p>April 3 (Sunday)
- Slalom
Time: TBD
Sponsor: D. Maury
Location: TBD</p> <p>April 9 (Saturday)
- Judge's Training
Time: 12:30 - 2:30
Sponsor: P. Harmon
Location: Hennessy Jaguar
Gwinnett</p> <p>April 16 (Saturday)
- Spring Drive
Time: 9:30 AM
Sponsor: D. Kirkman*
Location: TBD</p> <p>April 30 (Saturday)
- Rain Date for Spring
Drive
Time: 9:30 AM
Sponsor: D. Kirkman*
Location: TBD</p> <p>April 29, 30, May 1
(Fri/Sat/Sun)
- Walter Mitty Historic
Races
Sponsor: P. Harmon*
Location: Road Atlanta</p> | <p>May 14 (Saturday)
- British Motorcar Day
Sponsor: D.Kirkman,G.
Haldane*
Location: Berry College</p> <p>May 22 (Sunday)
- Late Spring Drive
Time: 9:30 AM
Sponsor: D.Kirkman*
Location: TBD</p> <p>May 29 (Sunday)
- Rain Date-Late Spring
Drive
Time: 9:30 AM
Sponsor: D.Kirkman*
Location: TBD</p> <p>June 11 (Saturday)
- Start of Great
American Race
Sponsor: Coker Tire
Location: Chattanooga, TN</p> <p>June 18 (Saturday)
- Jags 'N Friends
Annual Picnic
Time:TBD
Sponsor: B.Hernan*
Location: Roswell Area
Park</p> | <p>July 7, 8, 9
(Thu/Fri/Sat)
- Challenge
Championship
Sponsor: D.Maury*
Location: Columbus, OH</p> <p>July 21, 22, 23
(Fri/Sat/Sun)
- Blue Ridge Parkway
Overnight Drive
Sponsor: D.Kirkman*
Location: NC</p> <p>July 22, 23 (Sat/Sun)
- North Carolina
Concours
Sponsor: D.Kirkman*
Location: Little
Switzerland, NC</p> <p>August 5, 6, 7
(Fri/Sat/Sun)
- Highland Overnight
Drive
Sponsor: B.Hernan*
Location: Highlands, NC</p> <p>August 6 (Saturday)
- Make-A-Wish Car
Show
Sponsor: B.Hernan*</p> | <p>Location: Highlands, NC</p> <p>August 26, (Saturday)
- Summer Outing
Sponsor: TBD*
Location: Lake Burton, GA</p> <p>September 10,
(Saturday)
- British Car Fayre
Sponsor: TBD*
Location: Norcross, GA</p> <p>October 9 (Sunday)
- NGJC Concours
Sponsor: TBD*
Location: Gainesville, GA</p> <p>Oct 14, 15 (Fri/Sat)
- Euro Auto Festival
Sponsor: N/A
Location: BMW Plant, SC</p> <p>October 29 (Saturday)
- Fall Drive
Sponsor: D.Kirkman*
Location: TBD</p> <p>November 6 (Sunday)
- Hilton Head Concours
Sponsor: TBD*
Location: Hilton Head
Island, SC</p> | <p>November 12
(Saturday)
- Rain Date-Fall Drive
Sponsor: D.Kirkman*
Location: TBD</p> <p>November 19
(Saturday)
- Annual Business
Meeting
Time: 10:00 AM
Location: TBD</p> <p>December 18 (Sunday)
- Christmas Party
Sponsor: TBD*
Location: TBD</p> |
|---|--|--|---|--|--|



SUMMER REFLECTIONS

Keep a cool head...

Radiator Assembly	C12672	MK1/MK11	£271	\$417	€266
Thermostat 74C	All Models	Prices From	£4	\$5	€3
Fan Belt	All Models	Prices From	£4	\$6	€4
Water Pump	All Models	Prices From	£53	\$80	€51
Hose Kit Reinforce	All Models	Prices From	£40	\$61	€39
Water Hose Kit	All Models	Prices From	£92	\$142	€90
Antifreeze (Blue) 5L	MOR051	Ethyleneglycol Based	£20	\$30	€19
Kenlowe Fans	All Models	Prices From	£151	\$233	€148
Header Tank	All Models	Prices From	£57	\$87	€55



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All prices exclude shipping and are correct at time of going to press. GBP includes V.A.T. € excludes tax. \$ No sales tax to pay in NH. E & OE. Offer ends 30th June 2011

Dent Repair Tech Session

Submitted by John Baxa

If you don't usually think of automobile body-work as an artist's effort, you might change your mind after seeing Todd Puryear



and his cousin work their wizardry on a few dings and dents at the club's tech session Saturday, March 26th. Since it was raining most of the day, it was nice to be able to get inside Ivan & Myrna Ruiz's newly-constructed garage at their Dawsonville home and have the opportunity to see this as well as get together with friends and out of the weather.

It was a bit awe-inspiring to look at their collection of photographs of previous repairs where some pretty big smash-ups of fenders were put back to just-like-new. We also got to see them do their act in person where a few dings were taken out of a newer Jaguar for demonstration purposes. After watching this process, you get the impression that the real talent is knowing where to place the tool and where exactly to position your tongue between your teeth before striking the blow with the proper force to accomplish the repair without leaving any trace of your efforts. It is a process of many, many light touches over a fairly long period of time.

Todd, who is owner and master technician of Acci-Dents claims, "We leave no evi-Dents." He said he attended training in Arizona for three years before launching his own business here in Georgia. You can contact him at accidentspdr1@yahoo.com or call 770-375-5386.

Incidentally, it was a treat to see Ivan's collection, too, with a couple of beautiful Maserati's and a mid-70's Citroen complete with working hydraulic suspension. Thanks to Ivan & Myrna for hosting this event.



"The Mitty 2011" Continued from front cover

guided tour of a V8 Miata conversion and ask the Flyin' Miata folks about technical details.

- Stop by the Flyin' Miata tent to check out their cool parts. The staff will be there to answer any parts questions.
- Take advantage of special parts deals and giveaways.

The Flyin' Miata Summer Camp East, in conjunction with Mazda as the featured marque, should make the 2011 Mitty the biggest Mazda-focused event in history.

If that wasn't enough, DIYAutoTune.com will hold their MegaSquirt MegaMeet at this year's Mitty. Visitors will have the opportunity to hang out with all of the major car geeks behind the MegaSquirt fuel-injection system. Just about everyone who's played a major

role in the project will be on hand for questions and technical assistance.

MegaMeet attendees will also be able to meet and greet the core members of the DIYAutoTune.com team. Plus, they'll get a glimpse of upcoming hardware and hear all of the technical info about it. If it's new and related to MegaSquirt, you will likely see it here first. Be sure to check out their tent in the infield.

Next, Factory Five Racing's new mid-engined sports car contest kickoff party will also take place at The Mitty. The F5 team will have the new chassis on display for the first time, and they're inviting attendees to design the new body. Did we mention that the winner of the contest gets a \$5000 prize? Factory Five staff will be on hand to answer questions about the new car or their existing products.

Just so we don't forget that The Mitty is also about racing, the IMSA RS/SCCA 2.5 Challenge Reunion group will race and have their cars on display at this year's Mitty. Famous BMW, Datsun, Alfa Romeo and Mazda IMSA RS 2.5 Trans-Am cars will be on display, while some famous drivers will be present including Mitty Grand Marshal Jim Downing, himself a former IMSA RS champion. Best of all, the cars will reunite on track, racing fender to fender while keeping the old racing rivalries alive.

All of these gatherings and events—along with the standard world-class vintage racing—will make the 2011 Classic Motorsports Mitty the best ever. Make your plans now to be at Road Atlanta April 29-May 1. To purchase tickets and get more information, visit themitty.com.



Jaguar Tech Center

Submitted by John Baxa

Who'da thought that Jaguar Cars USA would have a technical training center right here in Our Fair City? Well, it makes a lot of sense when you think about it, as it is only a few short miles from one of the world's busiest airports and therefore convenient for getting dealer technical people in and out for classes. We had the opportunity to tour this facility Saturday, March 5th and there were some real treats to see inside the 30,000-plus square-foot office location that employs all of three people. Chris Lum, Service Training Instructor was our host for the morning.

When you walk in the front door, your eye is immediately drawn to the green XKR with the machine gun turret on the rear deck (ideal for navigating through Atlanta's heavy rush-hour impediments).



This was the car used in the 40th anniversary James Bond film *Die Another Day*. Chris pointed out the car was painted with gold-based paint—too pricey these

days to even consider a respray. Also in the lobby were cutaways of a Land Rover chassis, a 4.0-litre supercharged AJ-16 engine, and the latest iteration of the famous V-12 engine as used in the XJ-12. Also on display is one of the race cars from Jaguar's Formula 1 racing days under Ford ownership. I looked for diamonds used on the nose cone for the Monaco Grand Prix as a promotion for the movie *Oceans Twelve* but didn't see any.

After a quick round-trip of the basic facilities to see the various well-equipped classrooms we were ushered into a well-equipped garage area where I was first greeted with the familiar grillwork of a 1960 Mark IX. The cars in this area which are part of the Jaguar-Daimler Heritage Trust collection were

undergoing various sorts of ongoing maintenance. Also included were the last U.S. production version Series III XJ-6 with only 4,000 miles on the clock and a Land Rover.

Our group was further treated to a classroom session where Chris went through some of the technological progression of various safety features of more modern cars. He clarified a lot of the intricate workings of things such as automatically adjusting safety belts, position sensors that monitor things like whether person is sitting in the passenger seat, what position they are in and whether it is a large or small person—all critical to the proper launching of air bags and other safety features in the event of a crash.

The final stop was another well-equipped garage with four new cars—an S-Type, XJL, XKR and XF. We were able to see up-close some of the great safety features Chris talked about in the classroom and he demonstrated

the body-hugging seat belts that vary tension based on driving conditions. This was a very impressive and much-appreciated look at the technical side of Jaguar's technical prowess and a great way to spend a rainy Saturday morning.



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Money in the Bank, *The Jaguar E-Type still represents a strong value*

Feature Article from *Hemmings Sports & Exotic Car*, September, 2010

Sitting down to write about an E-Type, the contemporary author is faced with an insurmountable task: How do you say something about this car that hasn't been said already, since the very first day 9600 HP was unveiled to the motoring press in Geneva in 1961? That hard-driven prototype, which had covered thousands of miles in testing, received a quick repaint and thereafter was driven from Coventry, England, to Geneva--non-stop, mind you--just in time for it to be hosed down and put on display in Jaguar's stand.

That story alone places the Jaguar E-Type in the pantheon of exemplary automobiles. Throw in the fact that Enzo Ferrari thought it was the most beautiful car ever built. Then add that it had honestly exceeded 150 miles per hour on public roads, and the die was cast that this car, this special car, was the stuff of legend.

We can tell you it's beautiful, but you'd have to have your eyes in backwards not to see that yourself. We can tell you it's a performer, but it's not really feasible for a magazine with a shoestring budget to run a 50-year-old car up to its 150 MPH limits against all of its competitors, given the lack of a manufacturer's press fleet of 1960s-era automobiles to thrash away on.

But what is often forgotten was recalled to the writer on a tour of another facility that just happened to have a blue Series 1 Open Two Seater in for service. After marveling at its beauty for a few moments, Competition

Motors proprietor Donald Koleman spoke up. He mentioned that he'd spent some school time in London and often went to racing events. Not long after the launch in Geneva, he saw XK-Es (E-Types there, of course) racing against, and beating, cars from every corner of the earth. And the thing that surprised Donald when he began to research these stunningly beautiful cars was that, unlike the cars from Ferrari and Aston Martin, he could afford one.

There were powerful, fast, and excellent handling cars before the E-Type. And there were certainly beautiful cars before, outfitted with luxurious leather interiors and the finest, deepest chrome. And there were others that combined performance and beauty into a truly irresistible package. But there were hardly any that did all of this at \$5,600 in the United States. Paul Hardiman wrote in the British magazine *Classic & Sports Car* on the E-Type's 40th anniversary, "This was a time when family saloons struggled to better 70 MPH; to achieve such a blockbusting hit now, you'd need to do 240 MPH for under \$50,000."

The editor of *The Motor* said it in its Geneva issue: "It's not just less expensive than its rivals. It sells for less than half the price of the comparable cars made in Germany and Italy... It is not only a superb piece of motorcar engineering with the performance of a racing car, it is also an extremely handsome and beautifully

finished roadster or coupe. More than ever will the Continental engineers shrug their shoulders and comment, 'we cannot see how Lyons does it,' with a mixture of admiration and envy."

Now, we're on the eve of the E-Type's 50th anniversary. In the last 15 years, Jaguar has released not one, but two generations of cars now that look back to the E-Type as a model, and attempt to capture its glory. E-Types have reached the rather unfortunate era in which they're no longer regarded as sports cars--built for spirited driving and not-so-careful use on the race track--and are now viewed as sculpture to be rolled on and off an enclosed trailer. That day came almost 15 years ago when, in 1996, New York's Museum of Modern Art announced the acquisition of a Jaguar E-Type OTS, only the third automobile to ever be acquired for the museum's collection (the first was a 1942 Cisitalia 202 GT, the second a Ferrari 641/2).

But nearly 50 years later, regardless of its dubious position as "art," the E-Type still holds its position of value in the collector car market. In 2001, when Haynes published the essential book, *Haynes Great Cars: Jaguar E-Type*, A celebration of the world's favourite '60s icon, author Nigel Thorley developed three tables comparing the E-Type with its rivals. The tables displayed the Jaguar's value for money, its top speed and its 0-60 acceleration. The performance data hasn't changed. The

Continued on page 7



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Money in the Bank, The Jaguar E-Type still represents a strong value

Feature Article from Hemmings Sports & Exotic Car,

Jaguar E-Type still comes in second in top speed at 149 MPH, just a single mile per hour slower than the Ferrari 250 GT. It also comes in second in 0 to 60 acceleration at 7.1 seconds, nearly a full second slower than the Chevrolet Corvette's 6.2 seconds.

The interesting table tracks the car's original price against its competitors. Coming in at an original price of £2,160, the E-Type was almost half the price of a competitive Aston Martin DB4 or Chevrolet Corvette, and nearly a third the price of a Ferrari 250GT. Extrapolating that data a little further, we replicated the original table, and then added a column showing current values where we could find them. The results show that while values for Jaguar E-Types have certainly climbed over the years, they're still half that of one of its most closely matched rivals, and a third that of the Ferrari.

Of course, all of this talk of value and collectibility would be nonsense if the car was rubbish to drive. But it's not, now, is it? Provided you can fit yourself inside--there's the acrobatics required to snake over the wide sill and beneath the big steering wheel--the E-Type is a lot less intimidating and more driver-friendly than you'd imagine. Unlike a modern car, the big black button isn't some superfluous gimmick. Tug it, and it sends juice right to the starter, where it turns the big six over quickly, with just a feather of choke and a foot off the throttle.

Torque. It's what this engine is all about. The 4.2-liter inline-six in our 1966 edition, owned by Steve Levine of New York City, was introduced as a means of capitalizing on torque, rather than horsepower. It develops 283-lbs.ft. of torque at 4,000 RPM, but it seems as if it's available at every speed, in every gear. Rolling along in fourth, you can step into the throttle and feel the nose rise as the revs increase.

The steering? Amazingly stable, controlled and connected. Fifty-year-old cars are typically active in the steering department, where the driver constantly corrects, overcorrects and recorrects his way down a country lane. Not so in the Jaguar E-Type. The rack and pinion steering is dead on, and even with no power assistance, it's light and easy to maneuver.

The handling is surefooted, but again, we're not pushing this 50-year-old car that we don't own to its limits. It's the ride that is the shocker. David Clark at Sports Car Services is handling a few miscellaneous items on this 1966 E-Type at his shop in Westminster, Vermont. The road surfaces here are fairly decent for a stretch of macadam that sees snow, salt and frost heaves for half the year, but it's cracked where your right front wheel wants to ride, and sunken culverts spring up about every thousand feet. We've driven other sports cars of the era over similar surfaces and ended up looking for our teeth on the carpet afterward. The Jaguar soaks up almost anything you throw at it, and transmits hardly anything to the driver. With the combination of the later Series 1's improved seats, this is one of the finest riding sports cars we've had the experience to drive, including anything built in the last 25 years.

To drive this car is to put yourself back 50 years in time, when a supercar (and that's what the Jaguar truly was in its day) weighed just 2,600 pounds and may have cost a tenured professor a year's salary. The pinnacle of today's supercars--the Bugatti Veyron--would cost a tenured professor ten years' salary, and tips the scales at 4,486 pounds. There's simply no modern comparison to what the E-Type represented to an established sports car market: Excellence for everyman. It's a notion we'd love to see reappear.

Marque Value circa 1961		
circa 2010		
Austin-Healey: 3000 Mk II	\$3,371	\$44,625
Porsche 356B	\$3,580	\$58,900
Daimler SP250	\$3,900	\$26,300
Volvo P1800	\$3,995	\$10,350
AC Ace	\$4,799	\$164,600
Lotus Elite	\$4,995	\$34,000
Jaguar E-Type	\$5,595	\$71,000
Lancia Flaminia	\$6,355	\$34,500
Aston Martin DB4	\$11,250	\$142,500
Ferrari 250GT	\$12,600	\$216,900

WHAT TO PAY
 1966 Jaguar E-TypeLow - \$60,000Average -
 \$70,000 High - 95,000



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Added JCNA Member Benefit Discount on New Jaguars to JCNA Members

The operation of the plan is simple. First go through the normal purchase procedure at the dealership. Then show your JCNA membership card and dealer will apply the discount. Jaguar will take care of crediting the dealer.

The program is intended to be permanent, but eligible vehicles and amounts will be examined quarterly and adjusted as necessary. This will ensure that as inventory is exhausted and new cars are launched, the program will apply to the Jaguars currently available.

Watch your mailbox. Jaguar will send all eligible JCNA members a letter to announce the program. The letter will include a certificate number denoting your eligibility.

JCNA Member Purchase Program

XF Models	\$750
XJ Models	\$1,000
XK Models	\$1,000

This program is not transferable and is available only to JCNA members in good standing. Membership verified via prior fiscal year roster (Dec 31). Cannot be combined with A/Z plans.



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