



NORTH GEORGIA



Newsletter

Vol.4, No.12
December, 2005



The Last Drive of '05

If you can imagine a weekend filled with fun loving Jaguar owners who really enjoyed each other's company, daytime temperatures in the 70s, clear blue skies with puffy white clouds, interesting sights and cars that ran well and fast, then...that summarizes the last drive of 2005.

We started out Saturday morning at the International House of Pancakes (ever wonder why they call it that? I don't think of the lowly pancake as being a world traveler, anyway a topic for a later newsletter perhaps). The breakfast discussions were lively and the food unremarkable but filling, and with our stomachs full, we started out. With the tops down for the roadsters and with the heaters set on low... life

doesn't get any better! The route for the drive was selected to keep us off of the interstate

for as long as possible; we traveled through some quaint and not-so-quaint, small towns. We stopped for lunch in Eatonton and dined on

salads and personal pan pizzas and fortified, we were now ready to head for Sparta, GA and then on to I-20 for the last miles into Augusta. Upon arriving in Augusta and checking into the Radisson, we then car pooled (thank you sedan owners) to Green Court where Mrs. Cissy Boyd, the current owner of the property, met us. The house, to say the least, is fabulous and the grounds are beautiful. If you've not seen the great photos that Pat Harmon took and e-mailed, of Green Court, you should take a look at them. The home is meticulously restored and decorated, both inside and out. With

a sweeping veranda, the largest of any historic home in Georgia, the house beckons you and

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PRESIDENT'S LETTER

As we come to the end of another year for our club, it's impossible not to see what a great year we have had. We can ALL be very proud of the way everyone pitched in to make the 2005 Challenge Championship "the best one ever" (a direct quote). I think the Challenge Championship propelled us to a new level; where everyone's interests be they slalom, rally, concours, social, or just the enjoyment of driving the cars, can be encouraged and appreciated.

For example many of us didn't think that slalom would be our thing but the eleven members who tried it, had a great time and maybe the word will now get out and we will have 25 members that will have a ball the next time, doing something they never thought they would do! I think the club is now large enough and diverse enough to have different groups with different interests doing something just about all of the time and I encourage all of the members to find their own Jaguar "passion" to participate in in 2006. Thanks so much for all of your support!

Merry Christmas to all.
Joe

MICROCAR MUSEUM VISIT JANUARY 21

Our January event will be a visit to what is said to be the world's largest collection of microcars (Isettas, etc.). This collection is housed in Madison, GA. More details will be published in the January newsletter. In the meantime, visit www.microcarmuseum.com.

For more information, call Tom Koballa at 706-247-4198.



November 2005 Fall Slalom

The morning was cool, but enthusiasm was hot as the early gathering of club members marked the course, set up the tent and timing equipment, and made final preparations for the first sanctioned slalom. Once preparations were ready, the group began the morning orientation and slalom school. Walking the course with the group, Dick Maury instructed the newcomers and reminded the veterans about the fine points of car control. Topics included corner approach, watching several cones ahead

of where you are, and the virtues of smoothness and many other pertinent car control topics. After this initial orientation, the group took turns driving the course at the speed of their choice, learning the sequence of corners and also finding out that it is indeed possible to get lost in a parking lot (but only temporarily). About noon Roy Cleveland and Joe Newell made a run to Subway and brought back lunch for all. Then, at 1:30 the clock was turned on and the first driver was given the green

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Last Drive continued from front cover

surprises you in maintaining its historic presence, while also conveying the warmth of a livable home. Cissy was gracious enough to not only give a tour of the home and grounds, but to also enlighten us regarding the historic events that took place throughout the life of the home. (I wonder whether the Governor really ever used the underground tunnel to escape to the armory, or was it as unused as the bomb shelter that has been replaced by the pool?).



Dinner at Bistro 491 was very good (best spinach salad in the state!) while we enjoyed some good laughs and presented an honorary NGJC membership and NGJC ball cap to Cissy Boyd.

The drive back on Sunday was met with equally great weather and after a good country breakfast (does it sound like we ate a lot?) we headed out. Once off 1-20, we settled down to a more leisurely pace through towns such as Washington and Lexington, GA and then on through Athens, where the past evenings football celebrations were strewn about the front yards of the few fraternity houses we passed by (sorry... Dawg fans). Bringing up the tail of our caravan, watching the autumn

leaves dance and spiral on the breeze as the cars passed through them, I reflected on what a great weekend was coming to a close.

It can be safely stated that this last drive of the year was a success! Contributors to the weekend's success included Marvin and Carolyn Sikes for suggesting the weekend, Joe Newell for planning Sunday's drive, Mrs. Cissy Boyd, whose gracious hospitality will be long remembered, as well as the camaraderie of the NGJC members during the two-day drive.



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SCHEDULE OF EVENTS FOR 2006

January 21st – Indoor Tech Session - Micro Car Museum, Madison, GA

February 17, 18 & 19 – World of Wheels, Georgia World Congress Center

March – Concours d' Elegance, Amelia Island

April – Rally TBD

May – British Car Day
www.atlantabritishmotorcarday.com)

May – Overnight Driving Tour TBD

June – Slalom TBD

July – TBD

August – TBD

September –

October – Euro Fest @ BMW plant, Greer, SC

November – Hilton Head Concours

November – Overnight Driving Tour TBD

November – NGJC Annual Business Meeting (*Club Officers)

December – Annual Christmas Party at Vinings Club, Atlanta, GA.



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This Month's E-Type Special Offers



1. High pressure oil pump for fast-road and racing use. C21765/2HP £150 €189 \$224.

2. Tired of your points rusting up over the winter? Why not change to a fully electronic pump? AZX1308EN £74 €94 \$111.

3. Brand NEW line! Original Style laminated rear hatch glass with fine, tungsten heating element. Available in tinted or clear glass. BD22740* £212 €267 \$315.

4. Keep your battery topped up over the winter without the risk of over-charging. £36 €46 \$54. (please specify UK, Euro or US plug).

5. Air intake upgrade kit. For a better airflow and increased performance. C26295/ITG £217 €273 \$323.

6. Keep your screen clean over the winter months with these quality satin effect stainless steel blades. 8183 £11 €14 \$16 each.

7. Complete your E-type with an authentic period style rubber battery (supplied dry). BATT091R £72 €91 \$108.

8. Magnatronic ignition system. A complete electronic ignition upgrade hidden away inside your distributor (fits all series 2). MTK005 £71 €90 \$106.

9. Brand new steering rack (no core charge)RHD only. C25492* £214.

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JUDGING AT HILTON HEAD

By Dave Kirkman

Last year I wrote an article for our newsletter describing Beverly's and my marvelous experience showing our 1969 E-Type OTS at the Hilton Head Concours. This concours is by invitation only and is now widely regarded as one of the top Concours d'Elegance with unanimous agreement that it is the best fall concours staged in America. In that same article I also encouraged other members of our club to submit their cars for consideration for this year's event. I am pleased to report that Marvin Sikes and Dick Maury submitted cars that were not only accepted but Dick's E-Type placed Best in Class and Marvin's XK 140 received a Palmetto Award. These awards represent significant achievements for both Melvin and Dick and I know all of us extend our congratulations.

This year I had the honor of being selected to serve on one of the three man judging teams. It occurred to me, watching the winners of the various classes driving their automobiles forward to receive

their awards, that it would be very helpful if the basic difference between JCNA and Hilton Head Concours judging was explained. Hopefully a basic understanding of how the judging is accomplished will add to your enjoyment of attending a top concours as either a contestant or spectator.

In JCNA judging all of the cars are divided into specific classes and judged against a strict set of rules for authenticity for that class. Correctness in minute details to a published standard rules here.

Class judging at Hilton Head may not only involve evaluating several cars of the same make and model but the class will undoubtably include a wide variety of offerings from different manufacturers covering many years. How do you judge a 1934 MG PA/B against a 1974 Jaguar E-Type? Hilton Head judging has devised a simple, yet very fair and effective way for those with a basic knowledge of a class of cars (British Sports Cars in this case) to arrive at the top cars. Elegance, rarity, historical

importance and authenticity of the individual car rules here.

A single one page score sheet per car is all that is required. The first part covers the basic stuff you would expect to be judged on: Straightness of body panels, condition of paint, chrome, rubber parts and interiors. Overall cleanliness (yes we looked under the cars and they better be clean) is checked as well as electrical components (if you have a radio it better work). Each area is judged on a simple five point scale ranging from Outstanding to Poor. As the judging team approaches each vehicle the owner is asked to tell the team about his car. Basically walk us from front to back and describe what we are looking at. When was it restored? What are the unique features about the car? What is its history? The end result is that the judging team can learn a lot about the car from a well informed owner.

The second part of the score sheet deals with the areas of the car's design elegance, its historical significance, its engineering excellence

and overall contribution to motoring history, as well as its authenticity. The same five point scale is used and counts for approximately 15% of the total possible points. As most cars arrive in top concours show condition it is this area that frequently determines the ultimate winners in a class.

Admittedly judge's discretion plays a part in the entire process. But I was surprised how often our three man team reached the same scores independently and very few areas required much review to arrive at a final score. Out of the fifteen cars that we judged in two separate classes I can honestly say the final results were supported by the entire team.

So, the next time you have the opportunity to attend a top concours look for those automobiles that are strikingly elegant and have made significant contributions to automotive history. Don't be surprised to see them at the judges stand with the awards are handed out.



DICK MAURY AND MARVIN SIKES WIN IMPRESSIVE AWARDS AT HILTON HEAD CONOURS

Dick Maury and Marvin Sikes won impressive awards at the recently completed Hilton Head Concours d'Elegance. Dick has owned his 1963 Jaguar E-Type OTS since his college days at Georgia Tech. He started a complete restoration of the car two years ago and all of his hard work was rewarded with a "Best in Class" for British Sports Cars from 1955 to 1974. Marvin, and his son Marty, also started a complete restoration of Marvin's 1957 XK 140 DHC two years ago and their efforts were also rewarded with a "Palmetto" award in the same class. This year's concours also honored the 50th anniversary of the



Ford Thunderbird. Besides Marvin's XK 140, the Sikes also drove two of their early "Birds" to the show. I understand that

these cars also received awards at the Saturday car club rally prior to Sunday's concours. Our club is blessed to have

such dedicated car enthusiasts as Dick Maury and Marvin, Marty, and Carolyn Sikes. Congratulations to them on their well deserved awards.



Fall Shalom continued from front cover

flag. Mary Ann Kretz (Anderson) took care of the timing duties, staying at the table recording scores for the entirety of the afternoon. Several hours later, everyone was pleased with the day's lesson and discovering that they were capable of both spirited driving and having fun at the same time. It is to our club's credit that with this first event every participant placed within the top ten of their class for the provisional national scores for 2005. See the JCNA web site for more scores.

<http://www.jcna.com/scores/results.php?standyear=2005&type=13>

Class	National rank	Name	Car
A	#2	John Baxa	Mark 9
D	#9	Cheryl Green	'71 E-type
H	#2	Dick Maury	'71 E-type
H	#3	Jim Anderson	'71 E-type
I	#2	Dick Maury	'83 XJS
J	#7	Jeff Ferjak	'89 XJS
J	#8	Chris Englehorn	'92 XJS
K	#2	David Bergman	'01 XK8
M	#5	Dave Kirkman	'03 S-type
SPL	#9	Skip Smith	'58 XK 150
Z	#3	Cheryl Green	'04 Mini Cooper

Special thanks go to Gary and Kim Cobble of the Smoky Mountain Jaguar Club who drove down from Knoxville to share in the day's events.

Judging from the smiles all around, the NGJC's first slalom was a great success. The cones are stacked away and the timing equipment is back in the case, but anticipation is

high for the next event to be planned for Spring 2006. Let's see everyone on the track.



Annual Dues for 2006

The annual dues for NGJC for 2006 will be \$45 and are payable by December 31. We have to send a roster to JCNA with dues payments for each member on the roster in early 2006 so it is very important that we have all our dues collected around January 1. Of the \$45 that you pay in dues, NGJC pays \$20 to JCNA. If you were a JCNA member at large, you would pay \$28 for annual membership. In effect, it costs you only \$17 per year to be a member of NGJC (\$45 minus \$28) assuming you intend to be a member of JCNA. For this \$17, you receive a monthly newsletter, access to local events, a local club, and discounts from Hennessy Jaguar. We hope that you will decide that your membership has been worth its cost and will continue your membership for 2006. Many fun events are being planned by Tom Koballa and the Event Planning Committee. Some current members have already renewed and we have added some new members effective January 1, 2006. Thanks to all who have already paid. The checks will not be deposited until early January so all of you who practice cash management just go ahead and mail the check.

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NEWSLETTER DISTRIBUTION

For more than three years, John Yates has been personally doing the composition, production, and distribution of the club's newsletter. The club's only cost has been paper and postage. With the club membership now well over 100 and climbing, it is not reasonable to ask one member to volunteer the time required to personally produce and mail all of the newsletters. Thus, we need to look at hiring a service to produce and distribute the newsletters or to rely more on e-mail distribution of the newsletter. At the business meeting in November, the general consensus was for us to rely more heavily on e-mail distribution. Currently, only about 10 members receive their newsletter by e-mail. Many of you may not realize that our newsletter is posted each month on the JCNA website (www.jcna.com). You can access it there by clicking on Club List, then Southeast U.S., then North Georgia Jaguar Club, and then Current Newsletter. It is necessary to have Adobe Acrobat Reader on your computer to access it but this can be downloaded free from their web site.

We will first ask all of you who use your computer regularly to convert to receiving the newsletter by e-mail. Two advantages of doing this are that (1) you will see the newsletter in color and of course, if you have a color printer, you can print it in color and (2) you will receive the newsletter several days earlier. If you are willing to do this, please e-mail John Yates at johncyates@comcast.net.



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CONCOURS CORNER

Pat Harmon, Chief Judge

As the 2005 Concours season draws to a close I look back with pride that the North Georgia Jaguar Club but itself on the map by hosting what has been acclaimed to be the best Championship Challenge ever! This was a team effort and I want to pass on my sincere thanks to the Concours team for all your hard work.

We now need to look forward and there is a big change coming for the 2006 Concours season which will have a big impact on how cars will be scored. If you are a

serious Concours'd Elegance competitor you will want to pay attention to this short article.



The main goal of the JCNA Concours Rules Committee (JCRC) is to strive for authenticity; i.e. a perfect car is one that looks like the day it rolled out of Browns Lane. As many of you know the Concours Rule Book is fairly comprehensive and judges are trained to follow it closely to maintain judging consistency nationwide. A key part of that guide is Chapter VI – ‘Judges Guide for Scoring Non-Authenticity.’ This chapter lists, by component, mandatory deductions that must be made

should a judge find an item to be non-authentic such as a wrong or wrapped steering wheel. Starting in 2006 a revised Chapter VI becomes effective which will drastically change how non-authenticity is judged. The current Chapter VI lists 110 non-authentic items divided into the four basic component groups, Interior, Exterior, Engine and Boot. Each item is assigned a mandatory deduction amount but, more importantly, there is a maximum deduction for each component group. The new Chapter VI lists 208 non-authentic items divided into the same four basic groups. Most of the mandatory deduction amounts have been greatly increased. For example carpet binding used to carry a 0.10 deduction; it is now 1.0 per section. As mentioned the component group maximums have greatly increased: Interior – from 120 to 200, Exterior – from 117 to 200, Engine – From 92 to 200, and Boot – from 33 to 100. What I see here is a shift from judging cars for beauty towards judging them for authenticity. A 4.0 mandatory deduction for a non-authentic item will far offset a 0.2 paint chip deduction. Going forward it will be absolutely essential that you make sure your car has no non-authentic deductions. After that, you can start washing and polishing.

The JCRC's goal, in striving for authenticity, is to produce detailed judging guides for each model. Currently the only approved guides are for the Mark II and the Series 1 and 2 E-Types. These guides identify everything that is required on the car to make it 100% authentic. Whereas the current Chapter VI does not include mandatory deductions for many of these items, the new Chapter VI does. So, if you own a Mark II or Series 1 or 2, you will be well advised to obtain a copy of the judging guide from the JCNA website.

I strongly encourage all Concours entrants to log onto the JCNA website Concours section (http://www.jcna.com/library/concours/2005_chap6.pdf) and print a copy of the new Chapter VI. Please note that many new items have been added to the lists that were not judged before. For example: Hood/Envelope Cover (4.0 pts), License Plate Holder (2.0 pts), Side Curtain Storage Pouch (2.0 pts). The best way to determine if your particular car was shipped with any of these items is to obtain a copy of the Jaguar Spare Parts Catalog for the car and

determine if any of the items on the Chapter VI list are in the catalog. If they are, then you need to have them on your car. As a side item, I did find out that XKs are required to have license plate holders but they need only be presented with the car; not necessarily mounted on the car. It will be very interesting to see how the 2006 season unfolds. In my honest opinion JCNA is headed in the right direction. See you on the field. RAGS DOWN.



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