

Coming up...

February 13, Sunday, Annual Club Valentine's Celebration

February 14 deadline for JCNA Annual General Meeting (AGM) Volunteer

March 3-6, Amelia Island



LETTER FROM THE PRESIDENT

AGM is coming up in Wisconsin, March 24th through the 27th. and we need a delegate to represent our club. The deadline is February 14th. The club is willing to reimburse a couple for this important event. Please check out the article in this month's newsletter for details and contact me if you are interested in this event.

Our annual valentines luncheon is scheduled for Sunday the 13th at the Pearl Lian Restaurant.

Your are in for a culinary treat if you haven't joined us before. See the article in this newsletter to sign up. The reading of wacky valentine cards will be revived this year, so if you have some favorites please bring them along.

Looking to Saturday, March 19th we have a tech session at Detalife. Jose Soto will show us paint protection and detailing.

Currently we are working on a two night stay in Nashville with a car collection tour and Grand Ole Opry visit. Either July or August.

Happy motoring,
John



Please welcome new members

Robert Schmidt
of Lookout Mountain,
TN and
Neil Estes
of Decatur, GA



Savoy Automobile Museum
Page 7

Annual Club Valentine's Celebration
Sunday, February 13, 2022

11:30 AM, Pearl Lian Oriental Restaurant
11600 Medlock Bridge Road, John's Creek, GA

Submitted by Dave Kirkman

We will gather on Sunday, February 13th to celebrate our wife's, girlfriends, friends, children, and/or pets at our annual Valentine Celebration. For those of you who have not been to Pearl Lian you are in for a treat as they serve exceptional oriental cuisine, at very reasonable prices, in a unique setting.

We have reservations for 30 to 40 people. Please text me at 678-699-4170 if you are planning on attending,

by Thursday, February 10, 2020, so I can confirm how many of our club to expect.

Of course we will have the reading of the not too naughty Valentine cards. So bring the one someone gave you... or the one you bought but just couldn't find the perfect person to give it to.

Looking forward to seeing you at Peal Lian on Sunday, February, 13.

Map on page 8

JCNA Annual General Meeting (AGM) Volunteer Needed

Email Edited by John Yates

The next JCNA Annual General Meeting (AGM) will be coming up on March 24 to 27 in Milwaukee, WI. They would like to see all the Clubs represented.

There is an entertaining weekend planned for everyone. Our representative will help determine some of the directions that JCNA will be taking. All the

information for the upcoming AGM is posted on the JCNA website. This year our club will reimburse you and your guest the event and hotel room expenses. Please let me know if you are interested and fillout the form on page 6. Thank you in advance for supporting our club.

Continued on page 6

Join Hagerty For The Amelia

Submitted by John Baxa

Hagerty, which six months ago added the Amelia Island Concours to its growing portfolio, has announced that the annual Florida collector car event will henceforth be known as The Amelia. The rebranding includes a new logo, a reimagined schedule of events, and a recently launched website. Officials said the changes "are indicative of the event's evolution—an effort to innovate while honoring tradition."

This year's gathering, scheduled for March 3-6, will feature an all-new Cars & Community suite of events on Saturday. Activities include the well-established and renamed Cars & Caffeine, a 1980s and '90s-focused RADwood display, the fun and low-brow Concours d'Lemons, and The Amelia's first-ever Kids Zone. A portion of every Cars & Community ticket sold will support local and national charitable partners.

Previous attendees can look forward to a fresh take on Saturday evening's traditional Gala. Sunday's concours showfield will continue to reflect automotive excellence, along with new family-friendly features and enhanced hospitality and dining options.

Celebrating their 24th year as the event's official auction house, RM Sotheby's 2022 Amelia Island auction will offer best-of-category examples across diverse segments of the collector car market.

Continued on page 4

Host of the 2005 JCNA Challenge Championship



affiliated with
Jaguar Clubs of North America



Host of the 2017 International Jaguar Festival



Panel Presentation at LeMay-America's Car Museum

Submitted by Bob Matejek, Seattle Jaguar Club

Below is a link to the panel discussion that took place at the LeMay Car Museum early in January. It was a very nice presentation covering four of Jaguar's more interesting competition cars.

Enjoy. An XJ220, a D Type replica, a Jaguar "Killer" B sedan and a XK120. Not a bad group of cars.

For those that did not make it to our Annual General

Meeting and could not tune in to the Livestream of the panel discussion.....here is a link to view it at your convenience.

If you can move it forward to about the one minute mark, that is where the video really starts.

<https://www.facebook.com/AmericasCarMuseum/videos/270598548473748>



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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.



MOTORCARSTUDIO

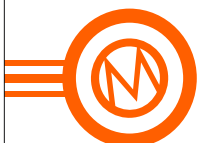
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Atlanta, GA 30306



2022 NGJC Calendar, NGJC Sponsored event in bold

Submitted by John Yates

NGJC EVENTS: February

M	T	W	T	F	SAT	SUN
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

NGJC EVENTS: March

	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

 Club Event
 Other Event

 Holiday

JANUARY

8 – Saturday, Polar Bear Run Atlanta Motorsports Park, Dawsonville, GA

19 – Wednesday, Savoy Automobile Museum, Cartersville, GA.
 Sponsor: J. Yates

FEBRUARY

13 - Sunday, Valentine Day Luncheon 11:30 AM, Pearl Lian Restaurant 11600 Medlock Bridge Rd, Duluth, GA 30097
 Sponsor: Dave Kirkman

MARCH

3-6, 2022 Amelia Island Concours

19 - Saturday - Detailing & Ceramic Tech Session, Location TBD
 Sponsor: J. Newell

APRIL

10 - Sunday, Spring Drive, Brasstown Valley Resort & Spa 6321 US-76, Young Harris, GA 30582
 Sponsor: Dave Kirkman

28 - May 1, 2022 Walter Mitty, Road Atlanta

MAY

15 - Sunday, Late Spring Drive & Luncheon
 Dipuma Venue, Helen GA
 Sponsor: J. Yates

JUNE

11 - Saturday, Jaguar & Friends BBQ Picnic, Canton GA
 Sponsors: John & Robbie Yates

11 - Highlands motoring festival

JULY

17 - Sunday, Summer Drive, Amicalola Falls State Park
 Sponsor:

21 - Thursday, North Carolina Jaguar Club, Concours d'Elegance, Little Switzerland, NC

AUGUST

7 - Sunday Evening, Ice Cream Social, Johns Creek
 Sponsors: Pete and Janell Helman

20 - Judge's Training, 10:00 AM, GA Expo, Suwannee, GA
 Sponsor: Philip DeTrolio

21, 2022 Pebble Beach Concours, Pebble Beach, California

British Car Fayre, Norcross, GA

SEPTEMBER

18 - Sunday, Poole's Mill Bridge Park,
 Drive and Picnic
 7725 Pooles Mill Rd, Ball Ground, GA 30107
 Sponsor:

TBD - Fall Drive, Tellus Science Museum,
 100 Tellus Dr, Cartersville, GA 30120
 Sponsor:

TBD - Chattanooga TN, Drive & Overnight
 Sponsor:

NOVEMBER

4-6, 2022 Hilton Head Concours

TBD - Saturday, 10:30 AM, NGJC Business Meeting - GA Expo, Suwannee, GA
 Sponsor: Philip DeTrolio

DECEMBER

11 - Sunday, NGJC Holiday Party, Atlanta Athletic Club,
 Sponsors: Pete and Janell Helman

OCTOBER

30 - Sunday, NGJC Concours d'Elegance, Chattahoochee Country Club, 3000 Club Dr, Gainesville, GA 30506
 Sponsors: T. Mathewson, P. DiTrolio

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Join Hagerty for The Amelia

Submitted by John Baxa

"The Amelia is truly a motoring event like no other and we wanted a logo that reflected its strength and uniqueness," says Tarra Warnes, Hagerty's Vice President of Creative Strategy.

Special concours classes at the 2022 event will include anniversary celebrations of the 24 Hours of Daytona (60th) and the 12 Hours of Sebring (70th), as well as the

75th anniversary of Ferrari, 100th anniversary of Lincoln, and the 90th anniversary of the 1932 Ford. Additional concours features will include the interesting vehicles of the Davis Motorcar Company, Indy roadsters, aluminum Porsche race cars, Waterhouse Coachwork, and more.



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- Metal Fabrication
- Frame Straightening
- Paint Correction
- Parts Reconditioning

Mechanical Restorations

- Custom Updates



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Tech Background:

The Evolution of Jaguar's XK Six-Cylinder: An Iconic Engine Produced for 43 Years

By Vlad Radu, *autoevolution*

The origins of the British marque date back to 1922, when two motorcycle enthusiasts, William Lyons and William Walmsley founded the Swallow Sidecar Company. In the following years, they started developing bodies for passenger cars in addition to motorcycle sidecars, and by 1935, the business, renamed S.S. Cars, introduced the first in-house developed sedan. In 1936 a two-seat sports car named S.S. Jaguar 100 hit the streets, but as the Second World War started three years later, vehicle manufacturing ceased, and the S.S. moniker took on a far more sinister connotation. This led to a rebranding of the company which became Jaguar Cars in 1945.

During the second global conflict, work at the Foleshill factory in Coventry revolved around repairs of Whitley bombers and manufacturing sidecars or trailers for the armed forces, but chairman William Lyons didn't give up on his original business. In absolute secrecy, he tasked the engineering team led by Bill Heynes with developing a new series of engines that would help revive the company after the war concluded.

As the British Isles were being bombarded by Nazi forces, Heynes along with his fellow engineers Walter Hassan and Claude Baily were assigned fire-watching duties. It was during these long hours spent on the factory's roof where the groundwork for the XK engines was laid out.

As soon as the war ended and the company was rebranded, the engineering team began refining two prototype units that they had covertly built during the last two years.



Jaguar XK Six-Cylinder

One was a four-cylinder intended for smaller-sized sedans, while the other was a six-cylinder that would serve as Jaguar's flagship engine. The latter showed more promise and it benefitted from the bulk of the development work in the years that followed.

The aim was to create a powerplant that could be not only reliable, but also powerful enough for a sporty sedan that could achieve a top speed of 100 mph (161 kph). To achieve this, the engineers employed innovative design features such as hemispherical combustion chambers or dual overhead camshafts (DOHC), a layout that was rarely used on mass-produced engines at the time.

On 15th September 1947, an advanced production candidate of the novel XJ six-cylinder was fired up for the first time. Built on a cast-iron block with a lightweight aluminum head, it had a bore and stroke of 83 x 98 mm (3.26 x 3.85 in.), displaced 3.2 liters (195 ci.), and produced 142 hp at 5,000 rpm. This wasn't a

major increase over the Standard Motor Company-built inline-six used by the company in the prior decade, so the stroke was lengthened to 106 mm (4.17 in.). This increased the volume to 3.4 liters (210 ci), while the output went up to 160 hp at 5,000 rpm.

Jaguar now had the powerful, smooth-running engine that they had envisioned, but the sports sedan it was intended for was far from finished. For the 1948 London Motor Show - which started a little over a month after the final form of the engine was ready - the manufacturer surprised everyone when it unveiled a gorgeous two-seat roadster called XK120.

Hastily conceived as a testbed and show car for the new engine, it was an instant hit, with both the public and the press praising its exquisite design, a reaction that encouraged Jaguar to begin a production run later that year. By the early 1950s, the XK120 was one of the most popular sports cars in the world.



The XK six-cylinder was praised for its smoothness, unmistakable sound, and raw power. In May 1949, on the empty Ostend-Jabbeke motorway in Belgium, a slightly modified XK120 achieved an average high-speed run of 132.6 mph (213.4 kph), a feat that made it one of the fastest mass-produced sports cars on the planet back then. It would go on to break numerous world records for speed and distance, becoming highly successful in race car form and boosting Jaguar's sales in street-legal guise.

Jaguar XK120

In the mid-1950s, the company finally abandoned the development of the four-cylinder XK, since engineers couldn't attain the same smooth-running results of the six-cylinder. This was a major problem since plans for a compact sedan were well underway. The solution came



in the shape of a smaller displacement inline-six built around a shorter block. This new version which made about 112 hp using twin Solex carburetors became the heart of the new model called Jaguar 2.4 Litre (later designated Mark 1).

In 1958, ten years after the original XK six-cylinder

entered production, a new, 3.8-liter variant was introduced, initially for the XK 150 model line and the Mark IX saloon. It retained the 3.4's 106 mm (4.217 in.) stroke but was bored out to 87 mm (3.4 in.) and fitted with dry liners. It could make up to 265 hp when fitted with a straight port head.

By the early 1960s, Jaguar made significant improvements to the engine, developing a wide range of race-spec components that could be ordered through the company's dealership networks. It also offered no less than five individual heads, most of which were color-coded and provided distinct performance upgrades.



In many instances, owners who used their Jaguars for racing bored out the 3.8 to 4.2 liters (256 ci.), a modification that led to significant performance gains. This practice eventually translated into the last major factory upgrade of the XK.

Introduced in 1964 and based on a redesigned block, the 4.2-liter would become the longest-serving and widely used version of the iconic six-cylinder. Although by now the industry had caught up in terms of technological advancements and the hemispherical chambers or the DOHC layout became widespread, the venerable powerplant was still going strong.



Jaguar E-Type

Both the 3.8 and the 4.2 were the engines under the hood of the E-Type (XK-E for the North American market), unquestionably the best production vehicle Jaguar has ever built. Output was identical, standing at 265 hp and so was the 0 to 60 mph (0 to 97 km/h) acceleration times of 6.4 seconds, but the 4.2-liter attained max power earlier in the rpm range, meaning much better throttle response. This made the E-Type one of the fastest production cars of the 1960s and combined with its excellent chassis, exquisite styling, and affordable price, it also became one of the most popular vehicles of the 1960s, especially in Europe.

In the late 1960s, all other displacement versions were discontinued, meaning that the 4.2 was the only

JCNA Annual General Meeting (AGM) Volunteer Needed

Email Edited by John Yates

Jaguar Clubs Of North America, Inc. Annual General Meeting Delegate/Proxy Assignment Form



Each club must fill out this form and indicate whether you are sending delegates or are assigning your vote to a proxy.

DIRECTIONS: Open this file, save it to your hard drive giving it a meaningful name, like Jaguar Club of _____ Delegate-Proxy Form. Fill it out, save it again. Close the file. Send it as an attachment to Secretary@JCNA.com, or mail to: JCNASecretary, 500 Westover Dr. #8354 Sanford, NC. 27330. by February 15th.

If you are requesting to carry another club's proxy, be sure to fill in your name and JCNA number before forwarding this form to the club. Complete the info for both of your delegates.

Press the TAB key to move from field to field.

Club Name: _____

Club JCNA Identifier Number: Region: _____ Club Number: _____

First Delegate Name/Proxy Name: _____

**Indicate whether attendee is a delegate or proxy holder (mark one)*

(A delegate is a member of your Club. A proxy holder is someone outside your Club)

First Delegate/Proxy's JCNA number: _____

First Delegate's email address: _____

Please choose one or the other.

Because discussions at the AGM may change the scope of an item being voted on, the proxy holder has the authority to vote in what is believed to be the club's best interest Yes No

Proxy holder may vote only as instructed by the club or must abstain from voting on an item Yes No

Second Delegate/Proxy Name: _____

**Indicate whether attendee is a delegate or proxy holder (mark one)*

Second Delegate/Proxy's JCNA number: _____
(Or Check for "Same as Above")

Second Delegate's email address: _____

Please choose one or the other.

Because discussions at the AGM may change the scope of an item being voted on, the proxy holder has the authority to vote in what is believed to be the club's best interest Yes No

Proxy holder may vote only as instructed by the club or must abstain from voting on an item Yes No

Authorized by (club president or authorized officer)

Club Officer's Name: _____

Club Officer's Position: _____

Club Officer's email: _____

Club Officer's Phone: _____ Date: _____

Email a copy of this form to: Secretary@JCNA.com

Or mail to: JCNA Secretary, 500 Westover Dr. #8354, Sanford, NC. 27330

Delegate/Proxy Forms MUST BE RECEIVED BY February 15th.

Tech Background:

The Evolution of Jaguar's XK Six-Cylinder: An Iconic Engine Produced for 43 Years

By Vlad Radu, *autoevolution*

remaining XK until 1975 when a revised 159-hp 3.4-liter was introduced. Both versions were beginning to be heavy and underpowered when compared to newer engines, but the XK's reign was far from over. Jaguar continued to use it in most of its models, including the cars it marketed under the British Daimler brand (acquired in 1960). It soldiered on as a Jaguar motor until 1987 with the XJ6 being the last model to feature it but continued to be manufactured for the Daimler DS420 Limousine until 1992.

Conceived in the 1940s, they produced for 43 years, the XK six-cylinder is one of the most successful engine designs in history and one of the



few automobile units that has seen a production run spanning over six consecutive decades.

Although the British manufacturer has created much more powerful engines throughout its history, the XK will be remembered as the best. It was used by the C-Type and D-Type race cars that helped Jaguar win five out of their seven Le Mans titles. Furthermore, it was the engine that made the XK120 and E-Type some of the best sports cars of the 1950s and 1960s, a period when the company thrived.

Thanks to YouTube user Tedward, you can hear how a 1954 version of the XK sounds in the video below.

https://youtu.be/YXPp5xO_0S4



Wednesday, January 19th visit to the new Savoy Automobile Museum

Submitted by John Yates



21 Club members plus quests gathered at the Buffalo's restaurant parking lot in Canton on a bright and sunny Wednesday morning last month. We were treated to a combination of backcountry roads and GA20 route thanks to the old rally master Dave Kirkman and his fearless co-pilot Ms. Bev. It was good to get out and let our cars stretch their legs on this winter drive. Sure we could have saved 20 minutes by driving directly to the museum, but what fun would that have been.

The Savoy Automobile Museum has striking architecture, expansive grounds and a beautiful spacious layout to showcase its collection. The combination of cars, artwork and great lighting make for an enjoyable viewing experience. How they came up with the name "Savoy" is interesting, but that is a story for another time.



Annual Club Valentine's Celebration, Pearl Lian Oriental Restaurant

Submitted by Dave Kirkman



JCNA Seeking Trophy Program Manager

Submitted by John Boswell, II

As the President of Jaguar Clubs of North America, I am asking you to please help us find a new Trophy Program Manager to replace Dave McDowell.

Of all of the JCNA affiliated clubs, your club is one that holds a concours event and orders trophies. Please take the time to review your club's membership to see if there is an individual who is willing to assume the role of Trophy Program Manager. The responsibilities are summarized below.

JCNA TROPHY PROGRAM MANAGER – SALES and DISTRIBUTION

Overall responsibilities:

- Manage JCNA Club concours trophy requests; prepare trophy reports; oversee distribution of North American year-end trophies to JCNA Club members; participate in AGM awards presentations
- Manage JCNA Club trophy order requests
- Review each club's order from the JCNA website (about 22 Clubs/Year)
- 90% of JCNA Clubs will place an order using JCNA's website
- Add each order to the Trophy Sales six year history spreadsheet provided.
- Manage year-end North American award distribution.
- Manage JCNA's trophy buy-back program. Trophies ordered but not used in any given year can be returned that year for a refund.

Occasionally, a JCNA member will order a single trophy. You will need to check in with the member to determine their intent. The trophies are intended as a reward for placing in concours competition; not to enhance the sale of a car or for other non-competitive purposes.

The trophy program is well-organized with systems in place for managing the inventory, processing orders and accounting for the program. On average, ten hours per month are required for these tasks. Receipt, storage, packing and shipping are all handled by third party service providers.

Across JCNA, more members participate in a concours than any other type of event. As an all-volunteer organization, we depend on many people contributing their time and talent to support our members and local clubs. Please contact Dave at xjjags@gmail.com if you have someone in your club willing to volunteer their time or to get your questions answered.

If you are interested in becoming the JCNA Trophy Program Manager, get in touch with John at Tel +1 414 840 1317 or President@JCNA.COM

For Sale: 1987 Jaguar XJ6 - \$5,000

Beautiful, well-maintained 148 k original miles.

New tires, alloy wheels, black lacquer non-clearcoat paint.

Original spare tire in trunk.

New battery

Car cover included.

Mostly original restoration by a retired Navy mechanic.

The car comes with the standard British headlight sizes and configuration.

It does not have the leaper hood ornament, as was standard on all British models, of this period.

In the states, this was an option when ordered from the factory at that time.

We have records and documents and it has a clear title.

A few things will need attention:

1. The horn relay needs replacing
2. The rear passenger side window is locked in the up position & electric antennae is locked in down position.

3. The seats have some cracking...but can easily be repaired.

Overall the car is in very good shape for the age and drives like a dream.

Jane and Richard Leo Johnson.

Savannah GA

C 912 398 8748

