

Saturday, July 27, – Judges Training for JCNA Certification
Saturday, August 24 Summer Drive The Flying Trout Restaurant

Article on page 8



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**LETTER
FROM THE
PRESIDENT**

July marks the beginning of the second half of the calendar year and our club schedule is starting to fill in nicely. Saturday, July 27 will be judges training for our club Concours. This is an exceptional opportunity to not only learn about how JCNA Club Judging works but to participate in one of our club's most important events. Contact Chief Judge John Hoffman for details as we are seeking as many new judges as possible this year.

August will see a club drive to Dr. John Hollier's place in Blairsville on Saturday the 24th. September we will do an early fall drive and things really get busy in October and November with a variety of club and special car events both in town and out of state. December we will host our annual Christmas / Holiday Party at the prestigious Atlanta Athletic Club on Sunday evening the 16th.

Check the club calendar on the web site and come join fellow members in what promises to be some very exciting club events. Dave Kirkman



Welcome new member

Keith Rabson of Canton and Josephine and Jeff Dufresne of Milton



The Prince of Brown's Lane

By David LaChance, Hemmings Daily

David LaChance interviewed Dewis in 2013 for an article in Hemmings Sports and Exotic Car magazine, reprinted below

Norman Dewis well recalls his first meeting with William Lyons, just a week after joining Jaguar on New Year's Day 1952. "I was in the experimental shop—that's where my office was—and the door opened and this guy came in, and he said, 'Dewis?' He never called anybody by their first name, you see. He said, 'Dewis?' I said, 'Yes?' He said, 'I'm Bill Lyons, I'm the boss of the company. I'm very pleased to accept you in the company. I hope you can do a good job for us, but we do work hard here, you don't get much time off, you know?' And I thought, 'That's a good start.'"

What the dour Lyons meant by "a good job," we can only guess. But he could not possibly have foreseen a 34-year career in which Norman would be responsible for the development of some of the most remarkable road and competition cars that Jaguar—or any company—would produce. From his first day of work until his retirement in 1986, no production car was introduced, no race car set tire to track, before Norman had pronounced it good. That's a list that includes the

D-type, the XK140, the XK150, the Mk VII through Mk X sedans, the E-type, the XJ6 and the XJ-S, for starters. Oh, and by the way, he also found time to help develop the modern disc brake, drive the 1952 Mille Miglia with Stirling Moss and hit 172.4 MPH on the Jabbeke Highway in 1953, setting a speed record that's unlikely to be broken.

It's pretty clear that Norman didn't need anybody's encouragement to work hard. He was just 14 when he walked across the street from his grandparents' Coventry home and through the main gates of Humber, landing a job doing bodywork. "That's how it was in those days. You had to get out to work to earn some money," he says with a laugh. He was disappointed when, after nine months, Humber refused to give him an apprenticeship, but saw that he had other opportunities. "Coventry was the main car manufacturer of the whole of Britain," he says. He approached Armstrong Siddeley—"they were a very nicely made car, beautiful car"—and was offered a five-year apprenticeship.

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Judges Training for JCNA Certification
Saturday, July 27, 2019

Submitted by John Baxan

To all those members who are judges and those who want to become JCNA certified judges, please attend the Jul 27th training session. Carolyn Sikes has agreed to host this event at her home 4210 Gatewood Lane in Duluth, GA 30097.

This is a very easy process. We will give each attendee a 2019 judges manual and review the changes in the rules for 2019. Afterwards an open book, attendee participation test will be given. The test will be graded and those who pass, I don't know anyone who hasn't,

will retain their judge's certification or will become apprentice judges. Apprentice judges must judge in one JCNA certified concours to become certified. The apprentice judges will receive a complimentary hat and shirt at the Concours.

It is important that current judges attend not only to retain certification, but to know the latest rule changes.

The club has always prided itself on being able to maintain a proper number of judges. Please make every effort to attend.



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Norman Dewis,
OBE 3 August
1920 – 8 June
2019

Submitted by
Ron Gaertner

Norman Dewis, the great Jaguar test driver and incredible friend of ours, has passed away at aged 98.

Norman worked at Jaguar Cars from 1952 to 1985 but continued to be a fervent Jaguar global ambassador right up to his 98th year. With his infectious storytelling and unbridled enthusiasm for our cars – both modern and classic – Norman was a shining light of the Jaguar brand.

During his 33-year career with Jaguar, Norman's development work on a huge range of Jaguars was remarkable, including:

- the multiple Le Mans-winning C- and D-type race cars: Norman himself drove a works D-type in the dramatic 1955 Le Mans 24hr;
- the pioneering XK sports cars, notably the XK120 in which he set a 172.412 mph production car speed record on a closed section of the Jabbeke highway in Belgium in 1953;
- the classic Jaguar Mk saloons;
- the legendary E-type (including the Lightweight E-type) and
- the XJ13 mid-engined

Apparel and Merchandise

Submitted by John Hoffman

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2019 NGJC Calendar

Submitted by Dave Kirkman

NGJC EVENTS: July

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
29	30	31				

June 6-8 – Highlands Motoring Festival, Highlands, NC
 June 9, Sunday – British Motorcar Day, Peachtree Corners, GA

Gainesville, GA
OCTOBER 2019
 October 6, Sunday – Festival of Speed, Alpharetta, GA
 October 9-12 – Petit LeMans – Road Atlanta, Braselton, GA
 October 18-19 – Euro Auto Festival, Greenville, SC
 October 20, Sunday – Atlanta Concours, Tyler Perry Studios, Ft. McPherson, GA



NGJC EVENTS: August

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
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June 15, Saturday – NGJC Jag 'n Friends Picnic, Canton, GA

NOVEMBER 2019
 November 1-3 – Hilton Head Motoring Festival – Hilton Head Island, SC
 November 16 or 23, Saturday – NGJC Business Meeting TBD

JANUARY 2019
 Saturday, January 20th Visit to Hussey's Collection, Marietta, Sponsor D. Kirkman

First Spring Drive to Amicalola Falls
 10:00 AM D. Kirkman

JULY 2018
 July 11-14 – Carolina Concours, Little Switzerland, NC
 July 27, Saturday – Concours Judges' Training, TBD

FEBRUARY 2019
 Feb 16, Saturday – Valentines Lunch, Pearl Lian, Duluth, GA

APRIL 2019
 April 13, Saturday – Drive to Tellus Science Museum, Cartersville, GA

AUGUST 2019
 August 24, Saturday – Drive to Blairsville, GA

MARCH 2019
 March 8,9,10 – Amelia Island Concours, Amelia Island, FL
 March 22-24 – JCNA Annual Gen'l Meeting, Mahwah, NJ
 March 24, Sunday

April 26-28 – HSR Mitty – Road Atlanta, Braselton, GA

SEPTEMBER 2019
 September 8, Saturday – Atlanta British Car Fayre, Norcross, GA
 September TBD – Fall Drive
 September or October TBD – NGJC Concours,

MAY 2019
 May 26 Late Spring Drive, sponsor Dave Kirkman

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Ian Callum, Who Revolutionized Jaguar Design, Is Leaving after 20 Years

Callum worked on iconic car designs from the Aston Martin DB7 to the Nissan R390 and the Jaguar F-type.

By Daniel Golson, Car and Driver

In the past two decades, no one has transformed Jaguar as much as Ian Callum. Since joining the company in 1999, he oversaw multiple design revolutions within the brand, yanking the company into the future and creating all of its most well-received modern designs. In June, Jaguar announced that Callum, 65, will be leaving his position as director of design effective July 1, marking the end of an era for the brand.

Before his time at Jaguar, Callum worked at Ford from 1979 to 1990, where he contributed to the designs of mundane cars such as the Fiesta and the Mondeo as well as much more exciting cars including the Escort RS Cosworth, the Puma, and the RS200. As design manager of the Ghia Design Studio, he also worked on a number of concept cars. After leaving Ford, Callum went on to be chief designer at TWR Designer, where he helped pen the Volvo C70 and created the Nissan R390 race car.

Perhaps most memorably, he was the lead designer for the Aston Martin DB7 and the Vanquish and had done the vast majority of the work on the DB9 and V8 Vantage by the time he left the company.

Callum's first project at Jaguar was the R-Coupe concept in 2001, which was meant to reboot Jaguar's image—and it did. That concept was followed in 2003 by the even funkier R-D concept. At that time, Jaguar's production cars were all products of Geoff Lawson's tenure (whom Callum replaced upon Lawson's passing), and Jaguar was still focused on retro styling

and classic ideals. Callum worked on the X-type wagon and the facelift for the S-type, both of which were holdovers from the previous era.



The first Jaguar production car designed wholly under Callum was the 2007 XK, which truly brought Jaguar into the modern era with an only slightly retro design. That XK was closely followed by the first-gen XF sedan, which was previewed by a radical concept car. It was the XF that started Jaguar on the design-oriented path that the brand is still on today. Callum's XJ was even more of a statement than the XF when it debuted in 2009, and it's still on sale and looking fresh today. This design renaissance for Jaguar came at the same time as Jaguar Land Rover's purchase by India's Tata Motors, which also saw an influx of cash and innovation to the British brands.

But of all the cars from his time at Jaguar, two of the most iconic are high-drama sports cars. The C-X75 concept from 2010 was an extraordinarily complex and unexpected hypercar that nearly entered production as a world-beating hybrid. While that project never did see the light of day, it saw the light of the silver screen as the villain's ride in the 2015 James Bond movie Spectre.

Then came the F-type. First previewed by the 2011 C-X16 concept, it was a total rethinking of what a sporty Jaguar coupe could be like. The production car arrived the next year nearly unchanged as the brand's first truly new sports car in 50 years. Fresh in design, modern in engineering, and excellent to drive, the F-type was exactly the kind of sports car Jaguar needed to prove that it was really back.

Continued on page 5



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British Motor Car Day Peachtree Corners Festival June 9th, 2019

Submitted by John Hoffman

Continued from page 4

More recently with Callum at the helm, Jaguar created its first SUV, the F-Pace, and its first electric car, the I-Pace, which have both been extremely well received both in terms of design and engineering. This year at the World Car Awards, the I-Pace won World Car Design of the Year, World Green Car, and World Car of the Year in a historic sweep. Jag's most recent designs, all of which have been created thanks to Callum, are leading the brand on an exciting new path toward an electrified future.

I came into this role with a mission to take Jaguar design back to where it deserved to be," he said in a statement. "It has taken 20 years, but I believe I have achieved what I set out to do." He went on to say that he will remain at Jaguar in a consultant role, but gave no details as to whether his personal design projects will include anything automotive related.

Callum's replacement will be Julian Thomson, who has been at Jaguar since 2000. Thomson is currently Jaguar's creative design director. He previously worked at Ford, as head of design at Lotus, and as chief of exteriors at Volkswagen's Concept Design Center. "[Thomson] is a hugely talented designer and absolutely the right person to lead Jaguar design into its next chapter," said Callum. And if anyone would know about taking Jaguar into the future, it's Ian Callum.



Well, the day started very appropriately for a British car event/cloudy and raining. There was much discussion the day before the event by the committee on whether or not to cancel. Finally, the decision was made to go ahead and hope for the best.

It proved to be a good decision. It was cloudy/sunny and at times a few raindrops fell. We had all the bases covered. You can be very proud of the Jaguar brand as we had 20 cars attend of the 25 that signed up. A greater percentage than any other major brands.

The new club tent was set up for the first time and

everyone there believed it was a good investment. Two people can put it up very easily. In fact if you have more people it gets more difficult to set up and take down.

We handed out at least three brochures to prospective members and had conversations with several others. The event attracted several Jaguar owners who did not have affiliation with either Jaguar club in Atlanta.

In all 75 cars were in attendance out of 151 registered and it was a good day. I especially like Brian's cool Jaguars, see picture.



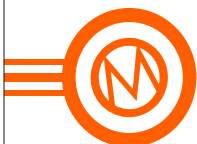
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The Prince of Brown's Lane

By David LaChance, Hemmings Daily

He still had 18 months to go when World War II interrupted. As a Royal Air Force reserve, he was immediately called to active duty, becoming a turret gunner in the twin-engine Bristol Blenheim bomber. Grounded from flying in 1943, he was returned to Armstrong Siddeley, which needed skilled labor for its production of the Whitley heavy bomber. The Air Ministry, recognizing his talents, tapped Norman for another job, inspecting aircraft components made by Coventry's car manufacturers. One of his stops was at Lea Francis, which was building throttle boxes for the Short Sterling bomber.

After the war, as he prepared to return to Armstrong Siddeley, Lea Francis offered him a job helping to design the company's first post-war cars. "That seemed more interesting to me than going back to finish the apprenticeship." He worked with a small team to develop the company's 1.5-liter four and a new chassis, and was then asked to do some test work on the chassis. That's how his development work began.

Norman had been with Lea Francis for several years when the phone call came from Bill Heynes, the director of engineering at Jaguar. Would he be interested in joining the company? "[Heynes] said, 'We have not got now a chief test engineer, and we'd like to offer you the job. So I said, 'What sort of money are you paying?' He gave me the figure, and I said, 'Oh, no, no, no, that's hardly any different to what I'm getting at Lea Francis.' And he said, 'Well, what would you want if you joined

us?' I said, 'I would like another two pound a month.'" Norman chuckles. "It's laughable now, two pound, but two pound was quite a bit of money in those days." His first assignment was to work with Dunlop on developing a disc brake. Jaguar provided a C-type for testing, and the work progressed at a disused airfield, away from curious eyes. "We'd been working hard at it from 7 in the morning until 10 o'clock at night, and seven days a week. We had lots of problems—overheating, and fluid boiling, and various problems. But we were getting through it, slowly," he says. Too slowly for Lyons's taste, it turned out. "He said, 'You're not doing anything back here at Jaguar;

you're spending all your time on it. I think, if you haven't resolved it in three weeks, I think we'll pull out.' I said, 'What?' He said, 'Three weeks. That's it. If you haven't got it done by then, we pull out.'

"So we worked flat out for three weeks, and we finished up with a brake, which we considered wasn't completely perfect, but we thought it was good enough to say, yes, we could use it, probably in some form of racing," Norman says. "We then sat 'round the table, Heynes, myself and Malcolm Sayer, the aerodynamist, and we said, 'well, what do we do with the brake now?' It was too risky to put it in for the '52 Le Mans, because that was our main race. We'd got to win Le Mans all the time, you see. So we looked at the calendar and we saw the Mille Miglia, the thousand-mile race around Italy." They recruited Stirling Moss, who had become

acquainted with Norman from his racing days at Lea Francis, and drove their disc brake-equipped C-type to Brescia, Italy, the starting point for the Mille Miglia. The scrutineers were curious about the new brake, which they had never seen before, but it was Mercedes-Benz team chief Alfred Neubauer who tried to throw a wrench in the works. "They'd entered three Mercedes in the Mille Miglia, the 300 SL model—that was a brand-new model, incidentally. He said, 'Oh, no, that car must be disqualified, because we don't know anything about the brake; it could be dangerous for my drivers.'" At this point, one of the main organizers came over, and brushed aside Neubauer's concerns.

Moss was hugely impressed with the C-type's brakes. "Whereas the Ferrari and Mercedes could all brake once pretty well and then overheat, the Jaguar could repeatedly stop later and faster over and over again," he later wrote. But he and Norman did not finish the race. "We'd got about 123 miles to go for the finish, but unfortunately we went around this curve, a very sharp, tight right-hand turn, and the water was running off the mountains across the road. We hit the water, and, of course, it skidded us off the road. We crashed the car—the front suspension was all damaged, so we couldn't continue any farther," Norman says. He long believed that the Jaguar was in third place when it crashed, but was corrected by a race official after publication of his memoirs: He and Moss had been lying second. The first win for a disc-brake car would come later that year, in the 12-hour race at Rheims.

Continued on page 7



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Norman Dewis, OBE 3 August 1920 – 8 June 2019

prototype, from which the fearless Norman walked away unscathed after the car rolled end-over-end during a high-speed testing run.

Each and every model developed with Norman's help remains an icon of the

automotive world to this day for its impeccable blend of comfort and handling. One of Norman's first automotive projects is without doubt the one that has

left the greatest legacy on the automotive industry: the disc brake. This innovation contributed significantly to the C-type's success on track and to great safety improvements in road cars ever since.



The Jaguar brand is synonymous with a number of big personalities: the founder, Sir William Lyons; the great designer, Malcolm Sayer; innovative engineer, Bill Heynes; and – of course – the great test driver, Norman Dewis. Norman's name

will quite rightly go down in Jaguar history. Without his contribution to the brand during his 33-year career, or as a global ambassador in his later years,

Jaguar simply wouldn't be the same. So, I hope you'll all join me today in saying: Goodbye Norman you will be missed, Thank you



Continued from page 6

"When I look at all the cars on the road and I'm thinking, 1952, when we first developed the disc brake, I wouldn't have thought all these years later that every manufacturer of every car on the road now would be on disc brakes. It's a great feeling to be part of that progress."

Disc brakes helped Jaguar secure a win in the 1953 Le Mans, but one incident during that race reveals how heavily Lyons leaned on his chief test engineer. Lofty England, the team manager, noticed that the C-type driven by Duncan Hamilton and Tony Rolt didn't sound right, and Norman had the car brought into the pits, correctly diagnosing a faulty spark plug. He was accosted by Lyons. "He said, 'Why has the plug failed? Were they new?' I said, 'Yes, we always put new ones in before we start the race. They're all brand-new.' He said, 'Where could it be faulty?' I said, 'Well, it's just one of those things.' 'Nonsense,' he said. 'I don't believe you done the job right, Dewis.' He said, 'It's all your fault, Dewis. We've lost two laps now, and it's all your fault if we don't win.'" Norman can afford to laugh today; Hamilton and Rolt won with an average speed of 105.85 MPH, the first time Le Mans had been won at an average of more than 100 MPH.

The chairman was more restrained in victory. "In 1953, I broke the production sports car record in Belgium [on the Jabbeke highway] with the XK120—I shattered it, I put it up to 172.4 for the flying mile, you see. Lofty said, 'I'd better ring the old man and tell him how successful we've been.'" Back at the hotel, England put Norman on the phone.

"He said, 'Well done. I've told England he can take you into Brussels and have a bit of a party over it. But don't forget, Dewis—champagne's very expensive.'" The memory still makes him laugh. The record appears safe; the Belgian officials decided to halt any further speed trials, deciding that they were too dangerous for the spectators.


Jaguar withdrew from racing in 1957, choosing to focus all of its efforts on production cars, and Norman believes it was the right move to make. "We'd got to look after the market, the American market. People wanted to buy Jaguars, so we'd got to be developing them and making them and selling them. Otherwise, the company would have gone under, I think."

"I feel very proud to be a part of these cars because I spent a lot of my life developing them. You see, the thing is, when you build the first prototype, it all looks good, but then you've got to shake it down and you've got to make it into a car, and when you first go out with these cars, it doesn't matter what they look like, you've got the suspension problems, steering problems, handling problems, which you now have got to sort out and put it all together, and try to make as good a car as you can out of what you've got. That's where my skill came in," he says. He would introduce more than 600 test procedures. "I used to spend hours and hours and hours on trying to get the handling right and the steering and all this. I had to sign everything off. It wouldn't go into production or we wouldn't race it until I'd signed it off. So

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it was my responsibility then, and I mean it's a big responsibility."

Today, Norman travels the world as a goodwill ambassador for Jaguar. He expects to be in Monterey this August for Pebble Beach, and to take part in his friend Terry Larson's annual tour for C- and D-types in September. He gets to drive a new Jaguar, too; when we talked, a new XF two-liter diesel was parked at his Shropshire home.

"It's a beautiful motorcar," he says. He sounds wistful for a moment, musing on how robots have taken over the production line. "Don't get me wrong—the tolerances they build them to, every one is the same, you see? In the old days, you had differences on the door fit and things like that and the fitter would have to go out and fit the door properly. They've got a wonderful car now, the Jaguar range, and they're doing well in China, and you know, it's just wonderful to see that they're still producing good cars." Three Favorites

It's unfair to ask Norman to name his favorite Jaguar, but we did anyway. He gave us three picks:

D-type

Before the tragic crash at Le Mans in 1955 that killed driver Pierre Levegh and 83 spectators, prompting Mercedes' withdrawal, Norman hit 194.2 MPH on

the Mulsanne Straight as he passed Karl Kling's 300 SLR. "[That was] phenomenal speed for the size of the engine and the car," he says. "That was the best low-coefficient of drag we ever made, that one. It had a full wraparound screen, and it was 7 inches longer in the nose."

XJ13

Developed in 1966 for Le Mans, the V-12 XJ13 never raced, blocked by a change in rules. Norman was driving the only surviving example in 1971 when a wheel disintegrated, leading to a terrible crash. "That is all fully restored, we still have the car, and I drive it occasionally—only demonstration, of course. That is an incredible car," he says.

E-type

"What a wonderful design [Sayer] built out in 1961. So far advanced," Norman says. "I always remember when we launched it at Geneva, I had to go over there and demonstrate to the press people, and I always remember Enzo Ferrari coming up to me. He walked around the car. He said, 'Norman, it's the most beautiful car I've ever seen. But there is one mistake on the car. It hasn't got a Ferrari badge.' Which I thought was a wonderful compliment, coming from him, you know?"



Summer Drive The Flying Trout Restaurant August 24, 2019

The forty-seven-acre Copperhead Lodge was built in 2006 as a mountain resort getaway for motorcycle enthusiasts. It has grown and evolved into a resort with something for everyone, no matter how many wheels you travel on. Current features include a 12,500 square-foot lodge and log-style cabins. The lodge features "The Flying Trout Restaurant" and bar. The North GA. Jaguar Club will have reserved parking and Chef Vince Taylor promises a delicious lunch menu. After lunch cruise

to the Hollier's home for Arlene's signature cake dessert. Check it all out at: www.copperheadlodge.com.

John Hoffman is coordinating the drive. We will meet in the parking lot behind the now closed Wendy's at Hwy 53 and Hwy 19/400. Let's meet at 10:00am for a 10:30am departure. Please rsvp John Hollier at drjohnod86@gmail.com or 770-354-6412.

