



Newsletter



Vol.3, No.6, June, 2004



VISIT TO WOLF WINERY – JULY 18

Our July event has been shifted from Saturday to Sunday because Wolf Mountain Vineyards and Winery is open for lunch only on Sunday. We could have arranged for lunch on Saturday but it would have required a commitment for 25 people.

We have arranged for a lunch at 1PM to be followed by a tour of the winery and a wine tasting. The lunch is served buffet style and the cost per person is approximately \$25. The winery is located on the top of a hill and has an impressive view of the surrounding countryside from the dining room and porch. Some of us recently had lunch at the winery and found the food to be delicious. A more detailed schedule will be published in next month's newsletter but the plan is to have a short mountain drive either before or after the lunch.

If you plan to attend, please notify Roy Cleveland by July 2 (Friday).

Directions to Wolf Mountain Winery:
Follow GA 400 North until it ends. Turn left on Hwy. 60 North. Continue 5 miles to the first stoplight. Turn right onto Hwy. 19/60 North bypass. Continue 4 miles and turn left onto Ridley Road. After one-half mile, turn left on Wolf Mountain Trail.

More information is available at www.wolfmountainvineyards.com.

research to guide preservation efforts is underway. Below is the first in a series of updates prepared especially for JCNA club newsletters by field researchers to boost awareness of the efforts, and of the need for financial support for jaguar conservation work.



32 JAGUARS IDENTIFIED IN BELIZE WILDLIFE SANCTUARY

Next year will mark the 70th anniversary of the first use of Jaguar by Sir William Lyons on a motorcar. As the company's official history recalls: "The Jaguar name was an ideal choice for feline grace and elegance, combining docility with remarkable power and agility." How wild jaguars will fair in the future is uncertain. But thanks in part to the financial assistance of Jaguar North America, significant scientific

In a recent trip to the Cockscomb Basin Wildlife Sanctuary, Belize, jaguar researchers Scott Silver and Linde Ostro collated photographs of jaguars from three years of research and individually identified 32 of the wild jaguars living in the 400 square kilometer (154 square mile) area. This is an extraordinary number of large cats to be found within a single region. Research being done in the Cockscomb Basin Wildlife Sanctuary and Jaguar Reserve was recently highlighted in the National Geographic Special "In Search of the Jaguar." The show was a documentary of the work of Alan Rabinowitz who conducted the original work there in the mid-

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PRESIDENT'S LETTER

I usually try to have something (hopefully coherent) each month that I want to talk to the members about, but not this month. The best I could do was several unrelated or miscellaneous ramblings.

First, let me say we had a good turnout at British Motor Car Day at Chateau Elan. There were over forty Jags there, not all our members of course, but a pretty good representation of the Marque. We were especially glad to see Ned and Diane Lowder there. It was their first event since moving to the S.C. side of Lake Hartwell. We all had a good time and enjoyed visiting—even if it was a little warm.

The only event we have scheduled for June is the Carolina Jaguar Club (N.C.) concours in Salsbury, N.C. on June 13th. This was done to try to encourage attendance by our group and to get to know the N.C. Club better, as we have the S.C. Club. They have some great cars. Anyone wishing to make the trip should contact me or Roy Cleveland and we will try to coordinate it.

The last thing I would like to comment on is current collector car price trends. It appears that the

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market is going nuts over American muscle cars, and the European types, Jags included, are taking a hit. To me this is good news as it will help those of us wanting to buy Jags accomplish that, and at

some time the market will tire of \$85,000.00 Road Runners. Hopefully, by then we will have found that perfect Series three roadster at \$30,000.00.

Happy Motoring!
Joe



British Motor Car Day at Chateau Elan - 2004

The fine weather, good attendance, and usual BMC Day atmosphere made this a most enjoyable day. I saw almost forty NGJC members and spouses during the course of the day and I'm sure I didn't see all of the members who were there. Although I didn't count Jaguars, I heard counts ranging from the mid forties to over sixty. There were over four hundred total cars on the grounds of Chateau Elan.

People socialized, enjoyed lunch together, admired cars which had not been seen before as well as those which had been seen many times before, and generally enjoyed the day. This annual event was once again a fun and relaxing day and continues to be a "don't miss" event for the British car enthusiast. If you missed it, put it on your calendar for next year.



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SCHEDULE OF EVENTS FOR 2004

January 17 – Tech session on paint at Joe Newell's garage in Ellijay

February 21 – Indoor Tech session on detailing a car at Skip Smith's garage in Atlanta

March 11-14 – Amelia Island Concours

March 21 – Indoor Tech Session on the XK engine by Dick Maury of Coventry West

April 17 & 18 – Drive through Nantahala National Forest – overnight club driving event

April 30 – May 2 – Walter Mitty Challenge and Auto Festival at Road Atlanta

May 8 – British Motor Car Day at Chateau Elan. Please contact member of Event Planning Committee or Roy C. if you are going to attend this event

May 15 & 16 – Smoky Mtn. Jaguar Club concours located at Gatlinburg-Pittman High School, Gatlinburg, Tenn

May 15 - Joint driving event with classic Thunderbird club and visit to Milton Robson car collection near Gainesville – club day driving event

June 13 – Carolina Jaguar Club concours, Salisbury, NC

July 17 – Tour of Wolf Winery near Dhlonega – club day driving event

July 24 - Indoor Tech session on JCNA club rallying – session 1 – location to be determined

August 21 – Judges training session for JCNA Concours – Hennessy Jaguar Gwinnett

September 12 – Driving tour in Helen, GA area – club day driving event


September 26 - JCNA sanctioned Concours at Chattahoochee Country Club in Gainesville

October 9-10 – Fall leaf cruise in Highlands, NC area – overnight club driving event

October 17 – EURO 2004 Auto Festival at BMW manufacturing plant near Greer, SC – club event

November 5-7 - Southern British Weekend in Chattanooga, Tenn. – club driving event


November 20 - Business Meeting in the Atlanta area – location to be announced

December 12 - Annual Christmas Party at Vinings Club, Atlanta, GA. 

NEW MEMBERS

We would like to welcome our new members since the last newsletter. They are

James Waddell, Steve and Deeanna Madura, Jim and Jan Schladetsch, and Dianne and Mose Gordon.

Our membership is now at 77. Membership lists are available to any member by mail or e-mail. If you would like one, call or e-mail Roy Cleveland. 

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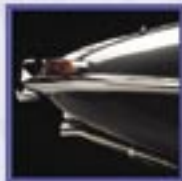
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British Motor Car Day at Chateau Elan - Getting into position



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TAKING ORDERS: E-type S.1 Reproductions from Germany

Dear Mr. Yates,
As a model making enthusiast, I produce large scale models of classic cars since 1999. One of my latest releases are 1/8th scale models of the C-type and E-type S.1 Roadster. Overall length is 1 ft. 8 in., 500-1.200 hand crafted parts, made from pewter, brass, glass fibre, chrome wire, and resin. I really would appreciate it if

you could spread this information to those who could be interested - especially members of your club that own "real" C/E-types, or XK120. My favorite is personalizing models from pictures of the originals, also remote controlled versions available. The models are made strictly upon request. Each model is confirmed as a genuine

collector's item by a certificate with serial number. Delivery time is about four to six weeks. For more information and high resolution pictures please feel free to visit my homepage www.diamondcars.de I appreciate your comments! Kind regards Dr. Jan Freiwald Diamond Cars™, Germany



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1980's and successfully lobbied the Belize government to create the world's first sanctuary for jaguars.

Dr. Rabinowitz, who directs the Wildlife Conservation Society's Save the Jaguar Program, is working to save the jaguar throughout its range. This effort has been supported for the past five years by Jaguar Cars N.A. (for more information please see www.savethejaguar.com).

In recent years, WCS researchers Silver and Ostro have been conducting a camera trapping campaign in Cockscomb, initially to obtain the world's first density estimates of a jaguar population, and subsequently to monitor the jaguars of Cockscomb on a

yearly basis. By setting out remotely triggered cameras in the rainforests they have obtained extraordinary glimpses into this secretive cat's life. Beyond discovering that Cockscomb sup-



ports one of the highest densities of jaguar anywhere in the world,

they have found that male jaguars are not as exclusively territorial as once thought, and are probably more flexible in their selection of prey animals than was previously believed. Sil-

ver and Ostro are now beginning an outreach program with local cattle ranchers to try and reduce the killing of jaguars as a result of conflicts with cattle.



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Newsletter Material

All members are encouraged to provide content for the newsletter whether it be "letters to the editor", technical questions or comments, book reviews of automobile related books, Jaguar or car related experiences, auto museum visits, car products which you have used and would recommend or other Jaguar related articles. The deadline for submitting articles for the newsletter is the 28th of each month for inclusion in the next month's newsletter. Please submit any articles for the newsletter to Roy Cleveland and he will forward them to John Yates. The preferred format for submissions is MS Word.



Jaguar Heritage Magazine Premiers

A credit to Jaguar – Sir Stirling Moss

Jaguar Heritage was launched just twelve weeks ago, since then it has become one of the fastest growing magazines in the UK, gaining huge support for its unique editorial style and uncompromising quality of pictures and paper stock used in its production.

We are delighted that the magazine is now available in the United States – Jaguar Cars biggest export marketplace. With no changes to the great production values which has made the magazine such a success in the UK – so US readers will enjoy 84 full colour pages on a high quality paper stock, with unique photos every single month.

Jaguar Heritage is a unique magazine, packed with a wonderful insight into Jaguar Cars, the people, the races and the dedication which guaranteed its survival.

Publisher, Simon Beales commented “using the massive archives of the Jaguar Daimler Heritage Trust ensures that there is always exclusive



editorial coupled to numerous unique images. The magazine promise's to tell the amazing story of one of the world's most exciting automotive brands”.

From the original sketches made by Lyons, to seeing the actual car being

driven to an inch of its life by one of the many talented drivers who have raced for Sir William Lyons, such as Mike Hawthorn or Sir Stirling Moss.

Every element of each model's progress will be uncovered, interviews with those who worked on the cars through to pictures and comments from the assembly line.

There is a special subscription offer on for JCNA Clubs and their members – subscribe by the 30th May 2004 and you will save xxx % on news stand prices and receive four free Turner Prints plus a fantastic binder all for only \$93 for twelve issues.

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JAGUAR V-8 ENGINES WITH NIKASIL CYLINDERS

There have been instances when early Jaguar V-8 engines with Nikasil coated cylinder have had to be replaced. There have been various references to this in the Jaguar specific magazines originating in the UK but until now, I have not seen entire articles devoted to the subject. The April 2004 edition of the Jaguar Enthusiast and the May 2004 edition of Jaguar World both have good articles on this subject. I will summarize some of the information from those articles here.

Nikasil is a coating that can prevent wear when applied to the cylinder bores of aluminum engines. It allows the engine to be built without the need of steel cylinder liners thus saving both cost and weight.

The Problem – “Several unrelated factors combine to break down the coating and cause a loss of compression, which eventually results in an engine that spins over freely without building up enough compression to start.” (JW)


What Causes the Problem – “Nikasil and sulphur do not go well together. Unfortunately, all gasoline contains some sulphur. The corrosive effects of sulphur are compounded by an injection fault that causes over fuelling if the car is stopped and re-started prior to the end of the warm-up cycle. Similarly, regular short journeys, where the engine fails to warm up fully, will also expose the bores to more sulphur than is good for them.” (JW)

It appears that this problem is confined to 1997-2000 Jaguar V-8 engines with possibly some 2001 engines being affected. Apparently Jaguar switched to steel cylinder liners at some point in 2001. There is some inconsistency between the information contained in the UK articles and information available within the US. The English magazines mentioned above state that the problem is confined to the UK market. It is not believed that this problem is widespread in the US but it has occurred on some US cars.

BMW suffered similar problems with their early V-8s (mid to late 1990s)

and information on their problems can be found at www.koalamotorsport.com.

The Jaguar World article says of the Jaguar V-8 engine “The basic layout and design is good, combining power with commendable fuel economy and light weight, and there is no reason to doubt that later versions (particularly the current 4.2 litre) will not match the reputation for reliability enjoyed by the previous AJ6/16 engine family.”

Suffice it to say, if you are considering the purchase of a used Jaguar with a V-8 engine, you would probably want to consider reviewing the service history of the car for indications of recurring starting problems. The English articles say that a test can be performed to determine the amount of compressed air and fuel that is leaking past the piston rings. The articles also mentioned that driving styles could be a factor, i.e., cars driven for longer trips would be at less risk than one driven on lots of short trips and allowed to get cold before restarting. If an engine has been replaced, it is believed that steel cylinder liners are used in factory supplied replacement engines. 

REPORT ON VISIT TO MILTON ROBSON COLLECTION

It is not every day that one stands in front of a beautiful, western-themed building housing over fifty immaculate cars on a 400 acre estate and watches a string of classic Thunderbirds ascend the long drive and come to rest around the parking area—especially when the string of Thunderbirds is broken here and there by a Jaguar.

This is a sight you could have enjoyed if you had attended this event. Milton and his wife, as always, were gracious hosts and made all of us (including NGJC, the classic Thunderbird club, and the Oldsmobile club) most welcome. Our thanks to our own Marvin and Carolyn Sikes (Marvin is president of the T-Bird club) for setting up this particular visit to Milton’s and letting us join in.



CLUB GRILL BADGE

The two grill badge designs that received the most votes are shown in this newsletter. The badge design with the lounging Jaguar received two votes more than the badge with the leaping Jaguar. In order for the Club to own all the rights to the design we choose, the badge supplier will require us to order 100 badges. The cost per

badge will be around \$12 to \$15. We are tentatively planning to sell them for \$30 or less which would permit us to recoup our investment after selling about 50 badges. Any profit from further sales would go back into the Club treasury to fund future events or other items with the club logo (shirts, hats, etc.).

If you are willing to commit to the purchase of a grill badge (one of the two designs shown in this newsletter) **for \$30 or less, please let Roy Cleveland know by phone, e-mail or surface mail.**

We plan to have samples of each of the two leading designs made and have them at the concours for your inspection. 