



Coming up...

March 3–6, Amelia Island
 Saturday, March 19th., DetailedLife Tech Session
 SVRA Car Show March 25–27 Road Atlanta

LETTER FROM THE PRESIDENT

Thank you Craig Kerins for volunteering to represent our club at the JCNA Annual General Meeting. This is an important meeting with lots of information and voting on the direction of national and regional clubs.

Next month we will send out the minutes from this meeting and a questionnaire for our member's input.

Bill Flavelle is going to shadow our Vice President of Concours Terry Mathewson this year. This will allow for a smooth transition into 2023 Concours. Our Concours is recognized nationally for its quality of judging. Thank you Bill for stepping up for this important post.

I am calling for more members to shadow officers positions in our club. We need fresh blood and fresh ideas. Review our calendar and note some of the important business and Concours training dates. Your club needs YOU!

Happy motoring,
 John



Please welcome new members

Jackie and Jay Coffey of Salem, SC and Steve and Mary Lou Konsin of Roswell



Ecurie Ecosse LM-C
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In Memoriam: James Wilson Spencer

Born in Little Rock, AR on August 23, 1942
 Departed on February 20, 2022 and resided in Atlanta, GA

Sportsman. Hunter. Retired high-technology executive. Adventurer. Traveler. Connoisseur of all fine things that he loved to excess. Especially anything with animals; Rock and Roll; Gullah and Gospel Music. Told endless, mostly true tales, on a loop, to anyone who would listen. His body was letting him down for years and he was having none of it. He went peacefully.

Born in Little Rock, Arkansas, son of Virginia Walker Ligon Spencer and James Wilson Spencer, III, grew up in Spartanburg, SC, graduated from Sewanee Military Academy, 1960; The Citadel, 1964, Company K; leaves wife Maidee Kerr Spencer, Atlanta, daughter Cecily Spencer Lilly (Parker, MD), Florence, SC, son Jonathan Walker Spencer, Atlanta & LA, grandson Jameson Walker Lilly, Auburn Alabama.

Celebration of Spence's life will take place Saturday, March 5, 2022. Holy Innocents Episcopal Church. 805 Mt Vernon HWY, Sandy Springs 30327. Luncheon reception follows.

DetailedLife Tech Session Saturday, March 19th. Ivan Ruiz Garage Tour After A Food Truck Lunch

Submitted by John Yates

Join us to learn more about the latest in automotive coats and detailing at DetailedLife's new location in Dawsonville. They specialize in the details that make your car look awesome. Detailing, Paint correction, and ceramic coating paint on your car—they can do it all.

Jose Soto's has planned to have a Food Truck show up



after the session that will start at 10 AM.

Since his location is very new it doesn't show up on your GPS. So you will need to use this address of the Fajitas Mexican Restaurant

at 384 Hwy 53 E, Dawsonville, GA 30534. Turn there and go past the restaurant and follow that business park all the way back and to the right it will end at DetailLife's

Continued with Map on page 6

SVRA Car Show March 25–27 Road Atlanta



Open to all classic, vintage, exotic and collector cars of interest, you are invited to display your car at some of the greatest historic race tracks in the country and take part in the popular "Last Lap" tour around the track in your show car.

SpeedTour will feature racers and cars from Trans Am, Sportscar Vintage Racing (SVRA), International GT

(IGT), and much more.

In addition to seeing some of the world's most exciting race cars drive on this historic track, full access to the paddock area and garages is given to SpeedTour spectators... unlike the typical motorsport event. See all the vehicles up close and be a part of the excitement! A stroll through vendor row offers everything from tee shirts, safety equipment, jewelry, vintage posters and memorabilia to the hard to find parts.

There are a variety of ticket options available. Details at <https://speedtour.net/atlanta/>

Host of the 2005 JCNA Challenge Championship



affiliated with Jaguar Clubs of North America



Host of the 2017 International Jaguar Festival

British Motorcar Day, Sunday, May 22, Suwanee Town Center

Submitted by Dave Kirkman

The 38th annual British Motorcar Day has an exciting new location for 2022. Suwanee Town Center management is used to working with festivals and car shows and are looking forward to having our show come on Sunday, May 22, 2022.

A new website will be up and running soon and we will notify our club members when registration is open.

Mark your calendars for Sunday, May 22, and plan on joining in on the British Motorcar Day fun.



Valentine's Day Celebration

Submitted by Dave Kirkman

Over twenty plus club members celebrated Valentine's Day at Peal Lian Restaurant on Sunday, February 13.

Those in attendance included Tom and Marie Clearman, Lally Davis, Bill and Jane Flavelle, Walter and Louis Heine, Peter and Janell Helman, Brian and Linda Hernan, John and Judy Hoffman, Dave and Beverly

Kirkman, David Peck, Alan and Sue Taylor and new club members Steve and Mary Lu Konsin.

Everyone commented on the excellent cuisine served and the delightful conversations and laughter shared by all.

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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.

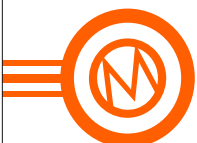
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2022 NGJC Calendar, NGJC Sponsored event in bold RED

Submitted by John Yates

NGJC EVENTS: March

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			

NGJC EVENTS: April

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	

	Club Event		Holiday
	Other Event		

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 DetailedLife, Dawsonville
Sponsor: J. Newell
Ivan Ruiz's Garage tour
Sponsor: I. Ruiz

March 25-27, SVRA Car Show Road Atlanta

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

22 - British Motor Car Day, Suwanee Town Center

JUNE

4 - 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

3-4 - Wednesday, Thursday, Nashville Overnight, Jeff Lane's Auto Museum and Grand O'Pry tour.
Sponsor:

7 - Sunday Evening, Ice Cream

Social, Johns Creek
Sponsors: Pete and Janell Helman

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

21 - 2022 Pebble Beach Concours, Pebble Beach, California

SEPTEMBER

10 - British Car Fayre, Norcross, GA 10:00 am - 3:00 pm
<https://www.atlantabritishcarfayre.com/>

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

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

Sponsor:

OCTOBER

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

NOVEMBER

4-6, 2022 Hilton Head Concours

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

DECEMBER

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



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Jaguar Podcast

Submitted by John Baxa

You might be aware of the growing enthusiasm surrounding podcasting but did you know there is a series based on Jaguar content? The Jaguar Enthusiasts' Club (JEC) is the largest Jaguar Club in the world. Founded in 1984, they are based in Bristol, U.K. and have regional representation throughout the world. They have produced over 70 episodes on various subjects related to Jaguar.

The Jaguar Enthusiasts' Club Podcast is taking a break to prepare for an exciting new series in 2022 with guests from all over the Jaguar and motorsport world. In the meantime, there are lots of great episodes to catch up on, including our team's review of 2021. Just click below - sit back - and enjoy!

Subscribe to receive new episodes direct to your device:

Apple Podcasts | Google Podcasts | Spotify

Also available at www.jecpodcast.com Here are some examples of recent shows that may interest you:

Episode 65: How to buy a Jaguar

Darren Gilling from club partner Bawns UK who shares his tips from many years of experience on how to avoid the pitfalls of buying classic cars. He discusses what you should look for to avoid online scams, how they inspect cars and also discusses market trends and where he sees values rising the most. A fascinating insight into an important topic.

Episode 62 - The Bronx to Jaguar with Joseph Limongelli

During this fantastic chat, GTJoey explains how a young lad from the Bronx made his way up in life, driven by the urge and ambition to own a Jaguar someday. He achieved that with bells on and now chats about the future of the movement with us as well as continuing to write books and create video content to raise money and awareness for the homeless veterans of Long Island. Check him out at www.gtjoey.com





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Ecurie Ecosse LM-C Is a Road-Legal Jaguar C-Type Homage

By Mike Duff *Car & Driver*

Available in England, the Ecurie Ecosse LM-C is as close as you'll get to the famed 1950s Le Mans racer.

It might seem hard to believe that a car that was briefly produced in the early 1950s could trigger a 21st-century courtroom drama, but that's what happened with the Jaguar C-type. The lightweight racer enjoyed considerable success in its day, including outright victory at the 24 Hours of Le Mans in 1951 and 1953, and original cars now change hands for heavy sums of cash. In subsequent decades, the combination of handsome design and simple construction also saw the C-type become a popular choice for replica builders. That came to a head last year when Jaguar Land Rover won a copyright lawsuit in Sweden against replica builder Karl Magnusson. Shortly afterward, Jaguar announced plans to make its own officially sanctioned Continuation version of the C-type, a limited run of 16 cars.

This isn't it. The Ecurie Ecosse LM-C is careful not to make any claims to be a C-type (for fairly obvious legal reasons), although it clearly takes inspiration from that car. The name is taken from a Scottish privateer team that would go on to win Le Mans twice itself in Jaguar D-types. But unlike the Continuation C-type, the LM-C is street legal—in the U.K. at least—and, although expensive, massively cheaper than the new-old factory car. It's also gorgeous from every angle.

The LM-C is substantially bigger than a C-type. According to Chris Randall, who heads the new Ecurie Ecosse outfit, it's four inches longer and two inches wider than the original car, that difference giving it a cabin better sized to modern occupants. Construction uses the same techniques, with hand-formed aluminum panels over a spaceframe made mostly from steel tubing. But in addition to the dimensional spread, the LM-C has been given various nonperiod enhancements including structural-reinforcement plates and relocated suspension mountings.

The engine has also been reworked, mostly to allow the LM-C to meet the modest emissions standards necessary to pass the U.K.'s Individual Vehicle Approval test and be registered as a new car. The base engine is a reworked version of the DOHC inline-six that powered the original C-type (and every other Jaguar sports car until the introduction of the company's V-12 in 1971). But rather than carburetors, it uses fuel injection, and the exhaust features a lambda probe and even a catalytic converter. Displacement has been increased from an original C-type's 3.4 liters to 4.2. Randall says the engine makes 300 horsepower, which is tasked with motivating about 2200 pounds.

Despite the claimed Scottish heritage (and the splendidly Highland background in the official images), our drive took place near Ecurie Ecosse's showroom

in Henley, England, less than 30 miles from London. The climatic conditions, though, were authentically Caledonian, with rain, wind, and slick road surfaces. This would emphasize both the LM-C's near-total lack of weather protection as well as the grip offered by its period-pattern Avon Turbospeed tires.

The fuel-injected engine is set up to be more tractable than a carbureted race-spec engine, but it still has a lumpy idle, a sensitive throttle pedal, and abrupt clutch engagement. Smooth low-speed progress isn't easy, and since the car turns the head of every

Ecosse reckons the car is capable of a 4.8-second 60-mph time—but the sensory overload of the battering slipstream makes it feel even quicker. And while the engine will rev to its 5800-rpm redline, it feels happier when shifted well short of that, making use of its broad spread of midrange torque.

On the move, the lack of roof is less of an issue than you might expect in miserable conditions. Given enough speed, the cut-down Perspex windshield and movable glass wind deflector do a good job of repelling rain and spray. One omission is a fixed rollover hoops,



pedestrian, stalling will bring public disgrace. It also gives plenty of go-faster vibes, with unassisted steering that's taut and slack-free even at urban speeds as well as weighty and accurate shift action from the modern Tremec five-speed gearbox.

Passing into rural Oxfordshire, the increased speeds and chassis loadings quickly confirm that the tires' adhesion levels are indeed low on damp asphalt, and also that this doesn't matter. The LM-C flags its limits as unambiguously as a semaphore signaler, with the steering lightening as slip angles build at the front and the snug-fitting bucket seat's tightly clamped position making it similarly easy to gauge yaw from the rear axle. The sensitivity of both the steering and the accelerator pedal makes it easy to push both ends of the car to the edge of adhesion and then play on the balance between them, all at speeds far short of antisocial. Southern England's many roundabouts gave the chance to experience mild understeer, gentle oversteer, and even what felt like the fabled four-wheel drift that '50s race drivers seemed to regard as the epitome of cornering behavior.

The LM-C is more than quick enough. Acceleration is forceful when the rear tires have traction—Ecurie

something commonly added to historic race cars and that Jaguar says the Continuation C-type will have (even if owners later remove them). While this preserves the LM-C's elegant styling, potential buyers might prefer the additional protection.

The LM-C's cockpit is short on distractions, although more plushly trimmed than the genuine C-type's bare metal. It has a leather dash, and switchgear is more modern than it would be in a real C but mounted unobtrusively in an offset panel. There are no Jaguar badges to be found here, or anywhere else on the car, with the dials and the center of the wooden-rimmed steering wheel bearing the Ecurie Ecosse logo.

The Ecurie Ecosse LM-C isn't an accurate historic reproduction of the car that inspired it, but it is a lovely thing and much more suited to regular use than an actual C-type would be. It's a bargain, too—in relative if not absolute terms. For £430,000 (about \$580,000 at current exchange rates), the LM-C is less than half what Jaguar's Continuation car is expected to cost—and in 2015, a genuine 1954 ex-Ecurie Ecosse C-type racer sold at auction for £8.4 million.



Jaguar Land Rover Gets \$670 Million U.K. Loan for Electric Cars

By Siddharth Vikram Philip, Hyperdrive

Jaguar Land Rover will get a 500 million pound (\$670 million) state-backed loan to support the U.K.'s biggest carmaker in its shift to making electric vehicles. The five-year loan will help boost JLR's research, development and export of battery-powered cars as part of the country's Export Development Guarantee program, U.K. Export Finance said Monday. Prime Minister Boris Johnson is eager to build up a

local battery-making industry as the U.K. prepares to ban sales of new cars powered only by gasoline and diesel engines by 2030. JLR has previously announced plans to completely ditch combustion engines at Jaguar, the smaller of the two brands, by 2025, while Land Rover will get its first fully electric model in 2024.



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DetailedLife Tech Session Saturday, March 19th. Ivan Ruiz Garage Tour After A Food Truck Lunch

Submitted by John Yates

building.

After Grabbing a bite at the Food Truck we will proceed to visit Ivan's working garage nearby to top off the day. Please sign up at our website by Wednesday March 16th. Or text me at 678-524-5076, so we can get a head count for the food truck.

Please visit the [NGJC.us](https://ngjc.us) site and click on the March 19th calendar to RSVP. Or text me at 678-524-5076 so we can get a handle on how many people are planning on coming.

Check out DetailedLife's website at <https://detailedlife.net/>

