



Newsletter

Vol.3, No.5, May, 2004

MAY EVENT

VISIT TO MILTON ROBSON CAR COLLECTION, May 15

This is a joint event with the classic Thunderbird club and the Oldsmobile club. Our own Marvin Sikes who happens to be the president of the classic Thunderbird club has arranged this visit. For those of you who enjoy seeing nice car collections, this is one you should not miss. Milton has a collection which is comprised mostly of American cars of the 50's and 60's era. Rare and limited production "muscle cars" (Yenko Camaros, Mustang Cobras, etc.) are the focus of the collection with a smattering of older Corvettes, Cadillacs, etc. The last time I was there he had acquired one Jaguar. The collection has over 50 cars and all of them are concours quality and the building in which the cars are housed is impressive – it has various scenes (such as an old gas station) around the inside walls. Even if you have visited this collection in the past you would enjoy seeing it again since he is always adding and deleting vehicles. Some of you may have seen Milton on the Barrett-Jackson Car Search program on Speed Vision.



After the visit to the car collection, anyone who wishes is invited to have lunch with the group at a nearby restaurant.

If you plan to attend, call Roy Cleveland at 770-538-0858 or Marvin Sikes 770-729-8210. Any one who would like to convoy to the collection is invited to meet Marvin at 9:30am in the Wal-Mart parking lot at Exit 4 off I-985. I-985 begins off I-85 near Suwanee. Exit 4 is the first exit on I-985. If you are coming from Atlanta, at the end of the exit ramp, turn right and then turn left at the first red light. This will lead to the Wal-Mart parking lot.

We will arrive at Milton's at 10:00am. If you wish to travel directly to Milton's, the directions follow.

DIRECTIONS:

Proceed north on I-985 (from I-85) and take Exit 16.

Go east on Highway 53 for approximately two tenths of a mile to the second red light (unless a new one has been added) to Atlanta Highway,

Take a left onto Atlanta Highway and go approximately one tenth of a mile to Poplar Springs Road,

Turn right onto Poplar Springs Road and go 3.8 miles (look for Gilstrap Farm sign on right) to Sherman Allen Road (it is on the right),

Turn right onto Sherman Allen Road and go 1.8 miles,

Milton Robson's estate is on the left – look for a long dark wood fence with black iron entrance gates with an "R" on them.

Call mobile phone no. 404-218-9717 if you get lost or have problems.

PRESIDENT'S LETTER

For those of you who missed it, we had a great drive through the Nantahala National Forest to Townsend, TN. The weather was a perfect 78 degrees without a cloud in the sky and the scenery was gorgeous.

With some luck we found a great little lodge (The Maple Leaf Lodge) with a friendly host, paved drives for the cats, and even private cabins with jacuzzi's. Thanks much to Larry and Kathleen Kludt for this find. I am sure we will all be using it for future trips!

We had a group dinner with good food, good wine and lots of conversation, followed by dessert served in our room. The next day we met for breakfast and some of us toured Cades Cove while others found their own way down the mountain and back to the city.

This was a very pleasant weekend and I would like to thank Richard and Linda Bowers for planning it.

I look forward to seeing everyone who can come to British Motorcar Day on May 8 (see article in this issue). We also have a trip to see Milton Robson's fabulous car collection on May 15. This will be a joint event with the classic



Continued from front cover
Thunderbird club and
the Oldsmobile club
(more information on
this is also elsewhere in
this issue).

Both of these are "Don't
Miss" events!

Thanks Much,
Joe



JCNA 2004 MEMBERSHIP CARDS

Unless you are
a new member, you
should have received
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any of you have not
received a card, please
let me (Roy
Cleveland) know.



One of Jay Leno's XK120s

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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

**Joel Hill,
Jim and
Elizabeth Tison,
and
Denise and Oliver
McClendon**

Our membership is now at 73. 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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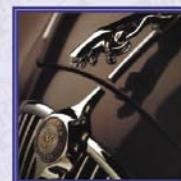
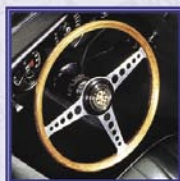
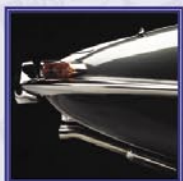
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BRITISH MOTORCAR DAY – MAY 8

British Motorcar Day will be at Chateau Elan in Braselton, GA on Saturday, May 8. Registration opens about 9 am and closes at noon. This is the biggest day on the calendar for most British car enthusiasts. There are usually 400-500 cars at this event each year. This year's featured marque is the Rover. Proceeds from this event are devoted to charity. Chateau Elan is located at exit 126 on I-85 about 30-45 minutes north of I-285.

More information and a registration form can be obtained at www.atlantabritish-motorcarday.com. Registration on the date of the show is \$20 per car and checks should be made payable to British Motorcar Club, Inc.

Our club will have a tent in the Jaguar parking area and any members who would like to enter as a group can meet in the Publix parking lot between 8:45am and 9:00am. The Publix shopping center is on the same side

of I-85 as the Chateau and just past the entrance to the Chateau on the right. If you plan to meet for the group entrance, please call

Roy at 770-538-0858. If you need to reach someone on that morning, call 404-218-9717 or 404-386-9868.



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Jay Leno with JCNA members at the AGM

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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.



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BUYING HINTS (all XKs) from Haynes Classic Makes Series,

“JAGUAR fifty years of speed and style”, second edition by Martin Buckley

The following is extracted from Martin Buckley's book:

1. XKs have suffered far more than other Jaguars from parts swapping with other models, and non-original components can now devalue cars dramatically.
2. Everything is now available for the XK, even a complete bodyshell or a restored chassis.
3. Rare alloy-bodied early XK120s with ash frames are the most difficult to restore, and there are a surprising number of abandoned projects. Ensure that such cars come complete. It is always cheaper to buy a good car than embark on having a wreck restored.
4. Door drop is common as the well-hidden hinges are almost impossible to lubricate.
5. Surprisingly few components on the early alloy cars are the same as later models. Early 120s have a gearbox that is prone to cracking.
6. The ENV axles on early XK120s are notoriously weak, but the later Salisbury axle can be made to fit and is much stronger. Check for broken leaf springs.
7. Classis outriggers should be checked for rust, as well as the front mounting of the rear spring shackles and the vulnerable and exposed last 2 feet of the chassis. Look for accident damage – a 'concertina' effect behind the front shock absorbers.
8. Rusty sills will cause door shut-pillar problems and could indicate trouble with the front inner wings and bulkhead side members.
9. On the body look for filler around the headlights, the side-light bases, below the bumper valance and along the bottom of the front wings. The rear door shut-pillar is another favorite rot spot. On the roadsters examine the tonneau panel for rust on either side of the beading.
10. Open the boot and check the floor at the sides and the spare wheel well. Inside the car check behind the seats at the forward ends of the inner wheel arches.
11. The strong XK engine has a well-known weakness for oil burning and leaks from the rear main bearing oil seal, which is an engine-out job to rectify. Oil pressure of 35-40psi should be maintained at 3,000rpm when hot, 15-20 at tickover. Low oil pressure can be put down to worn bearings and/or oil pump. More optimistically, it could just be a faulty sender unit or a problem with the oil pressure relief valve. Timing chain rattle is common; the top chain is adjustable for wear but the bottom one is an engine-out job to replace.
12. The Moss gearbox has slow synchromesh and some spares are now difficult to source, but it is mechanically strong. Change quality can vary enormously from car to car. Beware of a slipping clutch as the engine has to be removed to change it.
13. Lack of regular lubrication can lead to worn ball joints, but otherwise the front suspension is fairly trouble-free. Clonks and rattles will betray worn bushes or ball joints in the front suspension. A clonk as drive is taken up from rest is likely to indicate worn splines on wire-wheeled cars. There should be minimal lost motion in the steering.
14. Rough or non-original interiors will be expensive to put right, particularly on the drop-head and fixed-head coupe models with their wood veneer.

