

*British Motorcar Day at Berry College on May 15th
Robson Collection tour in Gainesville on May 22nd,
Spring Slalom Racing on May 23.*



May's Calendar is a Full One

Submitted by John Baxa

Details of the British Motorcar Day at Berry College on May 15th were published in last month's newsletter so, if you need directions or more information please look there. We promised directions to the Robson Collection tour in Gainesville on the 22nd so here it is. Marvin & Carolyn Sikes have made plans for lunch following the tour, as well. Keep an eye out for an E-Mail with exact times.

Don't forget to reserve a place on your schedule for the Spring Slalom at Chicopee Woods. It's a little later this year than in times past so we should be sure to enjoy warm weather. You may not be able to win a Gold Medal in the Men's Super-G like Aksel, but you can certainly put your axle to work toward a possible award in the JCNA Slalom competition. Just go Ligety-split! As usual, trial runs and training begin at 10:00 AM and the competition begins after preparations and paperwork are complete.

DIRECTIONS: TAKE OAK WOOD EXIT OFF OF I 985 EASTBOUND. TURN LEFT AT HWY 13 STOP LIGHT AND TAKE AN IMMEDIATE RIGHT ON POPULAR SPRINGS ROAD. LEFT ON POPULAR SPRINGS CHURCH ROAD. LEFT ON CALVARY CHURCH ROAD AND FOLLOW TO CHICOPPE AG CENTER ON YOUR RIGHT.



**"Jags and Friends Weekend"
Friday, Saturday, Sunday
June 11, 12, 13**

Submitted by Brian Hernan

The "Jags and Friends Weekend" is coming together with exciting events planned for our club members and guests. The Entry Form is specifically designed to let you choose and attend the specific events that are of interest to you. Hopefully, you can make it to all of the special events and join other club members for a weekend of good times and wonderful cars. Specific events and times are listed on the Entry Form. Maps and Directions will be in your packet and on our club web site at: www.ngjc.us.

The Hilton Garden Inn, located at 10975 Georgia Lane, just off GA 400 at Exit 9, will serve as our headquarters for the weekend. The Hotel phone number is 678-566-3900

Friday afternoon we will visit Ron Green's classic car collection and then gather at Vail and Linda Frost's for refreshments and an evening meal. Ron's collection is continually changing and this

is not exactly the same as the collection we've visited in the past.

Saturday morning is the Allure of the Automobile exhibit at the High Museum. Arrangements have been made for Jaguar cars only to have protected parking in front of the High Museum at half the price of normal valet parking. This discounted parking, along with our special exhibit ticket price, is less than what normal valet parking would cost and our Jaguars will be a show in themselves.

We will gather again later at the Hilton Garden Inn for refreshments sponsored by Coventry West before going to dinner at the Diner at North Point where prior arrangements are in place for a private room for our group.

Sunday is the "Jags and Friends Picnic" at the Roswell Area Park. Here is your chance to invite a friend with an interesting car to come and join in the festivities.

Continued on page 2

NOW IS THE TIME TO SIGN UP AND RETURN THE ENTRY FORM FOR THE VARIOUS EVENTS OF THIS VERY SPECIAL WEEKEND.

It will be a supplement to this month's newsletter



Driving the Carrera del Golfo al Pacifico

Part Two — The Race Page #4

PRESIDENT'S LETTER

Are you tired of hearing about tax time, bank bailouts, various Congressional hearings, sticking gas pedals and volcanic ash from a volcano whose name no one outside of Iceland can pronounce?

If so, come and join us in May for a variety of car related activities. In early May we have the Mitty Historic Car Races at Road Atlanta followed by the 27th Annual British Motorcar Day at Berry College in Rome, GA on May 15th. If you've not seen the Berry College campus you need to treat yourself to a visit as its a beautiful, pastoral campus and a great site for a car venue. On Saturday, May 22nd we have a tour of a fabulous, local car collection (Robson's Steel Horse Ranch) which I've not seen but have heard is great, followed on Sunday, May 23rd with the NGJC's Spring Slalom at the Chicopee Center.

So, get out there and enjoy one or all of these events and a special thanks to the NGJC hosts of the May activities.

Larry



Officers

President

Larry Kludt
770-641-9249

Vice President

Pat Harmon
pat@patsjags.com

VP-Membership

Mary Ann Kretz
404-659-0708
syplan@att.net

Treasurer

Roy Cleveland
770-538-0858
rmclelland@bellsouth.net

VP-Concours

Dick Maury
rcmaury@bellsouth.net

Chief Judge Concours

Pat Harmon
pat@patsjags.com

The Old Rallymaster

Dave Kirkman
770 886-7435

Webmaster

Dick Maury
rcmaury@bellsouth.net

Secretary

Jack Sweeney
770-977-1210
mainecat@ix.netcom.com

Editor: John Baxa

770-642-7535
jwbaxa@mindspring.com

Newsletter:

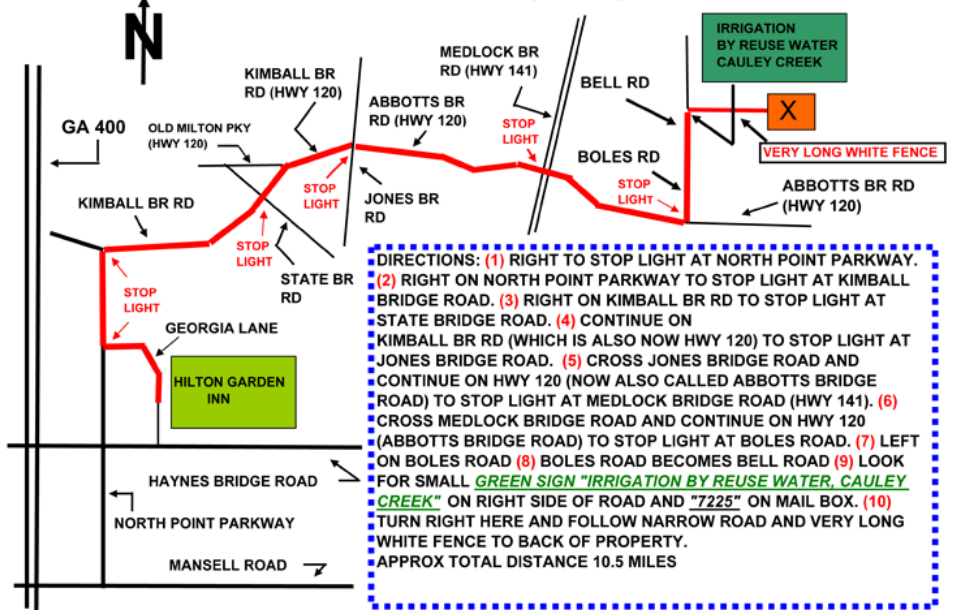
John C. Yates
770-516-0296
johncyates@comcast.net

*Deadline for
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Articles and
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is the
26th of the preceding
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*All submissions
are nonbinding and
subject to approval.*

"Jags and Friends Weekend" Friday, Saturday, Sunday June 11, 12, 13 Submitted by Brian Hernan

"JAGS AND FRIENDS WEEKEND" MAP AND DIRECTIONS FROM HILTON GARDEN INN TO RON GREEN'S CLASSIC CAR COLLECTION 7225 BELL ROAD, DULUTH, GA



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North Georgia Jaguar Club 2009 Calendar of Events

Contact Pat Harmon (pat@patsjags.com) with questions or changes *Club Member Facilitator

May 15, 2010 (Saturday) – British Motorcar Day

Time: TBD – all day event
Sponsor: Dave Kirkman*
Location: Berry College, 2277 Martha Berry Hwy NW, Mount Berry, GA 30149
Description: This is the biggest British car show in Georgia typically with over 200 cars attending. Berry College is a beautiful venue with a huge sloping field for the cars. Typically we meet up with the Atlanta Jaguar Society with plenty of snacks to munch on. There is an entrance fee. Food vendors are on site four lunch.
Notes: Need to see if we are going on a group drive or just meeting there

May 23, 2010 (Sunday) – Spring Slalom Racing

Time: 10:00am
Sponsor: Dick Maury*
Location: Chicopee Woods Agricultural Center, 1855 Calvary Church Road, Gainesville 30507
Description: Slalom racing is one of JCNA's competition events open to anyone who enjoys driving their car. Racing is on a parking lot around a standard designed route marked with red traffic cones. Cars race around the cones, one at a time, for three laps. Each lap is electrically timed. Even if you don't drive, it's a lot of fun to watch. No food or drink is available. There are toilet facilities.
 May 31 (Monday) – Memorial Day (US Holiday)

June 11-12, 2010

Friday – Ron Green's car collection (3:30-5:00)

Saturday – High Museum of Art Car Exhibit

Time: Hotel check-in Friday 12:00 - 3:00
Sponsor: Brian Hernan/Dave Kirkman*

Location: Hilton Garden Inn, 10975 Georgia Lane (GA400, Exit 9)

Description: This is a three day event (Friday - Sunday). We are using the Hilton Garden Inn as headquarters for the weekend. Friday we will visit Ron Green's car collection (3:30-5:00) and then drive to Vail & Linda Frost's for a gathering. Saturday we will visit the High Museum (8:30-10:00) followed by lunch and afternoon free. That evening Coventry West is sponsoring a reception at the Hilton Garden Inn. Dinner will be at the North Point Diner. Sunday will have our annual Jags & Friends picnic at Roswell Park with catered lunch (9:00-3:00)

June 13, 2010 (Sunday) – Jags 'N Friends Annual Picnic

Time: TBD
Sponsor: Brian Hernan*
Location: Roswell City Park
Description: Many members want to display their cars in a non-competitive setting so each year we meet at the Roswell City Park for a car show and catered picnic lunch. This has turned into a popular event and we invite other car clubs to join us. This year the picnic will be part of a weekend event to include a Saturday tour of the High Museum.
Notes: See June 12 High Museum. Plan is to invite clubs participating to our picnic.

June 19, 2010 (Sunday) – Concours Judge Training (Make-Up)

Time: 10:00
Sponsor: Pat Harmon*
Location: Harmon's Home, 6300 Chesla Drive, Gainesville
Description: Annual Concours Judge training makeup session. Previous training session was April 17th.
Notes: Barkow, Collins, Cleveland, Engelhorn, Haldane, Kludt, Maury, Newell, Yates

July 16 -17, 2010 (Friday-Sunday) – Overnight CJC Concours d'Elegance

Little Switzerland, NC

Time: TBD
Sponsor: Pat Harmon*
Location: Switzerland Inn, 86 High Ridge Road, Little Switzerland NC 38749 (828) 765-2153
Description: Overnight drive to Blue Ridge Parkway & stay at Switzerland Inn. The Carolina Jaguar Club will be holding their annual Concours d'Elegance at this beautiful setting in the Blue Ridge Mountains. We will drive individually or as a group to Little Switzerland. A banquet is planned for Friday night followed by the Concours on Saturday. An open bar that evening followed by an awards banquet will cap the event. Early registration is recommended. Concours registration may be made from the JCNA website Concours section. Depart home Sunday
Notes: Contact Jim Morton CJC
 June 20, 2010 (Sunday) – Father's Day
 July 4, 2010 (Sunday) – Independence Day

July 31, 2010 (Saturday) – Technical Session – XJS Jaguars

Time: TBD
Sponsor: Chris Engelhorn*
Location: Marv & Carolyn Sikes home
Description: This is the latest in a series of Technical sessions to teach our members about the various Jaguar models. So far, we've had sessions on the XKs and the E-Types. This session will focus on the XJS models which followed the E-Types in the Jaguar sports car line. We will try to have each of the various XJS models on display and their owners will describe the nuances of their cars. This event will be held at Marv and Carolyn Site's fabulous home and will include a BBQ lunch. Ladies typically go shopping at The Forum.

August 7-8, 2010 (Saturday, Sunday) – Smoky Mountain Jaguar Club Concours d'Elegance

Time: TBD

October 1-2, 2010 (Saturday-Sunday) – Petite LeMans Car Racing

Time: TBD
Sponsor: Jack Sweeney*
Location: Road Atlanta Raceway
Description: Sports car racing. Jaguars will be one of the featured marques

October 10, 2010 (Sunday) – NGJC 9th Annual Concours d'Elegance

Time: 10:00
Sponsor: Dick Maury*
Location: Chattahoochee Country Club, Gainesville
Description: This is our biggest car event of the year and one of the most popular JCNA events in the Southeast. This is an official JCNA judged Concours and we typically have over 60 cars from all over the Southeast attend. Starting around 10:00 entrants will arrive and do final preparations on their cars. At 11:30 we attend one of the finest brunches you will ever find in the main ballroom of the Chattahoochee Country Club. Judging will commence with "Rags Down" at 1:30. This will be followed by an awards ceremony at 4:00. Vendors supply many "goodies" which are drawn from a hat. The NGJC ladies will also open their Cat Botique featuring items for sale that they have collected over the past year. Registration fee includes two free brunch tickets.
Notes: Pat Harmon, Roy Cleveland, Ivan Ruiz assisting
 October 11, 2010 (Monday) – Columbus Day (US Holiday)

October 16, 2010 (Saturday) – Euro Auto Festival

Time: All day event
Sponsor: TBD
Location: BMW Plant Greenville, SC
Description: All model car show

October 23, 2010 (Saturday) – Fall Drive

Time: 11:00
Sponsor: George Haldane*
Location: Douglasville to Lake Wedowee, Alabama
Description: Drive from Douglasville through Texas to Lake Wedowee for lunch. Return through Bowdon and Fairplay returning to Douglasville. The drive will include a "On your own" rally for those who wish to participate. The rally will end at the lunch stop
Notes: This event was originally scheduled for March 28th but was rained out. Dave Kirkman was originally the sponsor for this event and he proposed moving George's event to this slot.

October 31, 2010 (Sunday) - Halloween

November 5-7, 2010 (Saturday-Sunday) Hilton Head Concours

Time: All Day event
Sponsor: Dave Kirkman*
Location: Hilton Head SC
Description: Overnight trip - High end Concours – classic cars & auction. November 11, 2010 (Thursday) – Veteran's Day

November 13, 2010 (Saturday) - Cofer Classic Car Collection

Time: TBD
Sponsor: Skip Smith*
Location: Tucker, GA

November 20, 2010 (Saturday) – NGJC Annual Business Meeting

Time: TBD
Sponsor: Larry Kludt*
Location: TBD
Description: Annual meeting as required by By-Laws
 November 25, 2010 (Thursday) - Thanksgiving



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It's a Mexican Road Race! Driving the Carrera del Golfo al Pacifico

Submitted by Mary Ann Kretz

Part Two — The Race

If you have driven a road rally before, then you know it's not about being there first, going the fastest, or beating everyone else to the finish line. Road rallies are more about finesse and strategy, but most of all they are about not getting lost. The idea is to follow a precise set of driving instructions at a precise speed. There are checkpoints along the way where officials record the exact time you pass. Each second before or after your correct time counts as one point. You win by having the least amount of points at the end which means you have passed the most checkpoints at or near the correct time.

We had only driven in a few rallies before. Most of the routes were a few printed sheets, with the rally lasting two to three hours. The Route Book for the Carrera del Golfo al Pacifico was 118 pages long with twelve to fifteen instructions per page. Each instruction was listed with a graphic drawing of the maneuver and the precise odometer distance in kilometers. If you drove the route and arrived at all of the reference points at the ideal time it would take you nine hours and thirty minutes the first day and seven hours and forty-five minutes the second day. When we received our Route Books the night before the race began, our group retired to the hotel lounge to ponder rules and strategies. Some veteran competitors painstakingly calculated the time for each reference point others marked only the turns or instructions they felt were important. The rest of us rookies just sort of stared at the Book in disbelief. My navigator called for another shot of tequila and retired for the night. We were just hoping we could find our way to lunch and the hotel the following day.

Thirty-seven cars started the race the following morning. We received a list of the cars in the order we were to start. This was also the starting order for each stage of the rally for that day. The first car left the starting line at 8:31am with one car starting every thirty seconds after that. A large crowd had gathered at the hotel to cheer on the competitors as we left the starting arch and headed out of Veracruz. We managed to get through a snarl of road construction just outside of the hotel but missed a major highway turn about five kilometers into the race. Already we were dodging traffic to make up time.

The race was divided into many different "stages", twenty-five on the first day and twenty-seven on the second day. A stage could be as short as one kilometer or as long as sixty kilometers. There were four types of stages and they all had their own rules. The most difficult stages were called "regulated stages" and they required you to drive precise speeds for exact distances. You may be required to drive 86kph for one kilometer, 80kph for the next kilometer, 75kph for the next and so on. These were the stages with the most checkpoints and were generally on curvy roads through the countryside with limited opportunities to pass other drivers. If you got behind slow traffic on one of these roads, your rally points would start accumulating at an alarming rate.

Transit stages basically got you from the finish of one



stage to the beginning of the next stage. During this time, you might be navigating through a town or village, passing the ubiquitous toll booth or stopping for lunch or fuel. There were no checkpoints during the transit stages so, provided you didn't get lost, you would have ample time to make any stops and be at the beginning of the next stage at your exact starting time. Some of the stages required mandatory stops at the beginning or end. There was also the "flying kilometer" which required you to accelerate as fast as your vehicle would go for exactly one kilometer. A separate prize was given for the fastest "drag racer" in each class.

We were instructed to start our stopwatch at the precise moment we crossed the starting line and use it to compare our actual elapsed time to the times noted in the Route Book. This is the critical timing element in the rally letting you know if you need to speed up or slow down before the next reference point. About one hour into the rally, on a particularly tight turn, our stopwatch flew off the console, landed under my foot and promptly reset our elapsed time to zero. As all times noted are based on the elapsed time for the day, this was not good news. After some discussion, we decided our only hope was to base our starting times for the remaining stages on our friends who had started two cars ahead of us. They were veteran racers and the navigator had carefully calculated the ideal time for each reference point. Our start time for each stage should be exactly one minute after theirs. We set our GPS to kilometers and used it to track the distance and speed for each stage and reset the analog car clock to twelve o'clock to estimate the elapsed time. It wasn't anything like having a rally computer but seemed the best we could do under the circumstances. The good news was that we weren't lost so we still might find our way to lunch.

Our lunch stop was a small town called Tehuacan. It seemed the whole town had turned out to fill the central park with their own hot cars and to mix and mingle with the rally cars and drivers. There was music and dancing and another fiesta had begun. We enjoyed our box lunch in the shady park with a few extra minutes to recuperate. Another cheering sendoff and we were on our way again. We had six more hours of driving to reach our goal for the day.

The rally route included some of the more interesting challenges of driving in Mexico. One of the particularly twisty mountain roads was also a well used truck route. To allow the large double trailers coming downhill enough room to make the tight turns all traffic going uphill was routed to the opposite side of the road through the turns. This was done with large white arrows painted on the road surface to let you know exactly when you should be in the "wrong" lane. The lane changes were, of course, on blind turns so your only hope of not meeting a very large truck in your lane was that the truck driver understood the lane change instructions as well. There are also very few stop signs anywhere in Mexico. Someone quipped that Mexican drivers would ignore them anyway. Instead, anywhere that you should stop or slow down, there are topes

(pronounced tow-PAYS). Topes are speed bumps running across the entire road and are not like the ones we are used to in parking lots. Sometimes they are marked with a small sign on the side of the road or maybe just some faded white paint on the road surface. Many of them are large enough to rip the entire exhaust system off of a small sports car who attempts to cross at any speed faster than dead stop. Most of the towns and villages had at least three topes with their locations noted in the Route Book and their sizes classified with one, two, or three exclamation points. It was important to keep an exact count of how many topes you had crossed, but you also had to be aware that there might be an extra tope that was missed when laying out the route. An unexpected three exclamation point tope was a force to be reckoned with.

Our destination for the first day was Cuernavaca, a lovely mountain city just forty-five miles from Mexico City. The arrival of the rally cars sparked another fiesta with impressive costumes, music, and dancing. Our hotel for the night was the Sumiya Camino Real, originally an extravagant mansion built by Barbara Hutton, heiress to the Woolworth fortune. It was designed and built by Japanese architects and artists, giving it a sense of peace and tranquility. It was said that Barbara chose this location because of its perfect climate. Taking advantage of that perfect weather, dinner was served on the lawn. The entertainment included a serenade by a velvet clad native singer, and a fashion show with rock music and beautiful women. We ended the evening with a nightcap in the small bar, fountains splashing merrily around us.

The next morning, the first car started at 10:01am from the hotel parking lot. We carefully placed our stopwatch in the side pocket to prevent another disastrous reset. Now that we knew the importance of a backup timer, I also started the digital timer on my iPhone as we crossed the start line. The author of the axiom "timing is everything" must have been a rally competitor.

Our route took us past more beautiful scenery and more small towns. Some of the villages had cancelled school for the day, adults and children waving from the roadside as the rally cars passed. We were settling into

Continued on page 6

Spring Drive Shrinks in the Wet Weather

Submitted by John Baxa

The weatherman has not been cooperative for the club's drives so far this year. The first one to Alabama was cancelled, but the drive to Wolf Mountain Winery was a rain or shine event and seven cars did show for the trip even though rain was threatening. Dave Kirkman planned out a route that was different from those in the past, so at least some hardy souls were able to take advantage of that: in addition to Dave and Bev were Jim Anderson & Mary Ann Krets; Ray & Margaret Gore; Pat & Nancy Harmon; Larry Kludt; Lynn & Linda Newport; Bob & Lee Scarborough; and Bob Wheeler. Of course, the day wound up with a tour and lunch at the winery.



NGJC Technical Documents Library

Submitted by Pat Harmon

Over the years JCNA has encouraged creation of Technical Seminars and Judging Guides for the numerous Jaguar models. Recently JCNA's George Camp took on the responsibility as Publications Manager and he is now offering them for sale to clubs and individuals. The Judging Guides are extremely hard to author as extensive research is required to make sure each detail is correct. Use of these guides at JCNA Concours d'Elegance events is mandatory.

George recently offered the JCNA clubs a special discount to purchase an entire set of these publications and we decided to take advantage of the offer. We now have the set (see list following) in our library and they are available for check out. Just contact Pat Harmon to arrange pick-up. To be fair to all club members we ask that you keep the publication only two weeks and return it. If you'd like to purchase your own copy of the set at the discounted price of \$225.00 for the set you may E-Mail Georgeat.scjag@juno.com or call him at (803) 760-9460. If any of you have technical documents or books and would like to donate them to our library please contact Pat.

The packet includes the following: (TS = Technical Seminar; JG = Judging Guide)

"S-Type" and 420 TS	MK2 TS
S2 E-type TS	S1 E-type JG
XJ6 S1 TS	68 E-type JG
E-type S1 TS	S2 E-type JG
XK120 TS	S3 E-type JG
XK140 TS	MK2 JG
XK150 TS	Air Conditioning JG
MK VII/VIII/IX TS	XJS (Pre-Facelift) JG

Be aware that, while well intentioned, the Technical Seminar publications may not represent all of the possible variations within a given Jaguar model and that some "observed features" they list may not be fully documented.

On the other hand, the model-specific JCNA Judging Guides are each the result of extensive research. With few exceptions, they describe the cars in their most correct configurations and they may be used to document a vehicle's authenticity.

The Judge's Concours Rules Committee is making every effort to encourage the completion of both the XK120 and XK120 Judging Guides in time for presentation at the 2011 AGM. If you know of anyone qualified to author any of the missing Judging Guides, I would be pleased to be put in contact with them.



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It's a Mexican Road Race! Driving the Carrera del Golfo al Pacifico

Submitted by Mary Ann Kretz

our routine and actually passed some of the markers at our ideal time. About mid morning we ran into a major traffic snarl as a large truck had slid off the side of a two lane road which necessitated the closing of the entire road to extricate the tractor from the incline. This made rally drivers even more aggressive, crossing the double yellow lines and slipping back into the snarled traffic. Once again we were dodging traffic to make up lost time.

Our lunch stop was at a resort called "Vida en el Lago". My Spanish Dictionary translated it as "life at the lake". In fact, it was a large development around a lovely lake near the town of Iguala. After entering the gated resort, we followed the freshly paved roads through a series of roundabouts, each with a fountain and large stone sculptures in the center. Each fountain had a water theme, dolphins, turtles, frogs, and so on. There were only a couple of completed houses in the whole development but the beautiful country club on the lake provided us with another sumptuous buffet.

Our route for the afternoon seemed to contain the most "regulated" stages that we had experienced so far. According to our still ticking timer, we actually passed some of the reference points at exactly the right time. Traffic began to increase late in the afternoon as we approached Acapulco. Tourists, buses, and an amazing number of old Volkswagen bug taxis all fought for space

FROM KM TO KM	CORRECTED DISTANCE	PACING TIME	SPEED	SIGNS	INSTRUCTIONS	REAL TIME
0 TO 1	0.800	58"	72 km/h	75 KM/H	BEGINNING OF STAGE MARK ON THE ROAD KM. 78 LEFT SIDE	4:41:57"
	0.830			75 KM/H	REFERENCE SIG CHAPEL LEFT SIDE	4:41:53"
	0.900			75 KM/H	REF. MARKER KM. 79 RIGHT SIDE	4:41:56"
1 TO 2	1.000	43"	80 km/h	75 KM/H		4:41:57"
	1.050			75 KM/H	REFERENCE MARKER KM. 80 ON ROAD, LEFT SIDE	4:42:39"
2 TO 3	2.000	43"	80 km/h	75 KM/H		4:42:42"
	2.290			75 KM/H	REFERENCE MARKER KM. 80 ON ROAD, RIGHT SIDE	4:42:14"
3 TO 4	3.000	48"	75 km/h	75 KM/H	REF. ROAD SIGN LEFT DANGEROUS CURVE	4:42:33"
	3.230			75 KM/H	REFERENCE CONCRETE MARKER KM. 82 LEFT SIDE	4:44:02"
4 TO 5	4.000	50"	72 km/h	75 KM/H		4:44:19"
	4.810			75 KM/H	REF. BRIDGE	4:44:31"
5 TO 6	5.000	43"	80 km/h	75 KM/H		4:42:59"

on the crowded highway. A few of the rally drivers were trying to stay together to keep from making a disastrous wrong turn in the traffic. If you allowed just a few inches between you and the car in front of you, several local cars or buses would manage to immediately squeeze in between you and your fellow rally driver, leaving you

wondering how your fenders survived. Mexican drivers are masters of the forced merge.

The finish line was at the central park along Acapulco's "Gold Coast". As we came through the finish line arch the crowd cheered, shouted, and waved. Our official time was recorded and we were handed Coronas in celebration. We had actually made it! The celebrations continued and finally moved to the Hotel El Cano, our home on the beach in Acapulco for the next two days. Our gracious Mexican hosts once again invited our group to dinner at a beautiful restaurant overlooking the bay. We commandeered a line of the small taxis for the ride to the restaurant as driving anywhere without our Route Book seemed impossible.

We spent the next day recuperating on the beach, drinking pina colodas and other drinks with umbrellas that were delivered right to our beach chairs. The awards banquet that evening was another delightful buffet with more entertainment. Finally, the awards ceremony began. Our American group took few awards, outdone by the veteran Mexican drivers, well-prepared rally cars, and rally computers. At least we weren't dead last. (There wasn't a prize for that, either.) But we were hard pressed to think of an event where we had had a better time. As one of our new friends said, "This is a once in a lifetime experience that you can have every year." We're thinking we just might go again next year.

Continued on page 8

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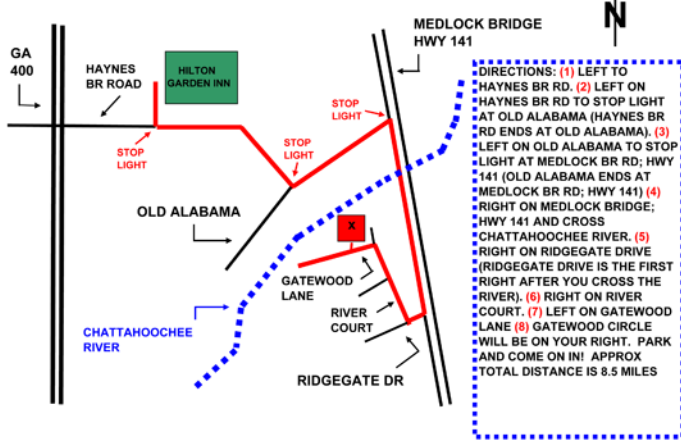
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- 100,000 sq ft facility
- Orders placed before 3 pm ship that day

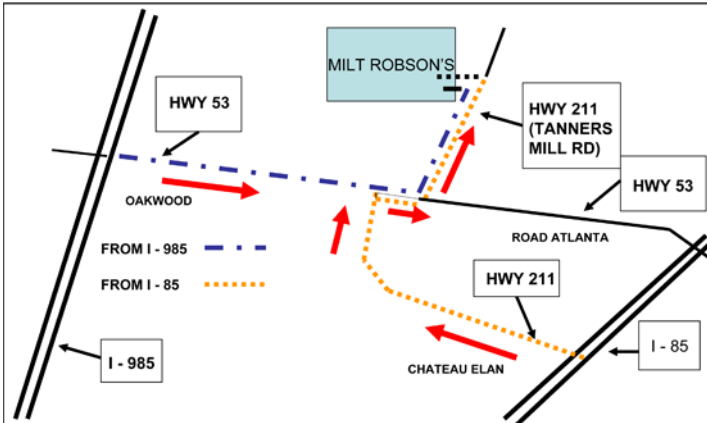
Proud supporter of the JCNA

"Jags and Friends Weekend" Friday, Saturday, Sunday June 11, 12, 13 *Submitted by Brian Hernan*

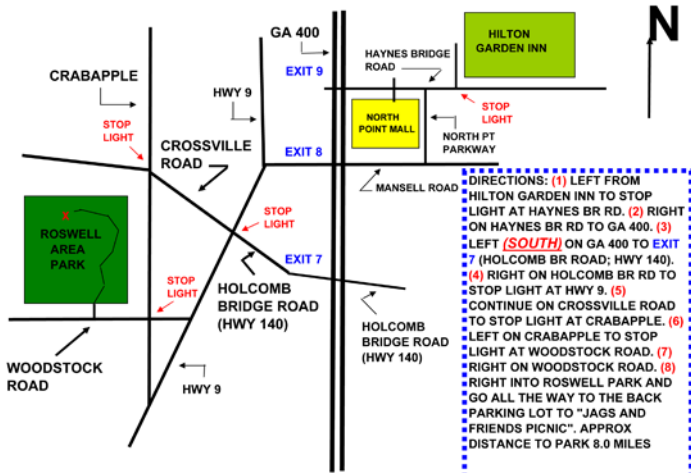
"JAGS AND FRIENDS WEEKEND"
MAP AND DIRECTIONS FROM HILTON GARDEN INN
TO VAIL AND LINDA FROST
4603 GATEWOOD CIRCLE, ALPHARETTA, GA



DIRECTIONS TO MILT ROBSON'S
CAR COLLECTION



"JAGS AND FRIENDS WEEKEND"
MAP AND DIRECTIONS FROM HILTON GARDEN INN
TO JAGS AND FRIENDS PICNIC



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Added JCNA Member Benefit Discount on New Jaguars to JCNA Members

The operation of the plan is simple. First go through the normal purchase procedure at the dealership. Then show your JCNA membership card and dealer will apply the discount. Jaguar will take care of crediting the dealer.

The program is intended to be permanent, but eligible vehicles and amounts will be examined quarterly and adjusted as necessary. This will ensure that as inventory is exhausted and new cars are launched, the program will apply to the Jaguars currently available.

Watch your mailbox. Jaguar will send all eligible JCNA members a letter to announce the program. The letter will include a certificate number denoting your eligibility.

JCNA Member Purchase Program

XF Models	\$750
XJ Models	\$1,000
XK Models	\$1,000

This program is not transferable and is available only to JCNA members in good standing. Membership verified via prior fiscal year roster (Dec 31). Cannot be combined with A/Z plans.



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NORTH GEORGIA JAGUAR CLUB
A VERY SPECIAL "JAGS AND FRIENDS" WEEKEND
FRIDAY, SATURDAY, SUNDAY, JUNE 11, 12, 13, 2010

ENTRANT _____

JAGUAR (YR & MODEL) _____

ENTRANT'S GUEST _____

FRIEND'S CAR (YR & MODEL) _____

FRIEND / GUEST _____

FRIDAY, JUNE 11

REGISTRATION AT HOTEL FROM NOON TO 3:00 PM.

VISIT TO **RON GREEN'S CAR COLLECTION**

"JAGS AND FRIENDS" GATHERING AT VAIL AND LINDA FROST'S, 4603 GATEWOOD CIRCLE, DULUTH, GA (DRINKS, FOOD AND LATE REGISTRATION AT GATHERING)

SATURDAY, JUNE 12

VISIT TO **THE ALLURE OF THE AUTOMOBILE**

LEAVE HILTON GARDEN INN PARKING LOT
EXHIBIT OPENS

SPECIAL "JAGS AND FRIENDS" DISCOUNT TICKETS
SECURITY PROTECTED **JAGUAR CARS ONLY** DISPLAY PARKING IN FRONT OF EXHIBIT (OTHER PARKING AVAILABLE IN AREA AT REGULAR HOURLY RATES).

LUNCH (OPTIONS LISTED IN YOUR PACKET)
AFTERNOON FREE TO ENJOY THE EXHIBIT, EXPLORE SHOPPING, OR VISIT OTHER ATLANTA DOWNTOWN ATTRACTIONS (CENTENNIAL PARK, GEORGIA AQUARIUM, WORLD OF COKE)

RECEPTION AT HILTON GARDEN INN SPONSORED BY **COVENTRY WEST** (REFRESHMENTS WILL BE SERVED)
DINNER AT THE DINER AT **NORTH POINT**

SUNDAY, JUNE 13

"JAGS AND FRIENDS" PICNIC (COST INCLUDES CATERED BAR-B-Q LUNCH, DRINK, AND DASH PLAQUE) LUNCH SERVED AT

TIME	COST PER PERSON	NUMBER OF PEOPLE	TOTAL AMOUNT
NOON TO 3:00 PM	FREE		
3:30 PM TO 5:00 PM	FREE		
5:30 PM TO 9:00 PM	\$20.00		
8:30 AM TO 10:00 AM	\$12.00		PAY AT EVENT
	\$20.00		
5:30 PM	FREE		
7:00 PM	\$24.00		
9:00 AM TO 3:00 PM	\$10.00		
11:30 AM			

MAKE CHECKS TO: **NORTH GEORGIA JAGUAR CLUB

TOTAL**

MAIL TO: **BRIAN HERNAN**
1080 GRACE HILL
ROSWELL, GA 30075
CELL: 404-275-8200 HOME: 770-998-2032

MAPS AND COMPLETE DIRECTIONS TO ALL EVENTS WILL BE PROVIDED IN YOUR PACKET AND ON OUR WEB SITE AT WWW.NGJC.US. CLICK ON THE "CALENDAR TAB" GO TO "JUNE 12" AND DOWNLOAD WHAT YOU NEED

THANKS TO NGJC MEMBER MR. BOB RAY WE HAVE BEEN ABLE TO MAKE ARRANGEMENTS WITH HIS **HILTON GARDEN INN, 10975 GEORGIA LANE, ALPHARETTA, GA.** FOR A SPECIAL "JAGS AND FRIENDS" WEEKEND RATE OF **\$69.00 PER NIGHT**. THIS RATE ALSO INCLUDES A COMPLEMENTARY BREAKFAST. RESERVATIONS SHOULD BE MADE DIRECTLY WITH THE HOTEL AT **678-566-3900**.

REFERENCE "**BOB RAY AND THE NORTH GEORGIA JAGUAR CLUB**"

REGISTRATIONS MUST BE RECEIVED BY BRIAN HERNAN BY JUNE 5, 2010