



Coming up...

OCTOBER 2020 Volume #19 No. 10
5310 Vinings Springs Point, Mableton, GA 30126 • www.ngjc.us

Concours 2020 Registration Now Open! October 25th, Club Concours November 21st, NGJC Business Meeting

LETTER FROM THE PRESIDENT

Fall in north Georgia is my favorite time of the year with the cooler weather, sunny days, and the changing of the color. While the pandemic has completely disrupted most of our normal activities I would encourage all of us to take a moment, go outside on a nice warm sunny fall day, and somehow know that we will get through this together.

Sunday, October 25 is our annual NGJC Concours. Terry Mathewson, Concours V.P. and Philip DiTrollo, Chief Judge have worked very hard with Roy Cleveland to ensure safe environmental arrangements with the CCC for outdoor dining for those who wish it. Also Chief judge Phillip DiTrollo will provide masks for entrants and judges. Hopefully you will choose to come and enjoy a beautiful fall day outdoors at the CCC.

The club's annual business meeting and election of officers will take place on Saturday, November 21. Complete details will be in the November newsletter. If anyone is interested in running for one of the club offices please contact me.

Travel Safe,
David Kirkman

Welcome new members

J.P. and Jenny Summers of Alpharetta,
Dennis and Janice Clack of Tellico Plains, TN and
Lew George of Atlanta



Retro Drive: 1966 Jaguar XJ13, Unrealized Le Mans Racer
Article on page 5

Display Cars Can Still Sign Up For NGJC's Concours

Submitted by Philip Di Trollo

Our club's Concours will be held on October 25, 2020 at the Chattahoochee Country Club. Registration is still open for Display Only cars. New for this year, you will need to register in advance: online only! Registration can be accessed through our club website, ngjc.us, via the calendar page. You will not be able to register on the day of the event, so go ahead and get registered today. You can still be a part of this spectacular event, by entering our Display Class. Display cars are presented as in our judged classes; however, they are not judged.

Nothing is better than a beautiful fall day, good friends, great cars, and maybe even a glass of socially distanced champagne. Karen says this is the perfect opportunity for a fall picnic. After all, this could be the last time we can get together and enjoy our Jaguars

before the long, cold southern winter sets in!

Also, our Concours is the perfect opportunity to introduce prospective new members to our club, so please feel free to invite friends to this event, even if they aren't current Jaguar owners. We have invited Hennessey Jaguar to bring a couple of special cars for display, making this an ideal time to potentially check out your next Jaguar.

For those who are judging and have not yet declared a class preference, email me at jaguar@georgiaexpo.com or call my cell (404) 372-9071 and let me know what interests you.

What a great feeling it is to be part of a truly great club!



NGJC Business Meeting Saturday, November 21st

Submitted by Dave Kirkman

Our club's annual business meeting is scheduled for Saturday, November 21st. This is when we have the election of officers and begin to plan for next year's activities. Philip De Trollo has offered to let us use his company's facilities for this meeting. The address

is Georgia Expo, 3355 Martin Farm Rd. Suwanee, GA 30024. Any interested club members are welcome to attend. We'll have more information in next month's newsletter.



September Drive
Article on page 2



Host of the 2017 International Jaguar Festival



Pennsylvania College of Technology Student Awarded NGJC Scholarship

Submitted by Lynn Cunningham

We've heard from the Coventry Foundation that the scholarship we funded has been awarded to a current student at Pennsylvania College of Technology. Here is the notice Gary Kincel posted on the Coventry Foundation Facebook page:

"I am pleased to let everyone know that our 4th scholarship was recently awarded to a student at Pennsylvania College of Technology.

The student's name is Allison Hoch, a second year student in the Automotive Restoration Technology program. The scholarship is for the academic year 2020/2021. Funds for this scholarship were donated to the foundation by the North Georgia Jaguar Club to honor years of service to the club by John Hoffman.

We thank the North Georgia Club for their

Continued on page 7

First Club Fall Drive Saturday, September 26th

Submitted by John Yates

Meeting at the back of the North Georgia Outlet Mall on a picture perfect day we headed out through the mountain roads to Copperhead Lodge for lunch.

Special thanks to Dave Kirkman *The O'Rallymaster* for guiding the route and John Hollier for making the arrangements at the Rattlesnake Lodge.



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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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NGJC Member Benefit All Hennessy JLR Atlanta Stores

Hennessy JLR is happy to extend a 15% parts and labor discount to your club members at all three stores. Each of the service and parts managers at the North Atlanta, Gwinnett and Buckhead locations are aware of this discount. Please let your service advisor know about your membership when you drop off the car.



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2020 NGJC Calendar

Submitted by Dave Kirkman

NGJC EVENTS: October

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: November

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						

JANUARY 2020

Nothing planned

FEBRUARY 2020

Feb 15, Saturday – Valentines Lunch, Pearl Lian, Duluth, GA

MARCH 2019

March 22, Sunday – First Spring Drive – D. Kirkman

March 28, Saturday Roswell Motoring Festival, Roswell City Hall – Roswell, GA

March 28-29, Saturday-Sunday SVRA Historic Races – Road Atlanta, Braselton, GA

APRIL 2020

April 19, Sunday – Spring Drive Canton GA

sponsor Dave Kirkman
April 24-26, Friday-Sunday, HSR Walter Mitty – Road Atlanta, Braselton, GA

MAY 2019

May 24, Sunday Late Spring Drive, sponsor Dave Kirkman

JUNE 2020

June 28, Sunday, June Club Drive. Dawsonville, GA - D. Kirkman

Cancelled – Peachtree Corners Festival & British Motorcar Day – Peachtree Corners, GA

JULY 2018

Summer Drive TBD

AUGUST 2019

August 15, Saturday - Judges Training, Suwanee, GA – P. DiTrolio

SEPTEMBER 2020

September 11-12, Mountain Motoring Tours, Highlands, NC
September 12, Saturday – Atlanta British Car Fayre – Norcross, GA
Sept 17-20 Peachtree MG Registry British Car Festival, Dillard, GA
Saturday, September 26, Fall Drive - D. Kirkman

OCTOBER 2020

October 7-10 Thursday-Sunday, Motul Petit LeMans – Road Atlanta, Braselton, GA
October 25, Sunday - NGJC Concours d'Elegance – Gainesville, GA – T. Mathewson, P. DiTrolio
October 30-November 1, Friday-Sunday Hilton Head Concours – Hilton Head Island, SC

NOVEMBER 2020

November 21 Saturday, 10:30 AM NGJC Business Meeting Suwanee, GA

DECEMBER 2020

December NGJC Holiday Party



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Retro Drive: 1966 Jaguar XJ13, Unrealized Le Mans Racer

It could have raced at the 24 Hours of Le Mans. Now it's a national treasure. *From Angus MacKenzie, Automobile Mag*

LeMans, 1968, the way it was meant to sound: the rolling thunder of the 7.0-liter Ford GT40s, the screaming howl of the Ferrari P4s, the edgy rasp of the Porsche 908s, and the metallic snarl of the mid-engine, V-12-powered Jaguar XJ13. The thought of this impossibly low-slung British Racing Green roadster running wheel to wheel down the Mulsanne Straight with scarlet Ferraris, big-banger Fords, and scrappy Porsches is enough to get any enthusiast's pulse racing. Of course, it never happened. But to wriggle into the one and only XJ13's snug cockpit, grasp the well-worn wood-rimmed steering wheel, and fire up the fuel-injected V-12 nestling in the small of your back is to get a tantalizing taste of the glorious spectacle it would have been.

The XJ13 grew out of a program that started in the 1960s to develop a V-12 for Jaguar road cars. By 1964, a prototype quad-cam, 5.0-liter V-12 with SU carburetors had been fitted to a Mark X sedan for testing. From the beginning, engineers also worked on a race variant of the V-12 fitted with a newly developed Lucas mechanical fuel-injection system and a dry-sump oiling system. Chief engineer Bill Heynes, anxious to get the factory back into racing, sought approval from Jaguar boss Sir William Lyons to build a Le Mans prototype around the new V-12.

For the first time in Jaguar's history, the power plant would be located behind the driver. The mid-engine revolution started by Cooper's World Championship-winning F1 cars in the late 1950s had spread to top-level sports car racing by the early 1960s, though Jaguar designer Malcolm Sayer reportedly had contemplated a mid-engine

racing car as early as 1953. Back then, Jaguar technicians insisted on sticking with the tried and true front-engine layout for what became the D-Type, but the idea apparently knocked around Jaguar's engineering office under the designation G-Type until 1958.

Despite talk of having the XJ13 ready in time for the 1965 Le Mans race, the project didn't actually get underway until June 3, 1965—little more than two weeks before the race—and the car was not completed until March 1966. Then it was immediately grounded by Lyons, who decreed the XJ13 was not even to be driven around the factory grounds, much less tested and developed.

Norman Dewis, Jaguar's long-serving chief test driver, speculates the XJ13 ban was prompted by the decision of Lyons to merge Jaguar with the British Motor Corporation, which was publicly announced four months later.

Formal testing of the XJ13, therefore, did not begin until 1967. By mid-year, the 5.0-liter V-12 was developing 472 hp at 7,250 rpm, and a young David Hobbs had lapped the Motor Industry Research Association (MIRA) 2.82-mile banked track (an exaggerated tri-oval) just north of Coventry at 161.6 mph in the XJ13, a record not beaten until the Gordon Murray-designed McLaren F1 lapped it at 168 mph some 31 years later. Using a run-up, Dewis reached 200 mph on an old, two-mile-long World War II U.S. Army Air Forces airstrip at nearby Bruntingthorpe. The XJ13 was fast, though when Hobbs tested the car at Silverstone in August, he complained of poor brakes and a tendency to oversteer. But Jaguar's Le Mans contender was never to turn a wheel on the racetrack in anger: The

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Retro Drive: 1966 Jaguar XJ13, Unrealized Le Mans Racer

From Angus MacKenzie, *Automobile Mag*

Le Mans race organizers announced motors for cars in the prototype class would be restricted to 3.0 liters for 1968. Instantly obsolete, the low-slung roadster was wheeled into a quiet corner of the Jaguar experimental engineering shop and left under a dust cover.

Lost and Found

It sat there for more than two years until Jaguar's public relations team had the bright idea of surprising journalists with the still-secret XJ13 at the launch of the V-12-powered Series III E-Type at the 1971 Geneva show. It mattered little that Jaguar's first production V-12 differed in a number of significant ways from the experimental unit in the XJ13, most notably in terms of the cylinder heads, which had just a single, chain-driven overhead camshaft. Jaguar's stillborn Le Mans racer was even yet a stunning-looking car capable of ferocious performance, and it would serve as a useful distraction from the slightly uncomfortable fact that the E-Type was by then basically a 10-year-old car.

To support the launch, it was decided to film the XJ13 at speed on the MIRA track in January 1971. The car was given a complete check and fitted with new wheels and tires that had been held in storage since the development program was canceled. Dewis did a number of laps at modest speeds for the cameras, then picked up the pace. On his third fast lap, at about 140 mph, the right-hand rear wheel collapsed. The XJ13 smacked the guardrail, then spun into the freshly plowed infield, bouncing into the air and rolling several times as the wheels dug into the soft, muddy soil. Miraculously Dewis, who was not wearing a seatbelt, escaped with a few bruises; the jockey-size driver had the presence of mind to switch off the ignition and dive under the scuttle to wedge himself in the cockpit when he realized he was merely a passenger. The XK13, however, was a mess, although a close examination revealed the basic monocoque was still sound, and the engine—a stressed member that carried the transmission and rear suspension—had remained in place undamaged, as the soft soil had absorbed the worst of the impacts.

In 1972, Jaguar managing director Lofty England authorized a rebuild when it was discovered the voluptuous forms—used by Abbey Panels, the Coventry-based shop

that also built the first Ford GT40 chassis in 1963, to create the XJ13—were still in existence. The rebuild was completed in June 1973. Among the minor changes made to the car from the original spec was the fitment of a radiator and cooling fan from an XJ12 sedan and reshaping of the wheel arches. The XJ13 made its belated public debut on July 13, 1973, with a series of demonstration laps at Silverstone prior to the British Grand Prix.

Driving Jag's Untamed Racer

It's a steamy day at the delightful Monticello Motor Club track in leafy, upstate New York, as I fold my 6-foot-2-inch frame into the XJ13's cramped cockpit. Norman Dewis was at least a foot shorter than me, and the XJ13 seems to have been tailor-made for him. I sit with my knees splayed on either side of the splintering wood-rimmed steering wheel, handmade by some forgotten craftsman in the Jaguar experimental workshop more than 40 years ago. I look around as technician Richard Mason gives me a preflight briefing: The XJ13 might be a one-of-a-kind car, a priceless piece of Jaguar history (Jaguar Heritage reportedly turned down an offer of \$11 million for the car in 1996), but it's far from a pristine trailer queen. The unfinished aluminum on the monocoque is scuffed to a satiny sheen, and there's oil leaking into the cabin from somewhere. Faded Dymo labeling tape identifies the various switches arranged somewhat haphazardly across the dash to my left, and the acne under the paint at the base of the left-hand A-pillar betrays the repairs made in the aftermath of The Crash. The XJ13 might not have fulfilled its destiny, but it's a car that's lived.

I flick the ignition on and fire up the fuel pump, watching until the needle on the fuel-pressure gauge starts flickering wildly around 100 psi. A quarter travel on the gas pedal, then a flick of the ignition switch to its second position. The starter motor grinds... and suddenly the V-12 barks to life.

The XJ13 is, befitting its British heritage, right-hand drive, but the shifter is also on the right, mounted in the wide sill of the monocoque. The five-speed ZF transmission, with first gear on the dogleg back toward the driver, is a bit of a temperamental old bitch. I follow Mason's instructions, selecting third, then second, before attempting

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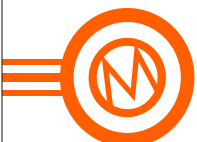
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Retro Drive: 1966 Jaguar XJ13, Unrealized Le Mans Racer

From Angus MacKenzie, *Automobile Mag*

to select first. The linkages sulkily comply, and the lever snicks home. We're good to go.

Not wishing to make a fool of myself by stalling in front of Mason and the other Jaguar staffers on hand, I give the V-12 plenty of revs as I feed in the clutch to make my way out onto the track. There's no need, really. This might be an old race car, but the V-12 is a sweetheart, surprisingly smooth and tractable and easy to handle at low speeds.

Back in the day, the XJ13's test drivers would routinely take the big V-12 to 7,600 rpm and beyond, but we're limited to just 5,000 rpm, not the least because this is the only complete gear-driven quad-cam V-12 engine Jaguar has left. (Mason says eight quad-cam engines were built during the early V-12 development program; only two had gear-driven overhead camshafts, and the rest had a cheaper chain drive system.)

I take it gently at first, treating the XJ13 as if I'm waltzing a dear old aunt at a family wedding. But it doesn't take long to realize that, more than 40 years ago, she was quite the party animal. And she doesn't mind showing you she can still bust a move or two.

As the car warms up, it comes to life, shaking off its slightly arthritic demeanor. The steering is delightfully direct and lightens up nicely at speed. Like all V-12s, the engine loves to rev and doesn't start to sparkle until the tach needle swings past the 3,000-rpm mark, the barking exhaust note developing a mean metallic snarl. Start to work it, and like all race cars, the XJ13 gets in the zone—everything starts to



work in harmony. The brakes—a problem for Hobbs during testing—are fine for the speeds we're doing, and the vintage-section Dunlop Racing tires, run at much lower pressures than back in the 1960s, deliver an impressively precise turn-in response and a surprisingly compliant ride. The XJ13 feels more like a modern sports sedan than a hardcore racer.

By the end of the day, I will have done more than 40 miles in the XJ13—for photos, video, and just the sheer joy of driving this wonderful old car. It's sweaty, fatiguing work, though; the pipes connecting the front-mounted radiator with the engine run through the cockpit and give off heat like a furnace. Worse, the steering rack, a Series I E-Type unit, is mounted right behind the radiator, and the heat soaks right up the steering column and into the steering wheel. As our track session ends, the wheel is almost too hot to hold.

But I step out of this truly special Jaguar grinning from ear to ear. Though it never raced, it perfectly captures the last glorious gasp of an era when Le Mans racers could still be painted in their country's national colors and aerodynamics was an elegant art rather than a cold science.

A Le Mans Winner?

Could the XJ13 have won at Le Mans?

"I thought it had a lot of promise," recalls Hobbs, a driver whose long, distinguished career includes stints in GT40s in the 1968 and 1969 24-Hour races. "The engine still stands out. [Jaguar special projects leader] Mike Kimberley had asked me to test the car because I

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Concours 2020 Registration Now Open!

Submitted by Terry Mathewson

The North Georgia Jaguar Club will be holding our annual Concours d'Elegance on Sunday, October 25, 2020 at the Chattahoochee Country Club, which is located at 3000 Club Drive, Gainesville, GA 30506, on the shores of beautiful Lake Sidney Lanier. There are a few changes this year, so please read on!

Brunch this year will be a pork barbecue with sides and desert that will be served in the pavilion adjacent to the main club dining room. Food selection this year was decided based on COVID virus concerns, and recommendations from the Country Club meal planners. The pavilion is open on the sides and should provide adequate distancing from others. The dining room will be available as well for those who prefer to dine there.

As previously stated, cars will be judged and awards given in Championship and Driven Divisions, but Display only cars are especially urged to attend! Due to limitations on qualified judges, and our desire to stay within a specific time frame to complete judging, there may be limits on the number of cars within each class that we will be able to judge. So, get your registration in early!

(This site can also be reached by going to www.ngjc.us selecting the Calendar tab, and scrolling to the October 25th Concours event.)

There will be an informal social gathering in the lobby of the Hilton Garden Inn beginning at 6:30 PM on the evening of Saturday, October 24th. There will be a cash bar in the lobby. For those wanting to dine that evening, there is a LongHorn Steakhouse and O'Charley's restaurant located adjacent (walking distance) to the hotel.

If you have questions regarding attending, or need help with the registration process, please contact Terry Mathewson, Vice President for Concours, at 678 332-7833, or at tmathewson@bellsouth.net. We hope you will join us!



Continued from Page 1

Student Awarded NGJC Scholarship

ongoing support of the foundation, and congratulate Allison on this award."

This is good, our club funds are going to a deserving student, plus one of the rare female automotive students. Penn College is a public college in Williamsport, Pennsylvania. It is affiliated with, but autonomous from, Pennsylvania State University. As an applied technology college, the school offers certificate, associate, and baccalaureate degree programs in more than 100 fields of study.



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Retro Drive: 1966 Jaguar XJ13, Unrealized Le Mans Racer

had experience with Ford GT40s and Lola T70s, and it had the best engine of the lot. It was smooth as silk."

Hobbs also thought the rest of the car still needed a lot of development, though. Four decades after he last drove the XJ13, he instantly lists the problem areas: "The ZF gearbox was not very good. It had old Dunlop disc brakes and Dunlop R5 tires on narrow rims—a set of modern tires would have made a staggering difference—and it had too much rubber bushing in the suspension. It moved around all over the place when you were braking late for a fast corner like the old Stowe Corner at Silverstone." And Malcolm Sayer's beautiful bodywork would probably have had to sprout all manner of wings and trim tabs by the time it made the grid at Le Mans. Hobbs says: "From what we learned with the Lola T70, the shape probably would have generated a lot of front-end lift."

But Jaguars had won at Le Mans five times during the 1950s; the factory knew how to prepare fast cars that would go the distance. Had the Automobile Club de l'Ouest not changed the rules for the 1968 race, a churlish move that also kicked out the muscular 7.0-liter GT40s and the glorious Ferrari 330 P4s, a properly prepared XJ13 certainly could have been a contender.

Racing is full of coulda, shoulda, woulda stories. But Jaguar, with limited resources available, was probably

right to focus on its road car development program instead. Little more than a year after it abandoned the XJ13 program, Jaguar would launch the XJ6, the car that would establish the template for the modern luxury sedan and help keep the marque alive through the dark, troubled days of the 1970s and early 1980s.

In many ways, the original XJ6 is a far more significant and influential car than the XJ13. But it's impossible not to look at Sayer's sensuously shaped sheet metal and that extravagant, snarling, quad-cam V-12 displayed like a gorgeous mechanical jewel under glass at

SPECIFICATIONS*

Engine 304.7-cu-in/4994cc DOHC V-12, Lucas mechanical fuel injection

Power and torque 502 hp @ 7600 rpm, 386 lb-ft @ 6300 rpm*

Drivetrain 5-speed manual, RWD

Brakes front: disc; rear: disc

Suspension front: control arms, coil springs; rear: control arms, coil springs

Dimensions: L: 189.4 in, W: 70.9 in, H: 39.3 in

Weight: 2,464 lb

*as of May 1967

Ask the Man Who Maintains (the Only) One

As "It's not surprising I ended up working in the motor business," Richard Mason, the technician entrusted with the care and maintenance of Jaguar Heritage's precious

XJ13, says. Mason was born and raised in Coventry, Britain's Motown, and grew up in a house right near what was once the Humber factory. (Humber became part of the Rootes Group along with Hillman and Sunbeam. The Rootes Group was acquired by Chrysler in 1967, its remnants sold to PSA Peugeot-Citroën in 1978.) Ironically, the house in which Jaguar test driver Norman Dewis lived was a short walk away. Richard has been with Jaguar Heritage since the end of 2001.

Why I Like It: "It has its own mystique. It could have been one of the best all-time cars at Le Mans, and the passion of the people who created it—in secret—comes out when you drive it. It's one of the top five cars in the world for its looks, and for what might have been."

Why It's Collectible: "That's easy. It's the only one of its kind. It's almost like a national treasure."


Maintaining: "The biggest issue is the fueling system. It's a very early prototype Lucas mechanical fuel injection system. Regular oil changes are essential. The engine has a dry sump, and because it's such a large-capacity system—7.5 gallons—you can't be sure you get all the oil out, so you have to change it often to keep it fresh. And you have to check for corrosion because it's all-aluminum. Otherwise, it's much like maintaining any old race car."



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