

NORTH GEORGIA JAGUAR CLUB

Newsletter for January, 2006, Volume #5, No. 1



The Bruce Weiner MicroCar Museum, Saturday, January 21st.

By Tom Koballa

Following World War II, Germany and much of Europe lay in ruin. The auto manufacturing industry that had been the envy of the world prior to the war was virtually nonexistent. There was a shortage of gasoline as well as spare parts for those cars that survived the war's destruction. But as the people of Europe shook off the devastating effects of the war and began to rebuild their economies in the late 1940s, their desire for inexpensive personal transportation began to grow. Responding to this desire were companies like Hans Glas GmbH in Germany,

12-volt electrical systems, hydraulic brakes, and coil spring suspension. A few even have tubular chassis, monocoque bodies, crown and pinion steering, and four speed transmissions. Most were outfitted with highway running gear, including lights, windshield wipers, mirrors, and spare tires.

True to adage, "Necessity Is The Mother Of Invention," the microcar was the right vehicle

for Europe as its citizens struggled to return to a life of normalcy during the mid 20th century. We in North Georgia

are fortunate to have the opportunity to vicariously experience this period of European

rebuilding through the greatest collection of microcars in the world at The Bruce Weiner MicroCar Museum in Madison, Georgia.

On Saturday, January 21st, our club will tour The Bruce Weiner MicroCar Museum. Here we will see more than 100 microcars from the 1940s, 1950s, and 1960s along with other vehicles and memorabilia that constitute Bruce Weiner's collection. The day's activities will begin with the museum tour at 10:30, followed by lunch at the Chop House in downtown Madison. Admission to this not-for-profit museum is free, but a donation is suggested, with proceeds go to the Morgan County Humane Society. To get a sneak peek at what we will see, go to The Bruce Weiner MicroCar Museum web site (<http://www.microcarmuseum.com>).

The Bruce Weiner MicroCar Museum is located at Dubble Bubble Acres about 50 miles east of Atlanta in Morgan County.

If you are traveling east on I-20, take Exit 114 and travel 2.2 (that's 2 and 2/10) miles south on Highway 441. Dubble Bubble

Acres will be on the left of the highway and marked by a small "Dubble Bubble Acres" sign. The museum is located in the tall metal building to the left of the driveway. The Chop House is located about 4 miles from Dubble Bubble Acres on Highway 441 North, just one block south of the Madison town square.

If you plan to eat lunch at the Chop House, please contact Tom Koballa by telephone (706.427.4198) or e-mail (tkoballa@uga.edu) so that he can inform the restaurant management how many to expect for lunch.

David in Spain, and Societe Industrielle de Livry and Duriez in France with the production of microcars.

Microcars are smaller than Volkswagen Beetles and typically accommodate one or two passengers along with the driver. Most microcars have two side-mounted doors, but entry into some is accomplished by stepping over the car's side or by opening the car's front and sliding the steering column out of the way. Microcars are powered by the equivalent of motorcycle engines that generated 15 horsepower or less. These miniature autos are sometimes called "bubble cars" because many came equipped with plastic bubble-shaped canopies to provide for good driver visibility or perhaps to lessen the feelings of claustrophobia resulting from sitting in their cramped interiors.

While small and stark in comparison to American cars of the 1950s and 1960s, microcars are engineering marvels. Many came equipped with



PRESIDENT'S LETTER

As Joe Newell noted in his last letter, 2005 was a great year for our club in many ways. While we may not have the excitement and challenge of working on a national event in 2006, we look forward to another fun and rewarding club year. Because of the growth of our club (not just in numbers but in the way we have worked together) and things we have experienced, we can have another great year and perhaps one we will enjoy even more than 2005.

Tom Koballa and his event planning group are off to a good start in planning events for 2006. Our first event is the visit to the microcar museum in Madison, GA on Saturday, Jan. 21 which I believe we will find very worthwhile. Supposedly, this is the largest collection of its type in the world. Details of this visit are presented elsewhere in the newsletter. Many other events have been planned and are listed in the club calendar of events. I would encourage you to review the club calendar each month and



Continued on page 2

North Georgia Jaguar Club Annual Meeting

By Larry Kludt

President's Letter continued from front cover

remember that sometimes changes in events or dates are required. We will make every effort to highlight such changes but we may occasionally forget to do so.

On behalf of all club members, I would like to thank Joe Newell for the excellent leadership he provided the club for the last two years. He has done many things to benefit the club which most members will never be aware of because he did them without drawing attention to his own contributions. Of course, Joe's wife Betty worked right along beside him and she deserves our gratitude as well.

On a personal note, I may be absent from our first few events due to surgery in early January. I have asked Joe to fill in for me and to write the president's letter for me if necessary. I look forward to seeing you again soon at one of our events.
Roy



The meeting was called to order at 10:30 am by Joe Newell (President) & Roy Cleveland (Treasurer) on Saturday, November 19, 2005. There were twelve NGJC members in attendance and seventeen ballots were received for the 2006 NGJC slate of candidates with no write-ins received.

Responsibilities for 2006: Pat Harmon will serve as the VP of Concours, Lynn Cunningham as the VP of Membership and will also chair the Slalom Committee; Tom Koballa will serve as the 2006 Event Chairman, and David Kirkman will chair the Rally Committee. These individuals will serve in addition to the elected slate of officers for 2006.

Regarding the 2006 event calendar Tom will work with other members who have ideas for drives, technical sessions, etc., and will provide a copy of the final 2006 event calendar to Larry Kludt (newsletter editor).

David Kirkman suggested establishing a club award for the individual, with the same car entered in each event that performs the best in the rally, slalom

and concours events. He believed that this may generate some interest for members to participate in all three events. Competition for the award would be vehicle specific but not gender specific and for example, a husband and wife team could participate in the three, separate events with the same car as a team.

David also suggested obtaining

permanent member name tags so that new members would know who's who in the club. John Yates volunteered to design a disposable sticker and to route the design for review among the board members. John also said that he may look into using an outside printer to print future newsletters and there was some discussion about converting the NGJC newsletter to an e-mail format and eliminating hard copy

production and mailing of the newsletter. It was believed that most members had access to a computer in which to read and/or print the newsletter.

With no additional business to discuss, the meeting was adjourned at 11:50 am.



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North Georgia Jaguar Club 2006 Calendar of Events

By Tom Koballa (tkoballa@uga.edu) *Club Member Facilitator

MEMBERSHIP

By Lynn Cunningham

January 14-22 - Barrett-Jackson Classic Car Auction
Scottsdale, AZ

January 21 - Microcar Museum
Madison, GA
Driving directions are at www.microcarmuseum.com
(* Tom Koballa) Tour at 10:30 and lunch at 12:30 at the Chop House



February 17, 18, & 19 - World of Wheels
Georgia World Congress Center

February 17 or 25 - (Tentative)
Upholstery technical session with Dan Paul (*Skip Smith)

March 10-12 - Concours d' Elegance
Amelia Island, FL (*Dave Kirkman)

March 19 - JCNA sanctioned Slalom
Smoky Mountain Jaguar Club Knoxville, TN

March 25 - Rallying 101:
Introduction to Rally Participation
Hennessy Jaguar Gwinnett (*Dave Kirkman)

March 30-April 1
JCNA AGM
Seattle, WA

April 15 - (rain date April 29)
NGJC Rally (*Dave Kirkman) Rally (or drive) to Wolf Winery with lunch & wine tasting

April 22-23 - Carolina Jaguar Club Concours d' Elegance & Slalom
Dobson, NC

April 27-30 - Walter Mitty Challenge
Road Atlanta
Braselton, GA

May 13 - British Motor car Day
Berry College
Rome, GA www.atlanta-britishmorecarday.com
(* Joe Newell)

May 20 - (Tentative)
JCNA Slalom (* Dick Maury and Lynn Cunningham)

May 20 - Smoky Mountain Jaguar Club
Concours d' Elegance
Gatlinburg, TN

June 3 - Annual Concours Judges Training
Hennessy Jaguar Gwinnett (*Pat Harmon)

June 17-18 - NGJC "Old Car" Overnight (*Dave Kirkman)

July 15 - Concours d' Elegance 101:
Introduction to Concours Participation
Hennessy Jaguar Gwinnett (*Pat Harmon)

August 19 - TBA

September 16-17 - Overnight Driving Tour

to the U.S. Air Force Museum Warner Robbins, GA (*Pat Harmon).

September 27-30 - Petite LeMans
Location TBA

October 1 or 8 - NGJC Concours d' Elegance
Gainesville, GA (*Roy Cleveland)

October 13-15 - Euro Auto Fest @ BMW PlantGreer, SC
(*Dave & Beverly Kirkman)

October 28-29 - Southern British Car Club Show
Chattanooga, TN

November 3-5 - Hilton Head Concours d' Elegance
Hilton Head, SC

November 18 - NGJC Annual Business Meeting

December 17 - (Tentative) Annual Christmas Party
Vinings Club
Atlanta, GA

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

**Nimon & Pia Bondurant
Paul & Shiela Brower
Donald & Catherine Conway
Charles & Amanda Fowler
Ray & Margaret Gore
Craig & Mellie Kerins
Robert & Madelynne Smith
and Dean Young**

We will have a total next month when all due paying members have been tallied.



OFFICERS

President:
Roy Cleveland
770-538-0858
rmcleland@charter.net

VP: Joe Newell
706-276-6779
joe@masseyfair.com

VP-Membership:
Lynn Cunningham
770-941-3430
lynn Cunningham56@cs.com

Treasurer:
Roy Cleveland
770-538-0858
rmcleland@charter.net

VP-Concours:
Pat Harmon
pat@patsjags.com

Secretary/Editor:
Larry Kludt
4lkmh@bellsouth.net
770-641-9249

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

This Month's XK140 Special Offers



1. Period style rubber cased battery as original. C2767 £56 €70 \$83. (each) Only for FHC.
2. Genuine Jaguar collection cap. Also available in navy. JHT1394GRN £12 €15.
3. Bonnet strap kit including chrome brackets and buckle. Single or double buckle available. SBS5100 £70 €89 \$106.
4. Add the finishing touch with our chrome hardware set. A complete 6 cylinder engine kit packed in a handy storage box. CR1050 £59 €74 \$98.

5. Our expertly reconditioned wiper-motors come with a one year warranty for complete peace of mind. C11840R £211 €265 \$316 (requires a core charge).
6. Replace your foglamps for improved winter driving. SFT576 £100 €125 \$95.
7. Maintain you wheels this winter with our hammer and brush set. SBS9200 & C992 £20 €25 \$30.
8. Quality reproduction jack made to original specification by SNG Barratt. C2953 £89 €112 \$133 (handle sold separately).
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Email.sales.uk@sngbarratt.com

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TEL: + 33 (0) 3 85 20 14 20
FAX: + 33 (0) 3 85 29 01 47
Email.sales.fr@sngbarratt.com

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FAX: + 31 (0) 13 521 1550
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Visit to Amelia Island Concours

By Dave Kirkman

Tired of the winter blues? Got sunshine and spring on your mind? Have we got a place and an event for you... to make winter end and the car driving season begin. The prestigious Amelia Island Concours d' Elegance is the weekend of March 10 through 12. The Concours is Sunday, March 12. Amelia Island is just north of Jacksonville, Fl and an easy drive from the Atlanta area. This year's Concours will honor the 100th anniversary of the Stanley Steamer's 1906 land speed record with steam powered cars, the 40th anniversary of the Can-Am races with cars from that series, and over 200 top classic concours cars in various classes. The latest addition of the Jaguar Journal notes that Jaguar will be a principal sponsor this year and a previous news release from the Amelia Island web site specifically mentions Jaguar as a feature marque. Sounds like a good get away weekend to me. Beverly and I are planning to drive down on Saturday, March 11 and attend the Concours on Sunday, March 12. We would really like to make this a NGJC event. So, anyone interested in going can contact me at 770 886 7435, or email kirkmandav1@aol.com, and we will make plans to meet and travel down as a group. I do have a lead on hotel reservations but we need to firm those plans by the first of February if you wish me to make reservations for you. You can visit the Concours web site and www.ameliacconcours.org for additional information on specific daily events.

Tour Jaguar England

By John Yates

If you attended the Championship Challenge this year you were sure to have run into Peter Raleigh from The Central Coast Jaguar Driver's Club. A friendlier chap I have yet to meet. At that time he was putting the final touches on the newest Jaguar club in Cambria California. More on his club in this months JAGUAR JOURNAL page 37.

I just received a note from Peter Raleigh informing me of a special trip his club is planning to England August 26th through September 4th, 2006. The itinerary includes:

**The Jaguar Factories: Browns Lane & Castle Bromwich;
The Jaguar Daimler Heritage Trust;**

**The Jaguar Collection at The Heritage Motor Centre;
The Jaguar West End Showrooms; The Jaguar Collection
at The National Motor Museum, Beaulieu Abbey;**

**The Goodwood Revival;
Statford-upon-Avon: Shakespeare Centre,
Anne Hathaway's Cottage, Royal Shakespeare Company
Play;**

**Blenheim Palace & Full-Day Trip to Bath & Stonehenge;
London Sightseeing: Big Ben, Hyde Park, Buckingham
Palace, Globe Theatre Exhibit & Play, West End Musical.;**

Package includes: 3 or 4 Star Hotels/9 Breakfasts + 9 Dinners/
De Luxe Coach Land price: \$1500 - \$1800 p.p/d.o.; single suppl:
\$497. Final price depends on group size.

Payment Deadline May 1, 2006.

Peter is a retired college professor who while teaching Shakespeare conducted an annual student trip to England, so the man knows his subjects. Contact Peter peterjaguar@msn.com for more information.

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2005 NORTH GEORGIA JAGUAR CLUB NATIONAL AND REGIONAL JCNA AWARD WINNERS

By Dave Kirkman

2005 witnessed our club take its rightful place among the top clubs within JCNA. For starters we staged, what every one in attendance and old timers alike, agreed was the best Challenge Championship to date. Next, our club members won numerous awards at that meet and now the final 2005 JCNA National and Regional honors in Concours, Slalom, and Rally events have been announced. While our members have a strong tradition of showing well in Concours



competition it is very exciting to see us also claiming national and regional recognition in Slalom and Rally events that were first introduced to our club during this past year. Congratulations to all of the winners and let's make 2006 an even more exciting year for all of us!

SLALOM

- Class A John Baxa First Place Regional and Second Place National in his 1961 Mark IX with a time of 58.156
- Class H Jim Anderson First Place Regional and Second Place National in his 1971 E-Type FHC with a time of 40.741
- Class I Dick Maury First Place Regional and Second Place National in his 1983 XJS FHC with a time of 45.741
- Class K David Bergman First Place Regional and Second Place National in his 2001 XK8 FHC with a time of 48.204

RALLY

- Class T2N Chris and Pat Engelhorn Third Place National in their 1992 XJS FHC

REGIONAL CONCOURS

- Class C05 Dick Maury First Place, 1963 E-Type OTS with average score of 99.915
- Class C15B Chris and Pat Engelhorn First Place, 1992 XJS FHC with average score of 99.755
- Class S03 Dick Maury First Place, 1971 E-Type FHC with average score of 9.880



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The Modern Sports Car

By Tom McCahill, Copyright 1954, Chapter One "What is a sports car?"

What is a sports car? That's a question I have tried to answer accurately many times in print—through I have never been quite sure myself.

It is my firm belief that the man doesn't live who has a positive answer as to what a sports car is. There are cut-and-dried formals; such as used by the F.I.A. (Fédération Internationale de l'Automobile), but these, for the most part, refer strictly to competition vehicles.

Jack Penn, a foreign car dealer in this country, has, in my estimation, come up with the best answer. He says a sports car is a car that was designed with the express purpose in mind of participating in sporting contests, but maintaining enough utilitarian factors to make it equally suitable for going to the movies, the store, or for a coast-to-coast business trip.

Due to some of the extravagant claims of the advertising fraternity, millions of Americans now believe that a Detroit "sports convertible" is just as much a sports car as the latest model Jaguar roadster. By a similar ill token, when Detroit further clutters these balloons with wire wheels, simulated

cut down doors, and outside spare tire mounts, these rigs become "super sports cars" that should cause little boys to dream. Just as a sports shirt never made a sport, wire wheels, dual exhausts, and flattened out bodies never will make a



Tom McCahill Cruising along in a XK-120 Jaguar at 100 mph, 1954

sports car.

Because there are many uses and types of events for sports cars, it is natural that they come in a variety of "packages" and are alike only in a certain few basic properties. For example, all sports cars are safer to drive under nearly every condition

than most current family sedans, with the possible exception of being parked under as mountain when an avalanche takes place.

In the first place, a sports car has far superior braking, and it can be made to stop at any equal speed in nearly half the distance required to collar the family juggernaut. These brakes, being of better original design, will stand ten times the abuse before fading than will the darlings of the Madison Avenue Ad Kids.

Suspension is where the two types of vehicles really separate, and any similarity become remote. The typical Detroit product is designed for tender-bottomed dowagers and weak-backed Certified Public Accountants. Detroit is reaching for a ride that would simulate floating in a bubble-filled tub on the Queen Mary in a gentle sea, which, if developed at Cadillac Square, will be like the invention of Penicillin, splitting the atom, and little-boys-finding-out-about-little-girls, all rolled into a ball.

These Detroit disciples of pogo stick springing have gone a long way toward

Continued on page 8



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CONSIGNMENT SALES

Jim & Jan Schladetsch

The Modern Sports Car

Continued from page 7

accomplishing this aim. They have induced our larger tire companies to build super-super-balloon tires to complement their foam-rubber seats. They've pushed the engine of the car so far forward into the nose to get the passengers off the rear axle that all resemblance to balanced weight distribution between the front and the rear has ceased to exist.

Actually, while under way at moderate speeds down a long, straight-as-a-string smooth highway, these Detroit cars can be pleasant to drive. If, however, an emergency develops while you are rounding a bend too fast or while you're driving on a slippery pavement, some of these offerings will buck-and-wing and may become as uncontrollable for you as if you tried barehanded to catch a king cobra in a Vaseline pit.

The true sport car has been design by engineers who have spent more time working on the single factor of suspension than on all other components added together have designed the true sports car. It is the prime desire of these designers to build their cars with proper balance and a ride firm enough to allow control, regardless of the emergency.

There is no doubt that the good sports car has a firmer, stiffer ride than the American family sedan. This, however, is only less comfortable to the truly ignorant. To the man or woman educated

in the prime factors of four-wheeled transportation, comfort comes in an entirely different package than it does for intellectuals of the divan.

It is amazing how millions of aging Americans spend a goodly part of their lives worrying about future financial security, while every day they live the life of a clay pigeon on a skeet field-driving the family hack to the grocery store. In automobiles, the intelligent human animal likes to know-as he drills down the turnpike at eighty-if he has to make a fast swerve to avoid a crash, or to compensate for a blow-out, he has the equipment under him to meet these situations without fear.

In one or two Detroit cars I can think of, a fast swerve or similar action would cause the rear end to break away, and, if this didn't happen, the front end might plow so severely a front wheel would snap. You might find yourself at 80 miles an hour somersaulting end-over-end for five hundred feet. Or, if the rear broke away, you might just roll sideways for a thousand feet. The man owning and driving a good sports car on a turnpike at 80 rarely finds himself under any condition in a graver spot than meeting a comet head-on, or having a water main blow up under him.

next month the balance of chapter one.

Membership Dues

By Lynn Cunningham

The annual dues for NGJC for 2004 will be \$45 and are now past due. Between forty to fifty members have paid. If you are going to renew, please call or e-mail Roy Cleveland and let him know that your dues are in the mail. If you know you aren't renewing, he would appreciate knowing that as well. We have to send a roster to JCNA with dues payments for each member on the roster in early 2006 so it is very important that we have all our dues collected before January 1 or at least know who is renewing. Of the \$45 that you pay in dues, NGJC pays \$20 to JCNA. If you were a member at large, you would pay \$28 for annual membership. In effect, it costs you only \$17 per year to be a member of NGJC (\$45 minus \$28) assuming you intend to be a member of JCNA. For this \$17, you receive a monthly newsletter, access to local events, a local club, and discounts from Hennessy Jaguar. We hope that you will decide that your membership has been worth its cost and will continue your membership for 2006. Please make your check payable for \$45 to the **North Georgia Jaguar Club** and mail it to **P.O. Box 1377, Gainesville, GA 30503.**



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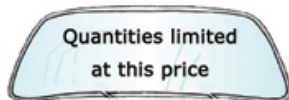
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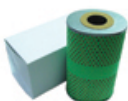
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