



Newsletter

Vol.4, No.4
March, 2005

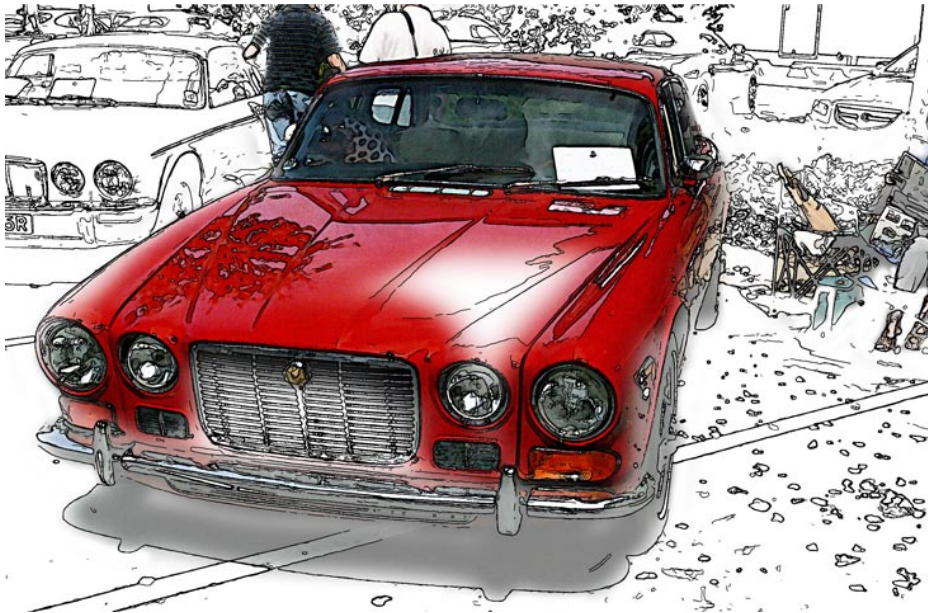
JCNA CHALLENGE CHAMPIONSHIP AT CHATEAU ELAN SEPTEMBER 21-24, 2005

Unless you have just recently joined the club, you probably are very aware that the JCNA Challenge Championship (CC) will be held at Chateau Elan (Braselton, GA) in September. This is a big deal! The CC is JCNA's most important and most spectacular gathering and it only

a scenic drive is planned for one morning with a stop for lunch at the Wolf Mountain Vineyards just outside Dahlonega. A full listing of events is presented at www.jcna.com (click on Challenge Championship on the right side of the screen). You will find links to the hotel and

other information.

More detail will follow in the weeks ahead. Rooms have been blocked at the Chateau Elan hotel (special rate of \$139 per night) and at the Holiday Inn Express across the road (\$89 per night). If you want to stay at the hotel for some events, you may want to book a room sooner rather than later since the Petit Le Mans is the following week. Registration forms will appear in the March-April edition of the Jaguar Journal and I am sure will be at the JCNA



happens every other year. It has never before been held in Georgia. It is simultaneously an honor and a huge undertaking for a relatively young club such as ours to host this event. All of the officers want you to know that this is something which we did not seek but became something of "an offer you can't refuse." Shortly after our "acceptance" in September 2003, two members of the CC committee visited Georgia and Joe Newell and I escorted them around to various sites and the decisions began to flow from there. First, Chateau Elan was selected as the host hotel. The CC committee chairman, Dennis Eynon, very definitely wanted the event to have a southern flavor. Thus the decision evolved to have an "antebellum experience" in the form of a "dinner on the grounds" of one of the restored homes in Madison, GA. The nearby mountain roads of north Georgia demanded that a scenic drive be routed over them. Thus,

web site when they are finalized. The Jaguar Journal will be publicizing the CC in the next several issues.

When you look at the registration forms, you will see that registration fees have been set to encourage participation in the entire event and to encourage early registration. When you consider the registration fees, remember that they include almost everything and also be aware that each participant is being subsidized by about \$140 through the sponsorships which the CC committee has obtained.

Some of the things which have been done thus far in preparation for this event are: completion of an official painting for the 2005 CC (this will be auctioned during the CC and an official poster is being produced from the painting), design of an official logo for the event (this will be unveiled shortly and from this a grill badge will be created), selection of locations for

PRESIDENT'S LETTER

On Saturday, Feb.

19th approximately twenty members of NGJC visited both Evans Products and Flashback Motorworks. Dan Evans took us on an hour long tour of his facilities and showed us the new technologies in powder coating, cryogenics, polishing, finishing and treating internal metal engine parts for improved strength and reliability and external parts for visual appeal. He also showed us some of the largest bead blasting, painting, and finishing cabinets you can imagine. It is truly a joy to see someone (in Dan's case a retired banker) doing what he wants to do with cars for fun and profit (at this point probably more fun than profit). The investment he has made in his hobby/business is huge and his commitment to servicing his customers outstanding.

Next, we went to Flashback Motorworks which is near Evans Products and were graciously received by Richard and Paula Gossett. They have a huge industrial building converted into a collector car restoration shop and sales venue. When I say restoration shop, I am not doing it justice; this is car dismantling,

Continued on page 2

Continued on page 2

Pres. Ltr. continued from front cover

repairing, painting and reassembly on a grand scale. Of course they have body prep and assembly in a completely separate room from everything else and they have a fabulous Italian down draft spray booth with lamps to help cure the paint (not cheap!). They seem to do more European and exotics than domestic or muscle car restoration but have quite a number of those also. Again, the investment and commitment to the car hobby is tremendous and we greatly appreciate the opportunity to see this unique facility. And, yes, there were quite a few Jags at different stages in the process and Richard and Paula are new members of NGJC. We certainly thank our hosts and look forward to

many great events with them in the future. In this issue you will find an article about the Challenge Championship (national event) being hosted by NGJC at Chateau Elan in September this year. Everyone is working very hard to make sure this event comes off in a way that doesn't present the South in the normal stereotypical fashion, but shows the true grace, history, and hospitality of our region. We will need involvement from every member of NGJC to pull this off. So don't make us beg, think of how you can help to make this an event that is fun for all and volunteer.

*Happy Motoring!
Thanks Much!
Joe*



JCNA CHALLENGE CHAMPIONSHIP AT CHATEAU ELAN - continued from front cover

the "antebellum experience," scenic drive and concours (locations are still being considered for the rally and slalom), and selection of lunch location for scenic drive.

At this point, we know we are going to need volunteers to help conduct the rally and slalom, staff the hospitality room and registration desks and many other tasks. We are going to need some participation in the judging for the concours. When we receive detailed information on that, Pat Harmon (678-450-6728) will be coordinating and organizing that aspect. Dave Kirkman (770-886-7435) and George Haldane (770-949-9779) are heading up the rally portion of the event. At this point no one has volunteered to coordinate the slalom portion of the event. There are one or more JCNA persons who will be deeply involved in actually conducting each of these. Please review the schedule on the JCNA web site and give some thought to where you could help. Each month from now through August, we will update you on what is happening. We're going to hold some special meetings to discuss some of these matters in the next couple of months.

One last thing, let's all work to extend true southern hospitality to the membership of JCNA so that when they return home, they will feel that they have had a pleasant southern experience and want to return on their own at some future time.



CAROLINA JAGUAR CLUB CONCOURS - APRIL 23

The Carolina Jaguar Club will have their annual concours at Shelton Vineyards in Dobson, NC near Mt. Airy as a part of the Triumph Club of the Carolinas "Gathering". Shelton is NC's largest vineyard. This is an all British car show and Jaguar is the featured marque this year. CJC has blocked a number of rooms at the Holiday Inn Express nearby (336-835-6000). For more information, contact Jim Morton at 336-324-6532 or mortonjc@mindspring.com.



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SCHEDULE OF EVENTS FOR 2005

January 29th – Indoor Tech Session - Flashback Restorations ; 11:00 am to 5:00 pm (*Dave)

February 19th – Indoor Tech Session - Flashback Restorations ; 11:00 am to 5:00 pm (*Dave)

March 11-13th – Concours d' Elegance, Amelia Island (*Skip)

March 19th – Indoor Tech Session to be held at Ron Green's garage; See Article in this Issue.

April 16th – Rally (classroom) training at Hennessy Jaguar, 11:00 am followed by lunch and a Trial Rally Drive (spouses are encouraged to participate) on proposed JCNA 2005 Challenge course layout (*George/Dave)

May 7th – British Car Day @ Chateau Élan

May 14th – (time TBD) Club cookout at Joe's house (*Joe /cooking & Richard /driving)

May 21st & 22nd – Overnight Driving Tour to Callaway Gardens (*Larry)

June 11th & 12th – Overnight Driving Tour to Highlands/Cashiers, NC (*Joe)

July 16th – Indoor Tech Session @ Panoz car factory, 10:00 am (Tom)

July 17 – Tour of Wolf Winery near Dahlenega – club day driving event

August – No events planned... Preparations/ meetings, etc., for the JCNA Challenge Championship event (*Club Officers & assigned club members)

September 21st to 25th – JCNA CHALLENGE CHAMPIONSHIP @ Chateau Élan

October – (date TBD) Fall leaf cruise (*Richard)

October 14-16th – Euro Fest @ BMW plant, Greer, SC (*Dave)

November – (date TBD) - Southern British Car Day

November – (will work around S. Brit car day) Overnight Driving Tour (weather permitting) to Augusta, area (*Larry)

November 4, 5 & 6 – Hilton Head Concours (*Dave)

November 19 - NGJC Annual Meeting (*Club Officers)

December 4 - Annual Christmas Party at Vinings Club, Atlanta, GA.

* club member facilitator

NEW MEMBERS

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

**Chip and Cindy Urquhart,
Tim and Ondria Jett, and
Richard and Paula Gossett.**

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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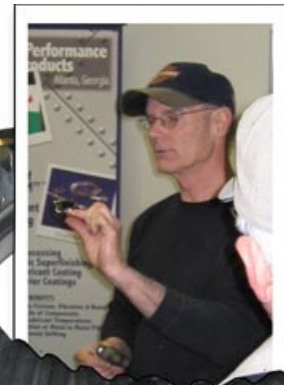


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VISIT TO RON GREEN CAR COLLECTION—March 19

This is one of those events you do not want to miss – particularly if you like seeing a spectacular car collection in an equally spectacular setting. Ron's collection is housed in an 8,000 square foot purpose-built art deco style garage. It is an eclectic assemblage of cars which has been featured on Speed Vision. The collection has about 25 cars and 7 or 8 motorcycles. Cars which are included are Ferraris (250 Daytona GTB), Rolls Royce, Delahaye, Lincoln (1932 supercharged V-12 Coupe out

of the Blackhawk collection), Mercedes (1957 300 SL Roadster), Corvettes and other Chevrolets and, of course, most importantly an XJ 220 Jaguar and an E-Type Jaguar. Ron also has a number of vintage race cars.

Our visit is set for 10:30 AM and the location is 1145 Heards Ferry Road in Atlanta. 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. It

will help us know how many to expect. However, if you don't decide until the last minute, it is fine to attend without calling.

DIRECTIONS:

From the northern arc of I-285 (between GA 400 and I-75), Take the Riverside Drive exit (No. 24) (this is the first exit past Roswell Road –if you are proceeding west), **Proceed north on Riverside** to the first traffic light which is the intersection with Heards Ferry, **Turn Left on Heards Ferry** and proceed for approximately 1.5 mile,

Turn Right into Ron's driveway at 1145 Heards Ferry. There will be a large stucco mailbox near the entrance, Continue down past the house until you see a rock wall. Turn right at the rock wall and this will lead you to the garage.

If you get lost or have questions on the morning of the visit, call mobile nos. 404-218-9717 or 404-386-9868.



Concours d'Elegance – Part Two – Steely Eyed Nit-Pickers

Pat Harmon, Chief Judge

This is the second article in a three part series. In Part One we talked about what a Concours is. In this article we'll focus on the Steely Eyed Nit-Pickers – the Judges. To repeat, the Concours can be a lot of FUN! It all depends on your state of mind. For those who are trying to be JCNA National competitors, this can be a very challenging and trying experience and rightly so. But, for the most of us, it's an opportunity to show our cars and meet with folks who share our common passion. How many "road trophies" have you collected....you know...the guy on the side of the road that waves and says "Hey! Great car! We are proud of our cars and the Concours

is the opportunity to show them off.

Judging a Concours d'Elegance is not easy and takes a lot of training. In this article I'll try to give you a perspective from the Judges side of the fence. If you are entering your car, it's important that you understand what the judges are looking for and the rules they are operating under. Over the years I've heard many complaints about Concours judging but the simple fact is; if you enter the competition, know the rules; right or wrong – the winner is the one that follows them.

First off, I need to make a couple of points about judges and their qualifications. First, they are volunteers,

God bless 'em! Secondly, they are not experts. If a judge has his/her car entered in competition, he/she is not allowed to judge that class. The rule makes sense as we don't want a judge to influence their own car but, on the other hand, this eliminates the person from judging the class they know the most about! So in many cases, you'll have a judge looking at a car that they may, or may not be very knowledgeable of. Cars are judged for authenticity, condition and cleanliness. To repeat from last time, a perfect 100 point car is one that looks as it did when it came off the showroom floor.

Judges are required to undergo annual training, pass an exam and be certified

by each club's Chief Judge. This training includes a comprehensive group study of the JCNA Concours Rule Book. You can find on the rulebook on the Internet at (<http://www.jcna.com/library/concours/index.php>) It includes instructions on how to set-up the Concours, how to conduct the training, detailed instructions on inspecting the cars, and specific criteria for deducting points. Judging is conducted in two main areas: Authenticity and Condition/Cleanliness. A non-authentic item (CD player in a Mark II, wrong wheels, etc.) requires a mandatory deduction as specified in the Rule Book. Condition/Cleanliness deductions are at judge's discretion within

Continued on page 7

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Pat can also send you the brochure and order form via email. Just send a request to pat@patsjags.com.



SMOKY MOUNTAIN JAGUAR CLUB CONCOURS - MAY 21

The Smoky Mountain Jaguar Club will hold its annual concours at the Pittman School in conjunction with the Celtic Games in Gatlinburg, TN. For information, contact Gary Cobble at 865-689-1349.

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minimum/maximum limits specified in the Rule Book. Each car is inspected using a 1000 point judging checklist. Now this may make you head hurt a bit but let me get through it as it's important for you to understand how the cars are divided-up for judging. First, there are four judging divisions: Champion, Preservation, Driven and Special. In Champion and Preservation Division the entire car is inspected. Champion cars are restored to as new condition. Preservation cars must be in original, un-restored condition (imagine a brand new car put into cold storage for 50 years!). In Driven Division the cars are inspected except for the boot and engine compartment. Special Division covers cars that have been prepared for racing. OK, so there are four divisions – right? Now come the Classes. Each Division is now divided into Classes. Champion and

Preservation Divisions have 20 classes (for example Class C-5 covers the Series I E-Types), Driven Division has 11 Classes, and Special Division has four Classes. Now that wasn't so bad was it?

Judges are divided into three person teams and each team is assigned specific classes to judge. The judges can either evaluate a car as a team or each judge can evaluate a specific component (exterior, interior, engine/boot). Teams are allowed only 15 minutes per car so, typically you will see component judging because it's quicker. Judges are not allowed to look under the cars nor are they allowed to touch the cars. There is one score sheet per component per car so each car will have three score sheets. Part of the exterior inspection includes a mechanical test and the owner will be asked to demonstrate horns, lights and turn signals. You can download

copies of the score sheets from the JCNA website to see the detailed inspection areas.

Judges are first trained to look for non-authentic items (like low-rider wheels on Skip's XK-150). If they find one, they must notify the owner and give him/her the opportunity to prove authenticity. If they can't, then the mandatory deduction is entered on the score sheet and the entrant must initial it. The judge then inspects each area on the score sheet noting cleanliness/condition deductions. Typical of these you will find paint chips, worn chrome, cracked leather, chipped glass, etc. Once the inspection is complete, all three forms are gathered and sent off to the Scoring Team.

The Scoring Team then totals the deductions and subtracts the total from 1000 points. Champion and Preservation Divisions award 100 points for a perfect car. So,

in this case the point total is divided by 10 to get the score. Driven and Special Divisions award 10 points for a perfect car so the total is divided by 100 to get the score.

There, that wasn't so bad was it? Again, bear in mind that most Concours judges are not experts in the particular class they are judging and, many times the winner of a class is the cleanest and in the best condition from an appearance standpoint. That will be the subject of the next, and final article – how to be a Concours winner.



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Size up charges: 2x + \$1.75



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