



P.O. Box 1234
Gainesville, GA 30503

PRESIDENT'S CORNER

This month we will be kicking off our "Get out the Jag and Drive" season with our first club drive on March 24th. If you haven't been on one of our club drives I encourage you to turn out and join in the fun. Also in March is the JCNA Western States Meet and Annual General Meeting (AGM). Chaired by the JCNA President, our very own Dick Maury, the AGM is where club business issues are decided and event rules discussed and changed. Aside from Dick, the NGJC will have two delegates attending, Roy Cleveland and Joe Newell so we will be well represented. From my perspective I must say that Dick has been doing a wonderful job running the JCNA. He inherited many significant challenges and took, head-on, many national issues that have been festering for years. As many of you know, as our club's Chief Judge, I am deeply involved in our Concours activities and this past year Dick asked that I help as the JCNA Concours Archivist. In this position I am responsible for sanctioning all the national Concours events and approving the scores and judges reports as they are submitted. Seeing all the various club scores and reports has given me a good perspective on just how varied Concours judging is between clubs. For example, the current Rule Book only requires one certified judge on

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Spring Slalom March 18th

Submitted by John Baxa

The spring NGJC slalom will be the first local club slalom after the Western States Meet slalom the week prior so the competition should be pretty wide open. In addition to being an exhilarating minute or two in your Jaguar, it can be a great spectator event, too. You can see some exciting runs by experienced drivers, and you can participate, too. It's more fun than you would think to navigate the cones over three circuits. You don't even have to push the limit, just try to have fun driving your Jaguar through some turns all in the confines of a large parking lot!

This is our spring slalom. \$10.00 to JCNA members and only \$20.00 to non-members. Orientation and walk-through in the morning and time trials start late morning.

March 18, 2012
Training school, 10:00 am
Chicopee Woods Agricultural Center
1855 Calvary Church Rd.
Gainesville, GA 30501

Directions

From Atlanta: proceed north on I-85, then bear left on I-985. Take exit No. 16 and at the end of the exit ramp turn right (east) on Hwy. 53. Go .3 (three tenths) miles to the 2nd traffic light. Turn left on HWY 13 North. Go .1 (one tenth) mile to the first traffic light. Turn right onto Poplar Springs Road and go 1.4 miles, turning left onto Poplar Springs Church Road (Poplar Springs Baptist Church is at the intersection). Go.6 (six tenths) miles, turn left onto Calvary Church Road (large brick house and Chicopee Ag Center sign are at intersection) and follow this 1.4 miles to the Chicopee Ag Center. Turn right into Chicopee Woods Ag Center. Slalom location is in the parking lot on the immediate right.



Welcome new members

Ted & Rita Anderson of Alpharetta, John & Judy Hoffman of Roswell, Tom and Kathy Flanagan of Sandy Springs and Don Speroni of Blue Ridge, GA.



Spring Slalom March 18th Spring Drive, Saturday, March 24th

Atlanta International Car Show March 14th – 19th Second Spring Drive--April, 21, 2012



Atlanta Motorsports Park Is The Destination For Our First Spring Drive, Saturday, March 24th

Submitted by Dave Kirkman

Do we have a very special motoring event opportunity scheduled for our club's First Spring Drive on Saturday, March 24! Thanks to Burt Strange we will have the privilege of being one of the first car clubs to actually drive around the entirety of the just completed road course at the Atlanta Motorsports Park prior to its official opening. The completion of the final leg of the two-mile plus road course has been eagerly awaited by everyone involved with this unique Motorsports Park. The AMP is located on Duck Thurmond Road, just off hwy 53, approximately 3.6 miles west of Dawsonville, GA.

Burt will meet us at the track at 9:30 am for the tour and answer any questions that anyone has about the AMP, membership costs, availability of track time, etc. After our visit we will continue on the back roads of rural Georgia to a yet-to-be determined lunch location. The AMP is approximately twenty miles from our originally scheduled meeting place behind the McDonalds in the Kroger shopping center just off Exit 17 on GA 400. The only change is that we will meet at 8:30 am with a leave time of 9:00 am so that we can meet Burt at the AMP by 9:30am. Complete information about the AMP can be found at www.AtlantaMotorsportsPark.com. If you know you are going please RSVP with me by Wednesday, March 21st, so I can let Burt know approximately how many of us to expect and complete our lunch time reservations. The rain date for this event is the next Saturday, March 31st should we incur inclement weather on the 24th. RSVP: David Kirkman, 770-886-7435 or kirkmandav1@aol.com. This is a really exciting opportunity and will get our drives off to a rousing start.



Second Spring Drive— Saturday, April 21, 2012

*By popular demand we will head for Clarksville, GA for our Second Spring Drive.
Look for complete details in the April Newsletter*

Atlanta International Car Show March 14th – 19th

Submitted by John Baxa

President's Letter continued from front cover

The 30th Annual Atlanta International Auto Show is only about a month away, and there's a great lineup of new and pre-production vehicles for you to see, as well as a number of cool attractions. More than 30 makes of vehicles will be represented including Jaguar, Land Rover and Aston Martin.

The Atlanta International Auto Show will be paying homage to cowboys of the 19th Century during "Wild West Weekend" on March 17 and 18. The show will take place each of these days between 10:00 a.m. and 6:00

p.m. "Wild West Weekend" will feature a number of western performers and enthusiasts from the Southern states. There will be roping and bullwhip exhibitions, fast and fancy gun handling, live music, authentic western wear, cowboy art, and a fully restored turn of the century chuck wagon.

Location: Georgia World Congress Center

www.goautoshow.com

C Building

Northside Drive (next to Georgia Dome)



2012 Speedfest at the Classic Motorsports Mitty

Reprinted from Classic Motorsports

Every year classic sports car and racing enthusiasts gather in the hilly country near Atlanta, Georgia, to celebrate the full spectrum of historical and contemporary motorsports. Road Atlanta has been home to the Classic Motorsports Mitty since its inception, and there's no better place or time to enjoy a motorsports daydream. Join us April 27-29 for a long weekend of action both on and off the track. Even if you're not a competitor, you can get your car on this internationally famous racing circuit by participating in one of the weekend's parade laps.

The focus of the 2012 Mitty will be a British extravaganza and a celebration of all British marques, with special attention given to the ageless rivalry

between Triumph and MG. Clubs representing these two marques will compete for best turnout in our Club Corrals in the infield, and the winning marque will receive special recognition in Classic Motorsports magazine. The single club with the most cars in their car corral will receive a special award. The Friends of Triumph club has announced they already have 50 drivers committed to attend! It'll be a packed house.

Tickets will be mailing by April 1, 2012
Ticket purchase Customer support: hsr@bellsouth.net
or call (678) 428-7651.

The 2012 Grand Marshal is Triumph legend R. W. "Kas" Kastner. R. W. "Kas" Kastner made his name as a production car driver in the late 1950s. He traded his

each judging team. In our Concours, all of our judges are certified but there are other clubs who only have one. This results in people judging cars, without direct supervision, not necessarily knowing what they are looking for. For this reason, I've asked the JCNA Rules Committee to propose a Rule Book change at the AGM that they phase in the requirement for all Concours judges to be certified. That, in my opinion, is the only way the cars can be fairly judged. Another issue to be discussed at the AGM concerns a possible increase in JCNA dues. As I mentioned above, Dick has taken on many challenges at the national level—one of the biggest being getting the JCNA out from under a pool of red ink. As I said, we will be well-represented with Joe and Roy and we await their report when they return.



driving gloves for a manager's clipboard and enjoyed a legendary career in motorsports, helping both Triumph and Nissan to the top of the podium. We're proud to welcome Kas to Road Atlanta as the Grand Marshal for the 2012 Classic Motorsports Mitty.

Racing at the 2012 Classic Motorsports Mitty There's a weekend full of on-track action at the Mitty. We'll have the full race schedule posted soon, but you won't want to miss any of the excitement when these historic racing machines hit the track, from vintage production-based racers to historic stock cars, prototypes, Formula 5000, Formula 1 and more. The 2012 Mitty will also host the very first Gorsline Cup award, to be presented to the driver that best embodies

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2012 NGJC Calendar

Submitted by Dave Kirkman

Officers

January

21 – An Evening with Hennessy Jaguar
Sponsor: Pat Harmon
Location: Hennessy Jaguar Gwinnett

February

11 – Valentine's Party
Time: 12 Noon
Sponsor: Dave Kirkman
Location: Mamba Jamba, Windward Pkwy

March

9-14 – JCNA Annual Meeting & 2012 JCNA Western States Meet

Location: Phoenix, AZ
10-11 – Amelia Island

Concours Weekend

Sponsor: N/A
Location: Amelia Island, FL
14-18 – Atlanta International Car Show

Location: Georgia World Congress Center, Atlanta

18 – Spring Slalom
Sponsor: Dick Maury
Location: Chicopee Ag Center, Gainesville, GA

24 – First Spring Drive

Sponsor: Dave Kirkman
Location: TBD

31 – Rain Date for First Spring Drive

April

8 – Easter

21 – Second Spring Drive
Sponsor: Dave Kirkman
Location: TBD

28-29 – Walter Mitty Speedfest
Triumph vs. MG

Sponsor: HSR/Classic Motorsports

Location: Road Atlanta, Braselton, GA

29 – Rain Date for Second Spring Drive

May

12 – British Motor Car Day

Location: Berry College, Rome, GA

13 – Mother's Day

27 – Wolf Mountain Winery Drive

Sponsor: Dave Kirkman
Location: Wolf Mt. Winery, Dahlonega, GA

June

6-10 – MG 2012 National Meet

Sponsor: Peachtree MG Club
Location: Dillard, GA

16 – Jags 'n Friends Annual Picnic

Sponsor: Brian Hernan
Location: TBD

17 – Father's Day

July

14 – Tech Session at Marvin Sikes'

Location: Sikes Home, Duluth

21-22 – Carolina Jaguar Club Concourse Overnight Trip
Location: Little Switzerland, NC

August

4-5 – Make-A-Wish Car Show
Highlands, NC

18 – Summer Drive

Sponsor: Dave Kirkman
Location: TBD

25 – Rain Date for Summer Drive

September

1-3 Labor Day Weekend

8 – British Car Fayre
Sponsor: British-American

Business Group
Location: Norcross, GA

16 – Fall Slalom
Sponsor: Dick Maury
Location: Chicopee Ag Center, Gainesville, GA

October

7 – NGJC Concours d'Elegance

Sponsor: Pat Englehorn
Location: Gainesville, GA

13-14 Euro Auto Festival
Location: BMW Plant, Greer, SC

28 – Fall Drive
Sponsor: Dave Kirkman
Location: TBD

November

3-4 – Hilton Head Island Concours Weekend

Location: Hilton Head, SC

10 – NGJC Annual Business Meeting
Time: 10:00 AM

Location: TBD
22-25 – Thanksgiving Weekend

December

16 – Christmas Party

Sponsor: TBD
Location: TBD

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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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A Happening On The Way To Mexican Hat ...and a nice surprise to remember it all by...

Submitted by Dave Kirkman

There is a seldom traveled ribbon of road in the canyonlands of southeastern Utah that runs from...well from nowhere to nowhere really. However, this seldom traveled ribbon of black top is very special in the lore of those who have taken the time to find it. Utah 261 is the official name, and folks who competed in the Red Rock Rally and the Colorado Grand sure know all about it. Wayne and Linda Phears, two Red Rock Rally vets, just smiled and said "Mokey Dugway" when I told them about our experiences on this ribbon of road called Utah 261.

Now I had never heard of "Mokey Dugway", and I still really don't know what it means, but Utah 261 appeared to be the perfect shortcut to get from...well nowhere to nowhere. So, on a warm early fall afternoon in late September, 2011, we turned our rented mini van on to Utah 261 and headed south towards Mexican Hat and the Arizona border. The highway sign warns all that there are no trailers or wide loads allowed and to check local weather conditions before proceeding. Very good advice as it turns out. "Mokey Dugway" is for real. Our youngest daughter and her husband are in the front seats while Beverly and I lounge in the captain chairs in the back. We are the only car on Utah 261 as it meanders through the canyon country and I have dozed off in the afternoon sun. "There goes an E Type" my daughter informs me. No way. The E is long gone by the time I turn to look but maybe this ribbon of road to nowhere holds a little extra magic after all. Several more miles and the road ahead just disappeared into space. I mean nothing but blue sky.

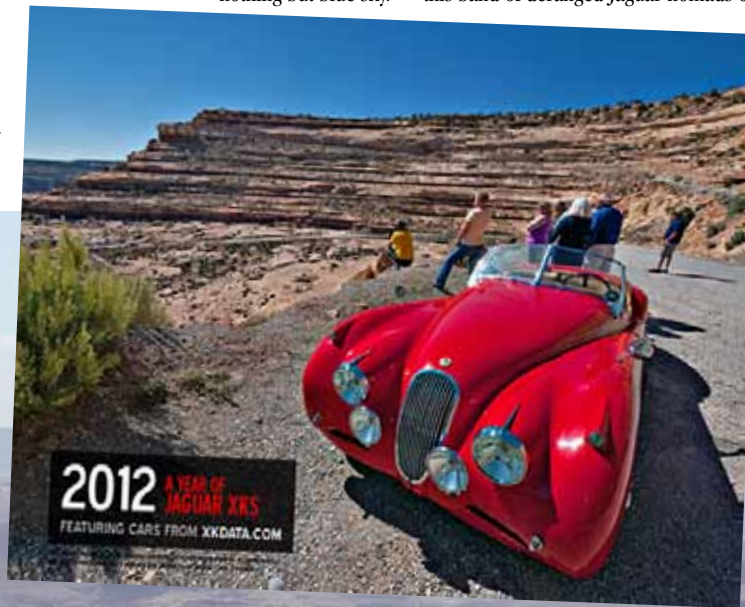
So we pull off in the area provided and pile out for a spectacular view that just seems to go on forever. Even the strange monoliths on the nearby Valley of the Gods road added their magical shadowy spell to the surrounding canyon vistas.

We had arrived at "Mokey Dugway" (Wayne and Linda's pictures from "Mokey Dugway" sure show why it is a favorite photo op on the Red Rock Rally!). The road from the top of the mesa is a good gravel one, very narrow and very steep with blind curves and scary drop-offs as it winds it way down the canyon cliff face to rejoin the main road in the valley several thousand feet or so below. Now I know why the sign advised to check local weather conditions before proceeding as this part of seldom traveled Utah 261 would be impassible with winter snow. But what is that bright red glint coming from the next pullout. A red XK 120? No way. And those other tiny specs are...E Types!

Well, Beverly and I quickly made friends with a contingent of Oil Drip Three participants enjoying the thrill of charging up "Mokey Dugway" and the incredible views at the top. We met folks from Arizona, Colorado, California, Idaho, and Wisconsin as they waited for some stragglers to make their way up the steep inclines. After a good visit, and with hand shakes and smiles all around, we continued on our way south to Mexican Hat.

But wait. There is more as they say. Last month an email from Lynn Cunningham arrived asking if that is really Beverly and me standing behind a Red XK120 somewhere in the middle of nowhere on the front of a XKDATA 2012 Calendar. No way. So I go to the web site and, yep, that is us and with any luck we just might join this band of deranged Jaguar nomads on their next Oil Drip outing. Jaguar XK's and

E's were meant to be driven and by golly these folks sure know where to go and how to have fun doing it! Hey, Lynn, now you know where. Hopefully you too can visit "Mokey Dugway". Who knows you and Evelyn just might wind up on the front of a XKDATA Calendar in the future.



American Classics: The Cars of Cuba

Submitted by Lynn Newport

Last January, my wife Linda and I fulfilled one of our bucket list items when we were asked to participate in a humanitarian mission to Cuba. As you probably know, individual travel to Cuba is prohibited by our State Department. There are three exceptions: humanitarian reasons, journalistic endeavors and those trips made by a Cuban born national who has immigrated to the U.S. and wants to return for a visit.

Fifty years ago, in 1962, John Kennedy placed an embargo on Cuba. It has had a devastating effect on the Cuban economy and its people. These restrictions have forced the typical Cuban to live just barely above a subsistence level. Commodities we take for granted – such as toothpaste, toothbrushes, common over-the-counter drugs and even food – are in short supply. They are often rationed. Our mission was designed to bring needed drugs and other items to Cuba and give them directly to the people. It proved to be a very rewarding experience; it certainly gave us a sense of accomplishment. But time has stood still in Cuba, making our trip a flashback to the 50's.

In addition to this trip's most important charitable goals, we also had some other, underlying wants and desires. Not the least of these was to see first-hand the old cars that are common throughout Cuba. They go by many names, such as "Yank Tanks" or "Rolling Relics," and they number in an estimated fifty to seventy-five thousand. Most have rung up over a million miles, and are still driving the roads. It as if time has stood still, a flashback to the 1950s.

After 50 years of a U.S. embargo on parts, only sheer human ingenuity keeps these dinosaurs running.

Most are on their third or fourth interior, and wear a hand-brushed coat of paint. With some prayers, duct tape and bailing wire (and some ingenious engine- and transmission-swaps involving a variety of other makes), these 50-year-old masterpieces just keep rolling on.

Of course everyone wonders why there are so many old cars in Cuba. One can find numerous internet articles attempting to explain the phenomenon. After looking into the question and observing the situation first hand, we think there are two main reasons, one political and the other economic. They go like this:

The Political Reasons: Shortly after taking power Fidel Castro made the following statement: "The Cuban people refuse to be forced into consumerism, and for that we are the most democratic nation on the planet." With this, Castro set the stage for a huge austerity program. And that meant new cars were too materialistic. They were not needed. Then, a few years after the Revolution the Castro regime followed up with legislation: A car bought before the revolution could be owned, sold or passed down through the family. However, unless the owner had the proper paper work (called a "traspaso"), that vehicle could not be sold legally. For over fifty years since, the Cuban people have kept those autos going. They hand them down from



dads and granddads. If, and this is a big IF, they have the proper paperwork, they can sell their cars to anyone with the money.

Any car bought after that legislation could not be disposed of in any way other than giving it to the state! So, 1950's cars in Cuba are worth taking care of. They are worth repairing, because they carry a high value in one of Cuba's only free markets. A post-1960 car, on the other hand, is not worth spending money on, since it has no re-sale or inheritance value. Even the state is bound by the rule! As a result, there are fields full of rusting 1990's cars bought by state rental car companies that are not worth repairing and too old for re-export – even to other third-world countries.

The Economic Reasons

The U.S. embargo has created severe hardships on the country as a whole, but especially so for the typical Cuban citizen. Believe it or not, the typical Cuban makes around \$30 per month. That is per month, not per day, or per week,

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Valentine Day Gathering A Huge Success Again This Year

Submitted by Dave Kirkman

This year's NGJC Gathering at Mambo Jambo Restaurant was the best attended Valentine Day Celebration yet with forty-nine club members braving the cold to enjoy the day! This annual event has grown over the years into a "do not miss" affair and this year just seemed extra special as Brian Hernan had made arrangements with Señor George Quesada, the owner of Mambo Jambo, to open up his restaurant exclusively for our club for a noon brunch. Despite the weather we had a very nice collection of Jags ranging from Ray and Margaret Gore's E Type FHC to Don and Marlene's XK R.

We welcomed new club members Terry and Judy Bray, John and Judy Hoffman, and Kent and Melissa Hussey; and Ted and Rita Anderson. Hopefully you all enjoyed the day and will come and join us often for other club events in the future.

After brunch the February birthdays were celebrated followed by

"The Reading of the Valentines". This was the perfect ending to a fun filled day with much laughter and good natured kidding. The best Valentine? India Podsen and her husband Dick Jones won that one hands down much to the delight of us all. Again, a big thank you to Brian for setting this up and to everyone who came and made the day special for all of us. . .

Ted & Rita Anderson, John Baxa & Peggy Davis, Terry & Judy Bray, Roy & Linda Cleveland, Phil & Karen DiTrolio, Chris & Patty Engelhorn, Robert Farris & Cate, Ray & Margaret Gore, George Haldane, Pat & Nancy Harmon, Don & Marlene Hart, Brian & Linda Hernan, John & Judy Hoffman, John & Arlene Hollier, Kent & Melissa Hussey, David & Beverly Kirkman, Larry & Kathleen Kludt, Ned & Diane Lowder, Lynn & Linda Newport, India Podsen & Dick Jones, Marvin & Carolyn Sikes, W.L. & Carol Wagon, Bob Wheeler and his family.



[Note: Dave's Leader Hat says "I'm the Leader - Which way do we go?" on four sides (a gift from the Sikes)]

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American Classics: The Cars of Cuba

Submitted by Lynn Newport

but per month! Food is very expensive and in short supply. Almost everyone has a ration card. A vast underground black-market economy exists; many people are forced to participate in it if they are to subsist. One of the ways to beat the system is to work as an unlicensed cab driver, driving Cubans to and from their work jobs. It's an enterprise the government seems to turn a blind eye to. After expenses for fuel, which is \$8 per gallon, an unauthorized cabbie can make \$25 per day. That beats the monthly average of \$30, wouldn't you agree? In order to serve as a cabbie, one must have access to a car, of course, and the only ones which are readily available for use are those old American classics.

The typical American rolling relic is valued between ten and fifteen thousand dollars. Shortly after Castro took power, many wealthy middle class Cubans made the painful decision to flee Cuba. Many who left quickly gave their cars to their servants and relatives, often without the required paperwork. Those who left tended to own higher-end automobiles, and that explains why one sees so many Buicks, Oldsmobiles, and Cadillacs to this day.

Fidel Castro is now 85 years old and in very poor health. His brother Raul has



succeeded him. Raul has initiated some reforms, one of which is to allow Cubans to buy and sell property, including new cars and houses. How this will affect the classic car market is anyone's guess. But we believe that sooner or later relations between the U.S. and Cuba are going to improve. Things will change. And with access to American parts, some enterprising individuals in the States are going to descend on Havana and purchase some of these old classics. They might even take advantage of the ultra cheap labor rates and have these cars restored in Havana. Where could they find better mechanics than the ones who have worked on them for decades? After restoration, at least some these classics are going to be sold throughout the world.



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2012 Speedfest at the Classic Motorsports Mitty

Reprinted from Classic Motorsports

the spirit of the Gorsline company. The 2012 Classic Motorsports Mitty will also host the Friends of Triumph and their special Kastner Cup race. This race is exclusively for Triumph-powered race cars, and grand marshal Kas Kastner will select the Kastner Cup recipient. This will be the 10th running of the Kastner Cup race. It's a traveling show and we're excited to host it at the Mitty.

Clubs at the Classic Motorsports Mitty Classic Motorsports is proud to welcome local car clubs (including NGJC), which have already secured their spot in the club corrals for the 2012 Classic Motorsports Mitty.

The Mitty will also be hosting the regional meets for the Georgia Triumph Association and the Vintage Triumph

Register.

The VTR gathering will include a race with a Le Mans-style start, car show, parade lap and awards party. The meet is open to all VTR members regardless of their region, so get in touch with the Vintage Triumph Register to make sure they save you a spot in the corral.

Swap Meet

We'll have a swap meet area at the 2012 Classic Motorsports Mitty. Come out and snoop around hard-to-find parts, browse for automobilia, or register to sell your own parts and memorabilia by sending us an email today—see <http://classicmotorsports.net/events/Mitty12/>.



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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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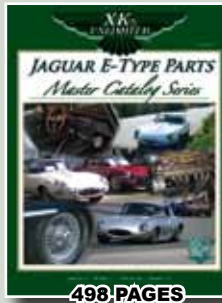
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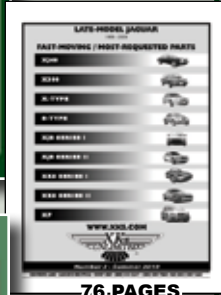
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320 PAGES

