

**Sunday, March 24, Spring Drive To Amicalola Falls**  
**Saturday April 13, – Drive to Tellus Science Museum, Cartersville, GA**



Host of the  
2017 International  
Jaguar Festival



**LETTER  
FROM THE  
PRESIDENT**

The Amelia Island Concours has always marked the official start of spring for me. Maybe that is why I continue to go each year despite the crowds and the ever-increasing costs. Now in its twenty-fourth year the event has grown into a four-day extravaganza with three auctions, and at least three ancillary car events; a Porsche gathering on Friday with over two hundred cars and a Festival of Speed on Saturday in addition to the C & C on the Concours field that spilled onto one of the golf course across the street.

Although none of our club members showed a car at the Concours this year (last year the Hussey's, Kirkman's and Ruiz's all showed class winning cars) several of our club members did make it down for the weekend. John Hoffman showed his Aston Martin at the Festival of Speed and won Best in his Class on Saturday and John Wagner was a Class Host at the Concours on Sunday. I also chatted with Kent and Melissa Hussey, Alan and Sue Taylor, Roy and Linda Cleveland, Joe and Betty Newell as they walked the Concours field.

All in all an excellent way to spend a weekend and officially welcome the warm days of spring.

Dave Kirkman



1952 Jaguar C-Type Page 4

**Spring Drive To Amicalola Falls**  
**Sunday, March 24, 2019**

*Submitted by Dave Kirkman*

Our Spring Drive this year will take us to Amicalola Falls State Park.

TIME: Meet at 10:00 am with a leave time of 10:30.

WHERE: McDonald's parking lot.

DIRCTIONS: Take GA 400 North to Exit 17 (Keith Bridge Road, Highway 306) Exit to your right (towards Gainesville) and the McDonald's is on your left.

Our club has not visited Amicalola Falls in several years. The upper falls should be in full flow and quite a sight given all the rain we have had. I'll make arrangements with the Park Lodge for dinning (cafeteria stile) so please let me know if you are interested in making the drive [kirkmandav1@aol.com](mailto:kirkmandav1@aol.com) 770 886-7435.

*Map on page 7*

**How to use the JCNA tool loan program**

**Administered by: The Coventry Foundation**

*Submitted by John Hoffman*

**You may only use the JCNA tool loan program if you are a current member of JCNA.**

There are several details on the member requirements, mailing address, security deposit, etc. Please see the JCNA web site tab "Tool Loan Program" for a detail of these and other provisions. I know at least one member who, in rebuilding his engine, indicated this program was essential in the project. The website notes, "Understand this is a work in progress and we fully intend to upgrade it to make it easier."

If you do not know the number of the tool you need, determine which catalog icon your needs fit in. For example, if your car is a 1980 XJ6 go to the catalog for tools of the 1980s.

Click on the catalog icon for your year and open the file. This is a full listing of the Jaguar special tools for that period. The catalogs are organized by major groups-engine, transmission, body etc. You should search in the sections for the tool you need.

You may do all the above by

clicking on the "Tool Loan Order Form".

After finding the tool you should type it on the order form. Please remember that some tools are buildable. For example, if you want to separate the rear springs on your E-Type you will need the tools for that PLUS the large hand press. So, note all parts needed.

Once you have noted the tools needed go to the "PDF File Of Tools Available" highlighted in green just below the catalogs. Scroll down until you have found or

not found your tool. Tools also changed numbers over the years which is why we have provided a line drawing of the tools for a visual comparison. The tools are listed in numerical order.

Now that you have found your tools (or found we do not have them) please submit your request. It is important that we know the numbers of tools that you did not find so that we can search for them and hopefully acquire them for the future (see the Heritage and Donation icon).



*Continued on page 6*



**Haynes Motor Manual Founder Dies Aged 80**

*From BBC News*

The founder of the Haynes motor manuals - known for their distinctive "exploding" diagrams - has died aged 80. John Haynes started the firm after helping fix an Austin Healey Sprite and realising the official manual was "not designed to help an average car owner".

His manual was published in 1966 and later books for cars went on to sell more than 200 million copies.

A statement from the company he founded described him as a "true gentleman".

Haynes, who was born in Sri Lanka, also founded the International Motor Museum in Somerset, where the main book publishing business is also based.

He moved to the UK when he was 12 and went to school in Kent before joining the RAF, where he met his wife Annette.


*Continued on page 2*

## Haynes Motor Manual Founder Dies Aged 80

It was during his time with the RAF that he hit upon his idea for motoring manuals.

The initial run of 3,000 copies of his Austin manual

sold out in less than three months.

In later life Haynes became a prolific car collector and later donated cars to start the motor museum. 




## Dead: The Manual Jaguar F-Type

By Kristen Lee, Jalopnik

We knew it was going to happen but it still doesn't make it any easier to accept: Jaguar has discontinued the three-pedal option on the 2020 F-Type. It's a low volume-selling car with an unpopular option. No surprises there.

When the F-Type debuted, it came exclusively with the eight-speed automatic transmission. But then Jag went ahead and introduced a manual option for the rear-wheel drive V6 F-Type S a couple of years later, which was widely praised as the superior version anyway. The take rate on these manual F-Types, however, was

apparently so low that Jaguar won't continue them for the 2020 model year, a spokesperson confirmed to us. Only about four percent of F-Types were bought with three pedals, Car and Driver estimates. Indeed, if you go onto Jag's website and try to spec out a 2020 F-Type right now, there is no more manual option available.

While there are still a bunch of other fun sports cars you can get with a manual today, it still kind of sucks when one of them gets taken away from us. Especially a very pretty one like the F-Type. The option lives on in the UK, though. 

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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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# 2019 NGJC Calendar

Submitted by Dave Kirkman



## Coventry Foundation Online Store

<https://www.ebay.com/str/coventryfoundation>

Here you will find items for sale of interest to the Jaguar Community. These items have been donated to help further the Foundation's work. Various items will be posted here and all proceeds from the sale will go directly into the operating funds for the Foundation. We do combine shipping. To do this, buy whatever you would like and we can either send you a Paypal invoice or refund the excess shipping charge. Please check back often as we are constantly adding new items.



### NGJC EVENTS: March

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: April

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					

  Club Event  
  Other Event

  Holiday

#### JANUARY 2019

Saturday, January 20th Visit to Hussey's Collection, Marietta, Sponsor D. Kirkman

#### FEBRUARY 2019

Feb 16, Saturday – Valentines Lunch, Pearl Lian, Duluth, GA

#### MARCH 2019

March 8,9,10 – Amelia Island Concours, Amelia Island, FL  
 March 22-24 – JCNA Annual Gen'l Meeting, Mahwah, NJ  
 March 24, Sunday First Spring Drive to Amicalola Falls  
 10:00 AM D. Kirkman

#### APRIL 2019

April 13, Saturday – Drive to Tellus Science Museum, Cartersville, GA  
 April 26-28 – HSR Mitty – Road Atlanta, Braselton, GA

#### MAY 2019

May TBA –

#### JUNE 2019

June 6-8 – Highlands Motoring Festival, Highlands, NC  
 June 8, Saturday – British Motorcar Day, Peachtree Corners, GA  
 June 15, Saturday – NGJC Jag 'n Friends Picnic, Canton, GA

#### JULY 2018

July 11-14 – Carolina Concours, Little Switzerland, NC

July 27, Saturday – Concours Judges' Training, TBD

#### AUGUST 2019

August 24, Saturday – Drive to Blairsville, GA

#### SEPTEMBER 2019

September 8, Saturday – Atlanta British Car Fayre, Norcross, GA

September TBD – Fall Drive  
 September or October TBD – NGJC Concours, Gainesville, GA

#### OCTOBER 2019

October 6, Sunday – Festival of Speed, Alpharetta, GA  
 October 9-12 – Petit LeMans – Road Atlanta, Braselton, GA  
 October 18-19 – Euro Auto Festival, Greenville, SC  
 October 20, Sunday – Atlanta Concours, Tyler Perry Studios, Ft. McPherson, GA

#### NOVEMBER 2019

November 1-3 – Hilton Head Motoring Festival – Hilton Head Island, SC  
 November 16 or 23, Saturday – NGJC Business Meeting TBD

#### DECEMBER 2019

December TBD – NGJC Holiday Party

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# World's Most Significant Jaguar Collection For Sale With Pendine

From Jaguar Enthusiasts Club

Some of the world's rarest and most historically significant Jaguar cars are to be offered for sale on the open market for the first time ever by Pendine Historic Cars, the UK-based specialists in historic cars for road and track.

The 'Jaguar Sports Car Collection' currently belongs to one of the world's foremost collectors of sporting Jaguars and contains 12 of the most collectible and valuable Jaguars in existence. Among the collection is the first ever Jaguar sports car prototype, the first ever E-Type to be seen in public and the famous 'lost C-Type'.

Offered for sale individually, the collection presents Jaguar and classic car aficionados with a once in a lifetime opportunity to acquire an exquisite piece of Jaguar history, each in concours condition and restored by the finest marque specialists.

"This is without a doubt one of the most impressive and important collections of Jaguars in the world," comments James Mitchell, founder, Pendine Historic Cars. "Each car in the collection represents a key milestone through the marque's early history. Not only have some of these incredible cars played important roles in automotive cultural history, but they are also among the best examples in the world."

The Jaguar Sports Car Collection is the automotive life's work of Dr Christian Jenny. Since falling in love with the marque in the early 1970s, Christian has been dedicated to building a collection of Jaguar Sports Cars that spans the most definitive period of the company's development. Offered for sale, many for the first time

publicly, the Jaguar Sports Car Collection presents the opportunity to own cars from key milestones through the marque's early history.

For example:

## 1952 Jaguar C-Type

A Beautifully Restored Example Of The Legendary Sports Racer

- Imported via Californian dealer Charles Hornburg, chassis XKC 023 was sold to Portland racer David Fogg
- Raced by numerous friends of his, including silver-screen legend Jack Douglas
- Racing continued for almost a decade, before becoming 'the lost C-Type'
- Discovered and restored by Jaguar legend Terry Larson

For more than 30 years XKC 023 was the only one of the 53 XK120C sports-racers built that remained unaccounted for and often presumed lost.

Delivered to Los Angeles Jaguar importer Charles Hornburg just before Christmas in 1952 it was immediately sent to Seattle dealer Joe Henderson, who housed the car in his showroom, and even allowed favoured customers to race it. These included Bob Hope's Hollywood scriptwriter Jack Douglas. At the same time, C-types were making headlines by dominating the Le Mans 24 Hours race on the other side of the Atlantic.

To add extra fire to the Jaguar's belly, a Hillborn constant-flow fuel injection system was installed and

an XK140 head with larger valves was part of the conversion. It was in this souped-up form that the C-type was sold to Douglas's race mechanic Ces Critchlow, who following race damage fitted a glass fibre Devin body in 1957. Over the next five years, XKC 023 was campaigned and traded several times until mechanic Frank Schierenbeck bought it in 1962.

Often known as 'Mr Jaguar' for his close affinity with the Coventry marque, Schierenbeck returned the engine to running on its original SU carburetors, and indulged in occasional road trips and race entries. By 1974, though, the car was in storage at his mother's house. Without his permission, a nephew started enjoying nights out in it, and when Schierenbeck (then living in Alaska) objected, his young relative took the car apart in a fit of pique!

The owner, however, had another battle on his hands: a messy divorce. Not wanting to alert anyone to the potential value bound up in the C-type, Schierenbeck quietly hid it away, and the historic Jaguar community completely lost touch with it for 30 years. By 1997, his ex-wife had long and safely remarried, and he then offered the car for private sale via legendary restorer Terry Larson.

Happily, almost every mechanical part required came with the car, properly rubber-stamping its provenance. Most of the actual original bodywork, discarded in the 1950s, was found on a C-type replica in Toronto, and together with other C-type panels was carefully reunited with the chassis by RS Panels in Coventry, UK. The

*Continued on page 7*



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# 1961 Jaguar E-Type Series I Fixed Head Coupé – ‘The Geneva Launch Car’

## *One Of The Most Important Non-Competition Jaguar's Ever To Be Offered For Sale.*

- The first ever Jaguar E-Type seen in public, unveiled to the press and VIP guests at the Parc des Eaux Vives
- One of the three E-Type's at Geneva in 1961, and the car used on the Geneva show stand, wowing the general public
- Possibly the most important non-competition Jaguar in the world.
- One of the very first hand built, pre-production prototype E-Types

Two E-type Coupés were used by Jaguar in its unveiling in Geneva in 1961. The venue on Wednesday, 15 March was Le Gastronomique du Parc des Eaux Vives ,a restaurant on the south-western shore of Lake Geneva. It was after the launch that journalists were given demonstration runs and photography sessions in one of them, perhaps the most recognisable of the two, registered as 9600 HP (chassis 885002). This was not, though, the launch car, the very first E-Type ever to be seen in public.

That accolade fell to the other car, chassis 885005. This Coupe was actually inside the restaurant, hidden inside a giant plywood packing case whose sides fell

away to reveal the car. Its reception by the world's press is well documented. It was after this great unveiling that the reporters then tramped outside to admire 9600 HP. Back in the dining room, meanwhile, Jaguar staff were hurriedly removing both car and packing case to take it to the Salon de l'Automobile for its public unveiling – with similar theatre – the very next day.



Car 885005 wasn't meant to be a coupé. It was Sir William Lyons insistence that the launch E-type should be the three-door fastback that saw, at short notice, a roadster chassis purloined from the Experimental Department at Browns Lane and modified into a doppelganger for the Geneva demo car.

After the show debut, the E-type was registered for

Swiss road use on 15 May, and the following day was sold to the CAP Assurances insurance company, whose chief executive was Georges Filippinetti. He was also founder of the privateer race team Scuderia Filippinetti, and it's safe to presume that 885005 was for his personal use and certainly not a company pool car!

Little of its subsequent history is known until the

car thankfully returned to the historic E-type orbit in 1999 when it was acquired by Pierre Pittet, an administrator of the University of Lausanne. In 2002 Pittet sold the car to Georg Doenni of GB Classic Cars of Roggliswil, Switzerland, and it then transferred to the Jenny Collection. Only then was an extensive but very careful restoration begun. Many body parts were carefully corrected back to how they had been when leaving Coventry in March 1961, at the same time as identifying and cherishing the quirks of what had once been a hard-

working development vehicle.

The launch of the E-Type at Geneva is one of the most important milestones in the history of Jaguar. It is also a seminal moment in the history of the automobile. This is a hugely important automobile and one of the most important non-racing Jaguar's ever to be offered for sale.



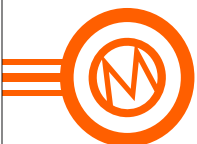
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## How to use the JCNA tool loan program

Submitted by John Hoffman

Once submitted and verified you will be contacted with the total deposit and shipping cost. You will be billed for the shipping cost to you and it will be your responsibility to pay for shipping back. If unpacked carefully the original shipping box can be re-used.

You are asked to return the tool as soon as it is used, even if it has not reached its' rental time limit. Many tools are in demand and will be sent to another member as soon as returned, checked in and cleaned.

*That is it!* The tool program consists of tools from several collections of which the owners have agreed to allow JCNA to

use and hold. Some of these tools are in fact not replaceable so no deposit amount is satisfactory as replacement is not possible. The program has been designed to simply offer this as a benefit for membership and the mechanism for that program is to protect the tools. ENJOY and make some of those difficult if not impossible jobs

easy—remember that is the reason the tools were developed. If ease and accuracy in a job could be achieved with a hammer and crow bar that is all that would have been offered!

The above is an annotated recap of the tool loan program as listed on the JCNA website. Please visit that site to read and understand the program before use.



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Continued from page 4

## World's Most Significant Jaguar Collection For Sale With Pendine

finished car was given a subsequent 800-mile road test in Arizona, which it completed with fault-free gusto.

Finally, the original missing cylinder head was found in another C-type replica, after having spent time in a motor boat, and is now with the car again, although not fitted. This important item, alongside an FIA Heritage Certificate and Jaguar test driver Norman Dewis's signature inside the door, are further windows into the cars history.



Continued from page 1

## Spring Drive To Amicalola Falls

Map to McDonalds Meeting Place for Drive to Amicalola Falls

March 24th – 10:00 AM



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