

Coming up...

Annual Christmas Party, Sunday, December 4th Time to Renew Jag Club Membership for 2017

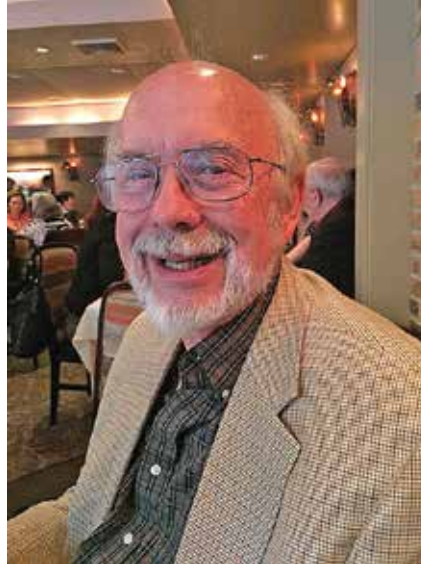
LETTER FROM THE PRESIDENT

The sun is shining and the wind is blowing on this beautiful November Sunday. The colorful leaves are hitting the ground, but no rain in sight. I've always been a car guy, no day is complete without a trip to my garage or running an errand in one of my toys. I really like all cars but Jag's were always special. I was still in college when I traded in my paid for '68 Camaro in on a brand new '70 XK-E. The top went down of course. My best friend had just bought a new big block Vette, I was jealous, but my 327 powered red Camaro was paid for, and I was a full time college student. My girlfriend at the time sensed my frustration and suggested I look at new Jags, they just had so much class. She was pretty smart and so damn good looking, she had to be right. "Yes", and there it was, at the end of the model year, a new '70

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Marvin Sikes In Memoriam

Marvin Evander Sikes Jr, who passed on Wednesday, November 16th, aged 81, will be best remembered for his wisdom, leadership, friendship and expertise with anything on 4, 6 or 18 wheels. He left this world surrounded by his loving wife of 60 years, Carolyn, their children and spouses and their grandchildren. He will be deeply missed, but we are comforted knowing he had said recently, "I've had a good life." After graduating from the University of Houston with a B.A. in Business Administration with a major in marketing, Marvin was employed 25 years with Saunders Leasing System and was vice president of marketing. He then began his own successful company, Sikes Transportation Services, where his 4 Atlanta locations employed almost 80 people. He enjoyed being president of the Kiwanis Club earlier and, more recently, his neighborhood



association and a member of the Peachtree Corners Advisory Board. A man of integrity and composure, many people sought him for advice.

Marvin, for the past 3 decades, was active in the local Amazing Corvette Club, N. Ga Jaguar Club, Jaguar Society, N. Ga Studebaker Club, and Atlanta Classic Thunderbird Club. He is survived by his loving children: Sherry Kliossis (Angelo), Cissy Boyd (Joseph), Marvin E. Sikes, III and Carrie Knight (Philip). He also leaves behind 8 grandchildren and 3 great-grandchildren. Funeral Service was held Saturday November 12, 2016 at 2:00 pm in the chapel of A.S. Turner and Sons Funeral Home Decatur, GA. In lieu of flowers, memorial donations to the Canine Adoption Network (N.GA) would be appreciated; 1000 Old Canton Road, Ballground GA 30107. A.S. Turner and Sons Funeral Home and Crematory.



15th Annual NGJC Holiday Party

Submitted by John Hollier

Join us Sunday, December 4th at Naylor Hall in Roswell for our annual party. Hors d'oeuvres served at 6:30 PM, buffet dinner begins at 7:30 PM. A cash bar will be available. Dress is dressy casual to black tie. Cost per person is \$55.00 due by December 1st, 2016. Please send a check payable to North Georgia Jaguar Club to the Treasurer, Lynn Cunningham at 5310 Vinings Springs Point, Mableton GA 30126. If your name is not on your check, please note for whom you are paying. You may also pay using PayPal or if you don't have a PayPal account by Credit / Debit Card by following this link: <http://www.ngjc.us/Order.html> and select Pay without a PayPal account button in the view cart section.

Naylor Hall is located at

1121 Canton Street, Roswell, GA 30075.

Use the main entrance and park at the rear of the building.



First Hand Account of the 1975 Cannonball

Part two in this issue on page 5.



Certified Pre-owned Jaguars Available from Hennessy Jaguar

JG2761	14	JAGUAR XK	XKR	RHODIUM SILVER / IVORY	19,680	B53908	6.16.2014	CERTIFIED,CALIPERS	\$64,610
JG2736	15	JAGUAR XJ	XJL	POLARIS WHITE / CASHEW	6,720	V90389	9.30.2015	CERTIFIED,PORT,PREM,LOCK	\$68,653
JG2748	16	JAGUAR XJ	XJL	INGOT / CASHEW	3,010	V92660	1.30.2016	CERTIFIED,WL,S,WHL,BLINDS,PKA,PAINT,LOCK,PROGRAMS	\$81,600
JG16075A	15	JAGUAR XF	XF 3.0	ITALIAN RACING RED / CHARCOAL	16,070	U65983	6.5.2015	CERTIFIED,SPORT PAC	\$46,820
JG2762	16	JAGUAR XF	XF PREMIUM	POLARIS WHITE / JET	2,000	Y17029	2.29.2016	CERTIFIED,DAS,CCP,NAV,VIS,PRO,LOCK	\$49,720
JG2764	16	JAGUAR XF	XF PREMIUM	AMMONITE GREY / JET	2,470	Y14060	2.27.2016	CERTIFIED,DAS,CCP,NAV,VIS,PAINT,PRO,LOCK	\$49,720
JG2763	16	JAGUAR XF	XF PRE STIGE	AMMONITE GREY / JET	2,300	Y15831	2.29.2016	CERTIFIED,DAS,CONV,VIS,PAINT,PRO,LOCK	\$54,920
JG2765	16	JAGUAR XF	XF PRE STIGE	QUARTZITE / LATTE	3,060	Y13561	2.27.2016	CERTIFIED,DAS,WIFI,CONV,VIS,PAINT,PRO,LOCK	\$54,920
JG2750	16	JAGUAR XF	XF PRE STIGE	EBONY BLACK / JET	2,270	Y02638	1.30.2016	CERTIFIED,DYN,DAS,PROGRAMS	\$55,800
JG2766	16	JAGUAR XF	XF PRE STIGE	POLARIS WHITE / LATTE	1,990	Y07928	2.27.2016	CERTIFIED,BURL,WAL,DAS,HEADS,WIFI,CONV,VIS	\$56,860
JG2743	16	JAGUAR XF	XF R-SPORT	ULTIMATE BLACK / BROGUE	4,330	Y04804	11.30.2015	CERTIFIED,DYN,CONV,PAINT	\$57,960
JG2749	16	JAGUAR XF	XF PRE STIGE	POLARIS WHITE / LATTE	2,700	Y07975	1.30.2016	CERTIFIED,BURL,WAL,DAS,HEADS,WIFI,CONV,VIS,PROGRAMS	\$59,400
JG2755	16	JAGUAR XF	XF PRE STIGE	INGOT / LATTE	4,220	Y07798	1.28.2016	CERTIFIED,BURL,WAL,DAS,HEADS,WIFI,CONV,VIS,PAINT,PROGRAMS	\$60,800
JG2741	16	JAGUAR XF	XF R-SPORT	GLACIER WHITE / JET	2,510	Y07298	11.30.2015	CERTIFIED,HEADS,WHL,WIFI,CONV,AST,PAINT,LOCK	\$62,740
JG2754	16	JAGUAR XF	XF S	TEMPEST GREY / JET / RED DUO	5,000	Y14736	1.28.2016	CERTIFIED,BLK,PAC,HEADS,WHL,WIFI,CONV,AST,PAINT,LOCK,PROGRAMS	\$68,700
OFF MAKE VEHICLES									
G216307B	15	HONDA ACCORD SPORT		SILVER / BLACK	16,150	FA192714	7.19.2015		\$73,810
G2768A	15	AUDI A4		BLACK / BLACK	12,200	F8002614	7.25.2014	CCP,PREMIUM,S,LINE	\$32,730
G216283A	15	CHEVROLET SUBURBAN LTZ		WHITE METALLIC CHAMPAGNE / BROWN	24,050	FR502433	11.7.2014	CCP,DVD	\$54,830

Please contact Wil Harrington, Sales Manager, Hennessy Jaguar/Land Rover Gwinnett at 770-680-5000.

XK-E convertible! I twisted, turned and even danced a little, but they wouldn't come off that sticker price much. But a deal was struck and I had a car payment with no means of income. That good looking RN stuck around for a few more months and helped with the payment, until summer when I was back at the Chevy assembly plant earning money. I also landed a civil service job as an orderly at the city hospital on second shift. I was paying that Jag off fast, but was too worn out for romance. September found me back at school with but one love, that beautiful XK-E. Sometimes you have to go out on a limb, because that's where the fruit is.

John W. Hollier



For Sale: 2008 Jaguar XJ, Vanden Plas

Rare porcelain with champagne/mocha, clean Car Facts, second owner, 36,500 miles. Stability and traction control, Alpine audio, blue tooth, DVD navigation. All heated seats and steering wheel with cooled front seats. Front and side air bags, 25 mpg highway, maintenance records, rear spoiler, new tires, rear seat trays. 36,500 miles, Original MSRP \$76,085, for \$19,500. Will text pictures by request. Call Bob Smith 404-754-3988.



For Sale: Stunning Red 2007 Jaguar XK Luxury Convertible

Less than 5000 built and sold. Excellent condition. Original owner. Absolutely great looking and so much fun to drive. Kelly Blue Book Consumer Review 9.2 (out of 10) overall rating! 94,000 easy miles. Always garaged. All scheduled maintenance completed by dealership and records available. Car includes luxury options and too many additional features to list. For Sale price \$22,995. Call 404.405.3729 before 7 p.m. or email lindabmaples@plantationcable.net



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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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2016 NGJC Calendar

Submitted by Dave Kirkman

14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

NGJC EVENTS: December

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	

January 30
Memory Lane Museum and lunch at Lake Oconee Harbor Club (Dave Kirkman/Singleton sponsor)

February 13
Valentine's Day Lunch, North Point Diner, RSVP by the 10th (Brian Hernan sponsor)

March 11-13 Amelia Island Concours, Amelia Island, FL

March 26
Ron Green Car Collections (Robbie Ferris/Lory Healy Sponsors)

April 2
JCNA AGM Meeting, Scottsdale,

April 3-5
JCNA International Jaguar Festival, Scottsdale, AZ

April
Spring Drive – April 17, Sunday (Dave Kirkman Sponsor)

April 21-24
Walter Mitty Challenge, Road Atlanta, GA

May 13-15
Atlanta Motoring Festival, Chukkar Farm Polo Club, Alpharetta (Philip Carroll sponsor)

May 15
British Motor Car Day, Roswell (Kirkman/Hernan/Hollier sponsors)

May 21
Wolf Mountain Winery drive (John Hoffman sponsor)

June 4
Rides to Remember by Ferrari Maserati (Lory Healy Sponsor)

June 9-12
Highlands Motoring Festival (Brian Hernan sponsor)

June 18
Jags & Friends Picnic (Brian Hernan sponsor)

July 15-17
Carolina Jaguar Club Concours, Little Switzerland, NC

July 15th, Ford Driving Event, 1-5PM
Atlanta Motorsports Park, Dawsonville, GA

August 13
Summer Mountain Drive, (Dave Kirkman sponsor)

September 10
British Car Fayre, Norcross (Kirkman/Hoffman/Hollier

Sponsor)
September 17
Lake Oconee Singleton/Hamilton party (John Hoffman Sponsor)

October 15, Saturday
NGJC Concours Hospitality Party, Luna's, Gainesville (Lory Healy sponsor)

October 16, Sunday
NGJC Concours, Chattahoochee Country Club, Gainesville (John Hoffman sponsor)

October 22 - 23
Euro Auto Festival, Greenville, SC

November 5-6
Hilton Head Island Motoring Festival, Hilton Head, SC (Dave Kirkman sponsor)

November 12
NGJC Business Meeting, (John Hollier sponsor)

December 4, Sunday
NGJC Holiday Party (John Hollier sponsor)

November Business Meeting Held November 19th

Submitted by John Baxa

Our annual business meeting resulted in the election of officers as follows:

President	John Hoffman
V.P for Concours.....	John Hoffman
V.P for Activities.....	Philip Carroll
Treasurer.....	Lynn Cunningham
Secretary	John Hollier
Newsletter Editor	John Baxa
Newsletter Publisher.....	John Yates
Webmaster	Dick Maury
Chief Judge	Craig Kerins
Member-at-Large.....	Douglas Utt

Also, the first draft of our 2017 activities calendar was discussed and we'll have more information on that next month as some of the dates are confirmed.



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2016 Hilton Head Island Concours d'Elegance

Submitted by Dave Kirkman

The 2016 HHI Concours will probably be best remembered for the hurricane that almost made it not happen, the million-dollar "Best in Class" 1938 Packard Convertible Sedan that rolled backwards into a Concours fairway pond, and Dr. John's misadventure with a parking lot curb.

Our club was well represented again this year with eleven club members in attendance. Philip and Paulani Carroll, Robert Farris, David and Beverly Kirkman, Kent and Melissa Hussey, Ivan and Myrna Ruiz, James Strickland and the aforementioned Dr. John Hollier all made the trip to HHI.

Dr. John showed his Lotus V8 as part of the Lotus display at the Saturday Club Car Showcase while the Carroll's showed their Aston Martin DB7 in the British Sports Car group.

The Sunday Concours featured the Ruiz's 1972 Ferrari 246GT in Class 08D - Sports Cars – Italian; the Hussey's 1969 Corvette L88 in Class 08A1 - Sports Cars – American; and Robert Farris showed his recently complete 1950 Jaguar XK120 restoration in Class 08B1 – Sports Cars English – Pre 1961. Congratulations to both the Ruiz's and the Hussey's as their entries won

prestigious Palmetto Awards in their respective classes. James Strickland brought his two James Bond Lotus to be part of an exceptional "Cars of the Movies" display on the Motoring Midway that drew large crowds both Saturday and Sunday. James was also featured on the local television station describing his two cars and the role they played in the movie "The Spy Who Love Me". Check out the video of James' showing his cars: <http://www.islandpacket.com/cars/article112939918.html> as well as other videos including the above mentioned Packard being pulled out of the water.

The Kirkman's and Ruiz's participated in the Friday Charity Drive. Beverly went shopping on Saturday with the ladies while I spent the day with Ian Callum. The

Sunday Concours was held under sunny skies and mild temperatures. I helped judge Class 03A – Honored Marque – European Classic – Open. This class featured three best in class winners from Pebble Beach and the Blue Ribbon ultimately went to a 1938 Peugeot 402 Dal'mat . Beverly joined me for the afternoon as we both love to see these classic cars in motion as they drive up to receive their awards.

On Monday Beverly and I had lunch with Nancy and Andy Shearouse before returning home. Some of you may remember the Shearouse's as they hosted our club at their beautiful home on the May River several years back.

The Hilton Head Island Concours is scheduled for the weekend of November 3, 4, 5, 2017 and Cadillac will be the feature Marque.

A Day With Ian Callum

Ian Callum, Director of Jaguar Design, returned to HHI again this year and Carolyn Vanagel, HHI Concours President, asked if I would be his escort on Saturday. Ian is one of the most approachable and pleasant chaps you could spend a day looking at cars with and, unfortunately, shares my off kilter sense of humor so we had a rollicking good time as he choose a car that he presented an award for design to.



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First Hand Account of the 1975 Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash

Submitted by Robert O'Brien

Editors Note: This is the continuation from last month of the account, by my friend and fellow Virginia alum Bob O'Brien which he recently related after hearing of Brock Yates' passing. We pick up the story after Bob left Route 66 to get onto Interstate 40 at Shamrock, Texas. -JB

Trundling through the night, we caught up with the Polish Racer's van in a heavy construction zone in western New Mexico, and drove bumper-to-bumper with fellow competitors in a '74 Ford Torino station wagon and a '71 Porsche Carrera all the way from eastern Arizona through to Flagstaff. (No flatbed Ford that I can recall as we skirted Winslow.) The Porsche was owned and driven by Bill Warner, who did some stringer work for CandD rival Road & Track, and his co-driver was Tom Nehl who competed in the IMSA sedan races in a Camaro. Today, Warner is best known as the founder of the world famous Amelia Island Concours d'Elegance, held in Florida each spring. That Porsche's CD handle was Captain Marvel – with a license plate reading SHAZAM, it couldn't be anything else!

As we reached the western edge of Flagstaff, all three cars turned into the same gas station. We had to roust the young pump jockey from his romp with a comely young thing in the office to insert the nozzles into our gas tanks (no self-serve yet in those days), and all eight drivers headed for the much-needed men's room. When we'd all emerged from emptying our bladders, the attendant told us that we were all gassed up, so we paid our bills and took off. Only a few miles down the

Interstate I realized that his lady friend had still been first and foremost on his mind as my gas gauge was only at ¾-tank. This lack of oversight proved to be a crucial misstep in our journey.

Following the same strategy that Yates himself had employed on one of the earlier Cannonballs, we lagged behind the Torino and the Porsche, and turned off of I-40 at Ash Fork, about 40 miles west of Flagstaff, and about 20 miles west of Williams, "The Gateway to the Grand Canyon." From there we headed south on AZ-89, a mostly two-lane highway through ranch land and the Prescott National Forest to pick up I-10 and take that into Los Angeles.

It was shortly after midnight, and I was at the wheel. By this time we'd been on the road for about 18 hours with very little sleep of any magnitude. Fatigue was clearly beginning to creep in. One of the effects of fatigue is hallucinations. That stretch of AZ-89 north of Prescott had lots of ranches, and mailboxes on posts out by the roadside. At that hour, and under those conditions, many if not most of those mailboxes became people. People ready to leap out into the road in front of me. I asked Richard if he felt awake enough to drive, and fortunately he said, "Yes."

We traded seats, and I began drifting in and out of sleep. I remember the cautious drive through Prescott itself, and waking up briefly, just in time to see a jackrabbit bounce off my front bumper and disappear into the darkness. That section of AZ-89 just south of Prescott, through the Prescott National Forest, is mostly

downhill, and very twisty. I drove it more fully awake in daylight in my GMC Safari van when I moved out here in '91, and it was truly scary. Very pretty – but a very scary drive.

At the bottom of the cutoff, about 45 miles south of Prescott, as we entered the little village of Yarnell, Richard announced that the gas gauge was sitting on Empty. There were two little two-pump gas stations in town. It was a few minutes before 6:00 AM, and there were absolutely no signs of life at either one. We continued on to Congress, about 4 miles farther down the road, where the situation was the same. We saw that one gas station was attached to a house, and we tried to get the owner to come out and unlock the pumps for us, but he had no intention of opening earlier than his regular time of 8:00. We even waved a \$20 bill in front of his window (gas was still less than 50 cents a gallon then), but even that couldn't entice him.

That missing quarter tank of gas was taking its toll. From an earlier trip to California (in the old Starship Enterprise – my 1970 Plymouth Satellite) two years earlier, I knew that there was a big truck stop in Quartzite, about 20 miles shy of the Colorado River and the California border, and a full tank should have enabled us to get there. However, now we were about 75 miles short of that goal, and sitting on a nearly empty gas tank. We drove on slowly, looking for anything that looked like a gas station that might be open. In the center of town we saw a relatively large diner

Continued on page 6

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Time to Renew Jag Club Membership for 2017

Submitted by John Baxa

The 2017 membership dues for NGJC of \$54 are due by January 1. If you are going to renew your membership for 2017, please mail your dues by the middle of December. If you know you are not renewing, a quick e-mail to Lynn Cunningham or John Baxa would be appreciated so that our e-mailing of the roster to JCNA will not be delayed. We have to send a roster to JCNA with dues payments for each member on the roster in early 2017 so it is very important that we have all our dues collected by January 10.

There are now two ways to pay: by check or by PayPal. Please note that you do not need to have a PayPal account to pay by credit/debit card. If paying with PayPal, please go to www.ngjc.us and click on the Membership tab at the top of the page and follow the directions. Or, if you want to pay for the Christmas Party and your membership at the same time go to the Calendar tab then click on NGJC Christmas Party and you can then pay for both.

If paying by check, please make your check payable for \$54 to the North Georgia

Continued from Page 5

First Hand Account of the 1975 Cannonball

with its lights on, and plenty of cars parked in front of it -- including a local police car. We knew that the local cops would know of every gas station around -- but... did we really want to talk to a cop under the prevailing circumstances? Richard screwed up his courage and went into the diner, saying that he'd awakened early after spending the night in Prescott, couldn't get back to sleep, and had set out early to finish his drive to LA, but was in need of gas. Was there an open gas station around?

Indeed, there was -- just three miles south of town. However, we'd lost close to 30 minutes trying to get one to open in those two little towns.

We arrived at the terminus -- the Portofino Inn in Redondo Beach -- after 41 hours and 35 minutes, for 15th place out of 18 starters. The Captain Marvel Porsche was only 3 minutes faster, and the Torino wagon only 42 minutes faster. No prize money was at stake, but it would have been nice to finish a little higher up.

The run was won by two fellows from Florida in a 1973 Ferrari Dino 246GTS in 35 hours and fifty-three minutes -- one minute quicker than Brock Yates and Dan Gurney

Jaguar Club and mail it to

John Baxa VP Membership 1250 Lake Charles Drive Roswell, GA 30075

If your payment does not reach us by January 10, you will be dropped from the renewal roster which we send to JCNA. If you rejoin later, we have to reinstate your membership which takes the time of people who are doing all this voluntarily. Do your part and make your payment when you read this.

In making your decision on renewal, you should consider the following tangible benefits of club membership: (1) discounts on repairs and parts from Hennessy Jaguar, (2) rebates from Jaguar on purchases of new Jaguar automobiles available only to members of JCNA, (3) subscription to the Jaguar Journal published by JCNA, and (4) access to the knowledge accumulated by members of NGJC during years of experience with Jaguars. The discount from Hennessy on a \$500 repair would more than pay for your annual membership dues.



had driven a Ferrari 365GT Daytona in 1972.

We arrived at the Portofino shortly before noon, and were invited by Brock to join him for lunch in the Portofino's dining room. Also joining us was Pete Biro. Anyone who ever looked at a race report in either Car and Driver or Road & Track back in the '60s or '70s certainly saw some race photos credited to Pete. Turned out that photography was only a side-line for him -- Pete Biro made most of his money in those days performing as a magician! <http://pete-biro.com/> Check out his TV videos.

Another pair of competitors was Anatoly Arutunoff and Bill Pryor in a 1969 Bristol 410. Toly's father had invented some oilwell equipment, and he hailed from Oklahoma. Pryor lived in Tennessee and had gone to college at Duke, and together they felt that driving southern 2-lane roads would be quicker than the heavily-patrolled interstates. They finished last, due to the poor route choice plus an event in Charleston, WV. There were exactly 2 1969 Bristol 410s in the US at the time, and Toly owned both of them. It's a British car powered by a Chrysler V8. As they were

Continued on Page 6

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First Hand Account of the 1975 Cannonball

Submitted by Robert O'Brien

motoring through Charleston in the early morning hours, a 15-year old girl waiting for her school bus spied the car as it was stopped for a traffic light.

"Hey! What kinda car is that?" she asked. "It's a Bristol," replied Pryor.

"Where's it made?" "England." "Cool. That's a cool car! Where y'all going?"

"California," was the innocent reply. "Wow! Can I ride with you to school? It's just down the street a few blocks." "Okay," said Toly, and she climbed into the small back seat area.

As luck would have it, two blocks later a local cop pulled them over for a loose license plate. Of course he asked the occupants where they all lived, as the car had Oklahoma plates. "Tennessee." "Oklahoma." "I'm from around here -- just a couple of blocks that away."

At that reply, the cop suggested that they all needed to follow him to the local police station to sort things out, as he suspected the two middle-aged gentlemen of violating the Mann Act (transporting under-age girls across state lines for illicit purposes). It took more than an hour to sort things out, during which the young lady had found someone else to get her to school on time and had simply disappeared.

At some point on Friday at the Portofino, Pryor told me that he'd encountered an old friend of his there at the Inn -- jazz guitarist Charlie Byrd. On Saturday evening I saw Charlie leaving the room directly across the hall from mine, guitar case in hand, on his way to his gig. (I'm guessing it would have been at the Lighthouse in nearby Hermosa Beach.) <https://www.youtube.com/watch?v=pPyY80pUujE>

One of the drivers in the Polish Racers Van had left his home in Baltimore in such haste that he'd neglected to pack socks and skivvies. When he asked the desk clerk at the Portofino where the nearest JC Penney store was located, he was directed to the giant Del Amo Mall in Torrance, a few miles to the east. About 8-10 of us drove over to the mall, and the first thing we encountered as we entered the place was, of all things, a bumper car ride -- inside the mall! Socks and skivvies and whatever else any of us intended to buy were all put on the back burner. Racers of all stripes are pre-programmed to put bumper cars ahead of everything else short of legitimate race cars. We all bought tickets to ride the bumper cars, and as we were standing in line, who should walk in and also buy tickets but Indy 500 winner Al Unser and his crew! We talked with him for a few minutes before our turn to jump into the bumper cars arrived, but he was there for the same reason as everyone else -- it's fun!

Later that summer I bumped into Leo Lynch (the Porsche RSR driver/owner) at one of my usual Friday night watering holes. We talked about the Cannonball, and what had transpired in Eastern PA. He was able to duck the cops via the old routine that we've all seen in old comedies and cartoons -- they managed to circle the buildings 180 degrees opposite to the cop car. During their first "lap" around the buildings, they'd noticed a kind of "exit" at the back leading into the woods. They'd turned off their lights and hidden in there as the cop car made another couple of circles around the buildings and parked himself in the parking lot. Dan went into the food joint and asked the clerk if there was any way to avoid the cop car on their way out. "We REALLY don't need to talk to him right now!" The clerk showed them another exit that the cop wouldn't be able to see, and they were on their way.

One of the provisions of the entry was a certified check for \$200 to a nationally recognized charity. My co-driver, Richard, owned a little printing business north of Chicago, and had done some printing work for the Committee to Combat Huntington's Disease, which is the disease that felled Woody Guthrie. That's where our money went. Plus, Richard had arranged pledges with some local businesses and clients based on our ability to finish the Cannonball, generating another \$300 for CCHD.

In February 1976, while in grad school in Chicago, I managed to score opening night tickets to the Chicago Auto Show at McCormick Place. As I climbed out of my car in the McCormick Place parking garage, the driver of the immediately adjacent car got out, and it was Bill Broderick, who'd entered a Travco Motor Home in three of the Cannonballs. No, it never had a chance of winning outright, but he was able to claim the coast-to-coast record for motor homes. Broderick was a PR guy for Union 76 Oil, and was the guy you'd see helping the winning drivers of every NASCAR race with the assortment of baseball caps for all of the sponsors and the requisite PR photos. And we spent a few minutes reminiscing about the Cannonball before entering the hall.

Obligatory Jaguar Content: The record for official Cannonballs is 32 hours and 51 minutes (about 87 mph), set in the final run by Dave Heinz and Dave Yarborough in a Jaguar XJS in April 1979.



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