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Annual Business Meeting Saturday, November 12th.
Annual Christmas Party, Sunday, December 4th

LETTER FROM THE PRESIDENT

October is always a busy month. Autumn is my favorite time of year, the hot summer is over and lots of holidays and car events on the calendar. The Florida boys came up for the Petit Lemans weekend. What beautiful weather for a race. Corvette and Ferrari were the overall big winners, well Porsche did well, too. The inaugural Atlanta Concours d' Elegance kicked off at Chateau Elan the following weekend, I showed my XJ-S on Saturdays club day. Ivan and Myrna Ruiz showed one of their beauties on Sunday. Dave Kirkman played the "judge". The NGJC's Concours d' Elegance just finished. Our premier automotive event was expertly conducted by John Hoffman and Chief Judge Craig Kerns. The food at Chattahoochee Country Club was fabulous as were the Jaguars! The weekend started



Frank Sessions Photographer

First Hand Account of the 1975 Cannonball Part one in this issue

Annual Business Meeting Saturday November 12th, 2016

Submitted by Lory Healy, Secretary

Please mark your calendars now and make plans to attend our annual business meeting on Saturday, November 12, 2016 to be held at the Hilton Garden Inn North Point, 10975 Georgia Lane, Alpharetta, GA. The meeting will start at 10:00AM. This is a very important meeting - we will be electing officers as well as determining much of our event schedule for the next year.

John Hollier as President and a nominating committee are required by our by-laws to submit a proposed slate of officers for the upcoming

year as listed on the following ballot. However all offices are officially open and any club member may nominate another member at the annual meeting.

Additionally all write-in votes will be counted. Each married couple has two votes and all single members have one vote. The term of office is for one year and the President can serve for no more than two consecutive years.

Look for the ballot in the back of this newsletter.



Annual Christmas Party, Sunday, December 4th

Submitted by John Baxa

Don't forget to save the date for our club's annual holiday get-together. John and Arlene Hollier are making plans now for the festivities. They have secured the location at Naylor Hall on Canton Street in Roswell,

same as last year and are working on finding a different caterer. Keep an eye on your mailbox for your invitation with all the details.



Continued on page 2

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	XF PREMIUM	XF PREMIUM	POLARIS WHITE / JET	2,080	Y17029	2.29.2016	CERTIFIED,DAS,CCP,NAV,VIS,PRO,LOCK	\$49,720
JG2764	16	XF PREMIUM	XF PREMIUM	AMMONITE GREY / JET	2,470	Y14060	2.27.2016	CERTIFIED,DAS,CCP,NAV,VIS,PAINT,PRO,LOCK	\$49,720
JG2763	16	XF PRE STIGE	XF PRE STIGE	AMMONITE GREY / JET	2,300	Y15831	2.29.2016	CERTIFIED,DAS,CONV,VIS,PAINT,PRO,LOCK	\$54,920
JG2765	16	XF PRE STIGE	XF PRE STIGE	QUARTZITE / LATTE	3,960	Y13561	2.27.2016	CERTIFIED,DAS,WIFI,CONV,VIS,PAINT,PRO,LOCK	\$54,920
JG2750	16	XF PRE STIGE	XF PRE STIGE	EBONY BLACK / JET	2,270	Y02638	1.30.2016	CERTIFIED,DYN,DAS,PROGRAMS	\$55,800
JG2766	16	XF PRE STIGE	XF PRE STIGE	POLARIS WHITE / LATTE	1,990	Y07928	2.27.2016	CERTIFIED,BURL,WAL,DAS,HEADS,WIFI,CONV,VIS	\$56,860
JG2743	16	XF R-SPORT	XF R-SPORT	ULTIMATE BLACK / BROGUE	4,330	Y04804	11.30.2015	CERTIFIED,DYN,CONV,PAINT	\$57,960
JG2749	16	XF PRE STIGE	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	XF PRE STIGE	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	XF R-SPORT	XF R-SPORT	GLACIER WHITE / JET	2,510	Y07298	11.30.2015	CERTIFIED,HEADS,WHL,WIFI,CONV,AST,PAINT,LOCK	\$62,740
JG2754	16	XF S	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,NAV,DVD	\$54,830

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

Smokey Mountain Jaguar Club Concours d'Elegance *Submitted by John Hoffman*

President's Letter from page 1

on Saturday night with an informal gathering of enthusiasts at Luna's restaurant in Gainesville. Many of the out-of-towners enjoyed this meet and greet.

Our annual NGJC business meeting will be November 12th at the Hilton Garden Inn in Alpharetta, I encourage your attendance. The new officers will be elected and next year's calendar will be addressed. I hope to see you at Hilton Head Island next month; we usually have a good turnout of members at this event. I will be showing my Lotus on Saturday, it's not a Jag but it is British! I think the hummingbirds have left.

John W. Hollier



The Concours weekend was kicked off Friday evening with a delightful BBQ at the Bewley's City Car Garage Car Museum.

From a 1901 Oldsmobile to a race-ready 2008 Dodge Viper, impressive automobiles were on display in Bewley's City Garage Car Museum.

Greeneville businessman Kent Bewley opened the auto museum at 210 S. Main St, at the site of the former Bernard's No. 2 tobacco warehouse.

The new 12,000 square-foot museum has 36 new and antique cars on display. Bewley, who has been collecting cars for years, said he wanted to share his automobile passion with the public. "I've always liked collecting older cars, interesting cars, and over the years I've accumulated 30 or so [cars] and I decided it would be pretty neat to have a museum."

On display is a 1964 Rolls Royce formerly owned by Elton John, a 1971 DeTomaso Pantera, a 1981 DeLorean,



and numerous other unique automobiles. Bewley owns most of the cars on display, but others were provided by his friends.

"I knew there were a lot of people in Greene County with some really neat cars that would be interested in displaying their cars."

The following day was picture perfect for the Concours held in the street adjacent to the Hotel. Judging was brisk and several discussions ensued, not the least of which concerned screws to attached the front license plate. Jaguars now are delivered with a packet of screw to hold the front license plate bracket. While the wording of this in the JCNA rule book is vague, it would behoove all of us with judged cars to have four screws along with the bracket.

NGJC had three entrant's in the judging and all three won awards. Yes, Alan you won an award, you just need to find Philip. Award winners Philip DiTrolio, John Hoffman and Alan Taylor.



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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

17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NGJC EVENTS: November

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				

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, AZ

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)

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NGJC 2016 Edition - Concours d'Elegance

Submitted by Craig Kerins, Chief Judge

The 14th Annual North Georgia Jaguar Club Concours d'Elegance is over. It wasn't our biggest show, but it may have been our best. There were fewer out-of-state entries, but these were more than compensated by a robust showing from our own club. The entrants had somewhat newer vehicles, but there was a very healthy field of E-Types, as well as a Mark 2 and a Mark IX to be judged as well as two XK120s in DISPLAY. Hennessey Jaguar Gwinnett, our generous club sponsor, brought a new XE model as well as a very rare Project 7 F-Type.

The festivities began with a light supper and refreshments at Luna's Restaurant in Gainesville, within walking distance of our hotel. This has proved a great venue, with excellent food and a lot of opportunity to interact with other Jaguar aficionados from our club as well as out of town guests.

To the dismay of many entrants Sunday morning started with a shower, but the weather soon changed to spectacular. The entrants had their Operations Vehicle Inspection performed prior to taking their position on the field. This was a change which worked well. The Sunday brunch needs little embellishment. The simple description is that no one does it better than the Chattahoochee Country Club. Everything is delicious, and one can have three meals plus desert all at one time.

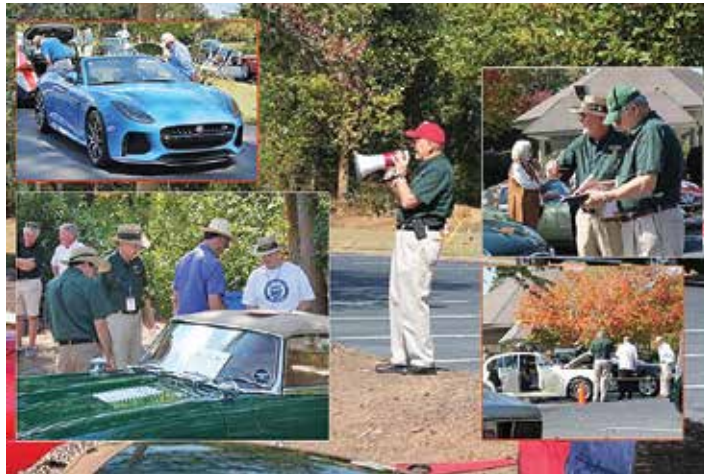
In addition to the judged classes, our club awards two very special trophies. The first is "The Peoples' Choice Award" which is chosen by the attendees. It is a popularity contest, voted on by Jaguar lovers, and went to Bob Ray and his beautiful XK120.

The club's most prestigious award is the Judges' Trophy, awarded by your judging team to the owner and automobile best representing the spirit of our club. Roy Cleveland was the very appropriate winner of this special honor. Linda and Roy Cleveland were among the original founders of the NGJC, and were both crucial in the club's early growth and success. They have remained active and staunch supporters of the club's

many activities and have been loyal, enthusiastic Jaguar owners and drivers.

On a personal note, the Concours is a lot of stress for your Chief Judge, but it also involves a lot of time, work, effort, and intelligent input from a whole lot of other people. John Hoffman is the Concours Chair and has done phenomenal work shepherding this show to completion, and taking responsibility for virtually every aspect of the event. Lynn Cunningham, and his team (wife Evelyn and John Baxa) are quick and accurate scorers. Lynn keeps our money safe and all of the registrations straight. Additionally we have a wonderful team of judges, including 6 newly Certified Judges who do a lot of work on show day, but also go through a rigorous training program and testing months before the show. John Hollier has been an excellent leader for our club for the last two successful years. Finally, it is not all about the cars. This automobile club would fail without the wonderful membership. Our activities are great successes because they are stocked with folks who are fun to be with and easy to know. That is why the club is growing, and why we are going to thrive.

Next year is the IJF (International Jaguar Festival), and we are the hosts. This is a team effort ... stay active!



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Brock Yates, Writer and Rebel Who Created the Cannonball Run, Dies at 82

By Daniel E. Slotnik (New York Times) October 7, 2016

Brock Yates, an automotive journalist who founded an anarchic, cross-country road race in the 1970s, then fictionalized it in the script for the 1981 Burt Reynolds film "The Cannonball Run," died on Wednesday in Batavia, N.Y. He was 82. The cause was complications of Alzheimer's disease, his son Brock Yates Jr. said.

With literary flair, Mr. Yates wrote more than a dozen books about cars and motor sports. He also wrote for The Washington Post, Playboy, The American Spectator and other publications, and worked in different capacities for Car and Driver magazine from the mid-1960s until about a decade ago.

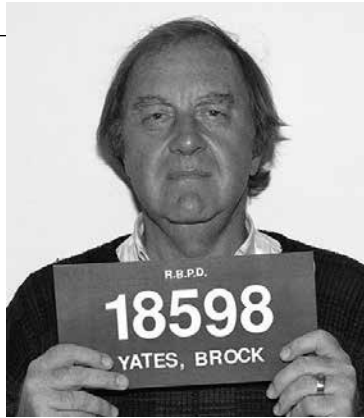
He also had a rebellious streak, which was on display in the early 1970s when he and some colleagues from Car and Driver met for beers at a bar in New York City and discussed the state of racing. They decided that the sport had become staid and that an informal, cross-country race would be one way to enliven it.

They called it the Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash, more commonly known as the Cannonball Run. Named after Erwin "Cannonball" Baker, a record-setting cross-country driver, it had only one rule: The vehicle that finishes first wins. The only prize was bragging rights. Mr. Yates planned the first race for the spring of 1971.

Besides him, several other people said they would participate, but when they all backed out, Mr. Yates went ahead anyway. He completed the 2,863-mile run in his Dodge van in 40 hours and 51 minutes.

After he wrote about the experience in Car and Driver, readers encouraged him to schedule another race. That November, eight vehicles — one a motor home — set out from Manhattan for the first competitive Cannonball Run.

Mr. Yates drove a Ferrari Daytona coupe with the auto racer Dan Gurney. They won, averaging 80 miles per hour and, on one deserted stretch, reached a top



speed of 172 miles per hour. They made it from Manhattan to Redondo Beach, Calif., in 35 hours and 54 minutes, beating the second-place team by about an hour. (The motor home came in last.)

Mr. Yates wrote the script for the 1981 film, "The Cannonball Run." The race, held four more times during the 1970s, was covered by magazines and newspapers, and it inspired two fictional films in 1976, "The Gumball Rally" and "Cannonball."

The race's outlaw appeal endured, and Mr. Yates capitalized on it when Hal Needham, the director of the car-oriented Burt Reynolds film "Smokey and the Bandit," asked him to write the script that became "The Cannonball Run."

Besides Mr. Reynolds, the film's star-laden cast included Roger Moore, Farrah Fawcett, Dom DeLuise, Dean Martin,

Sammy Davis Jr., Terry Bradshaw and Jackie Chan.

In 1984, Mr. Yates started the Cannonball One Lap of America, which has since become the Tire Rack One Lap of America, a grueling loop around the country interspersed with time trials and other racetrack competitions.

Brock Wendel Yates was born in Lockport, N.Y., on Oct. 21, 1933, to Raymond E. Yates and the former Marguerite Wendel. His father wrote for The New York Herald Tribune and other newspapers and was the author of dozens of books, including one, "Sport and Racing Cars," written with his son.

He graduated from Hobart College with a bachelor's degree in history in 1955 and served in the Navy.

His books include "Sunday Driver: The Writer Meets the Road — at 175 MPH" (1972), "Enzo Ferrari: The Man, the Cars, the Races, the Machine" (1991) and "Cannonball! World's Greatest Outlaw Road Race" (2002). He and Jerry Belson wrote the screenplay for "Smokey and the Bandit II" (1980).



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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 account is by my friend and fellow Virginia alum Bob O'Brien which he recently related after bearing of Yates' passing. Bob, now a resident of California, was in Pittsburgh at the time of the story. -JB

I saw Brock in November 2002 when he made a stop at LA's Petersen Automotive Museum to promote his book, Cannonball! World's Greatest Outlaw Road Race. I bumped into him just as we were both about to enter the area set aside for his presentation, re-introduced myself, and mentioned a couple of things that only those of us who'd participated would know, and he welcomed me warmly, and invited me to address the gathering, as well. I declined, as I didn't think I'd be able to add much. He did introduce me, though, and several attendees asked me to sign their copies of the book, adding my autograph along with Brock's and movie director Hal Needham's.

The 1975 Cannonball was announced via a small ad in the classifieds of the old Competition Press and Autoweek, indicating that it would be run "sometime this spring," and would involve "a small field of cars and drivers from the automobile racing fraternity, selected on an invitational basis by the organizers." Entry forms, rules, and information was available by sending a non-refundable or returnable \$5 to a PO Box in Perry, NY.

I sent my \$5 and called my buddy, Richard, in Chicago, whom I'd met and worked with at the Jim Russell Int'l Racing Drivers School in Canada a couple of years earlier. I suggested that we run it in my '73

Oldsmobile Cutlass. Ever the marketing wizard, Richard suggested entering a "gimmick" car in order to generate interest, so our initial entry was his '75 Honda Civic. Meanwhile, Richard contacted a Ferrari+Mercedes dealer in the Chicago area, and almost had a Ferrari Dino 308 GT/4 lined up for us. That fell through, so we ran the '73 Cutlass.

I also spoke with a couple of racing friends in the Pittsburgh area who'd run the last previous Cannonball two years earlier, and they knew that Yates required some competition experience for the drivers. They figured that our work and racing at the racing school would be sufficient – and it was.

When I notified Brock that we were switching from the Honda to the Olds, he asked if we could add John McGovern, a motoring journalist from England. We said, "Sure!" and got written up in one of the British motoring weeklies (Motor or Autocar – I forget which one, and my Cannonball file is inaccessible at the moment).

Richard flew from Chicago to Pittsburgh on Tuesday, and we drove through the night to NYC. We stayed with a cousin of Richard's who lived just a few blocks from the old Ziff-Davis publishing HQ in Manhattan (Car and Driver was owned by Z-D at that time), which minimized the awkwardness of the mid-day drivers' meeting, since we were able to walk there. However, arriving in NYC at 4:00 AM, grabbing a few hours of sleep, waking up to go to the meeting, and then grabbing a few more hours of sleep was far from optimal. And that's why my car isn't

among those posed on the roof of the Red Ball Garage, which was the starting point, for the CandD cover shot.

Drivers could start any time between (I think) noon and midnight on Wednesday. We opted for 9:00 PM -- lighter traffic, plus a few more hours of sleep.

Our first "adventure" was exiting the NJ Turnpike to head west on I-78. As I transitioned onto the exit ramp, I came up behind a lumbering big-assed Chrysler sedan being driven by a pair of octogenarians. As I passed them, another competitor passed me! Three abreast on an NJT exit ramp!

Now, that other competitor was an ex-IROC Porsche 911 driven by another Pittsburgher, Leo Lynch, and Dan Rowzie from Northern Virginia (either Arlington or Alexandria). The initial International Race Of Champions (IROC) series was conducted in the fall of '74, and used Porsche Carrera RSRs prepared by Roger Penske's organization. The cars were identical except for color, and Lynch had somehow been able to buy one of the little-used "practice" cars. As an RSR, it was already fast and somewhat flashy. And, being race-prepared, it was only very lightly muffled – i.e. it was LOUD! He hit the toll booth first, and had disappeared into the night before I could hand the toll booth attendant our money. However, we encountered him again just across the Delaware River.

This was 1975, and the National Speed Limit was set at 55 – the "double nickel." Citizens' Band (CB) radios had become popular, and were a very efficient tool for

Continued on page 7



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First Hand Account of the 1975 Cannonball

Submitted by Robert O'Brien

avoiding speeding tickets, especially among long-haul truckers. But, while the truckers were looking out for Smokeys (state troopers), and for each other, they were also highly intolerant of anything that they deemed to be unsafe driving. All of the Cannonball competitors had CBs, and Yates had printed out a sheet with all of the Cannonballers' "handles." (Captain Midnight here. After all, my Cutlass was black.) As we headed west on I-78, we could hear trucker after trucker talking about "that little maniac sports car" that must have been doing "a buck and a quarter" (125 MPH). The truckers called for a Smokey to "get that idiot off the road!"

A "local yokel" (local cop) just across the Delaware River in Pennsylvania picked up the call, and saw the Porsche flash by. He tracked the car to a two-building fast-food-and-gas-station set-up, but lost them. We could hear all of this from the CB. We tried hailing Leo and Dan on the three channels that the drivers had all agreed to use, but got no response. Oh, well ... it was beginning to rain, and we had a destination to get to, so we continued on through the night.

Dawn on Thursday found us in the Ohio-Indiana border area, and the rain was subsiding. Mid-morning we were in Missouri, and the various constabularies were out in force, keeping traffic to the artificially low 55 MPH. A genuine sense of ennui had set in.

By early afternoon we'd reached Oklahoma, and I was napping in the back seat. I was still in my folk music phase at that time, and one of my favorite artists was Eric Andersen. (One of the caveats issued to the young lovelies at the various women's colleges in Virginia back in the late '60s was, "If the guy puts an Eric Andersen album on the turntable, you'd better be sure that your 'chastity insurance premium' is paid in full, 'cause you're going to need it!") One of my favorite Eric Anderson songs is "Today Is the Highway," which closes with the line, "For Today Is the Highway, and tomorrow is the time." That perfectly summed up my feelings at that moment.

<https://www.youtube.com/watch?v=RufSB7t29ZM>

All of Eric Anderson's songs from the '60s were published by Deep Fork Music. I awoke from my nap while on Oklahoma's Turner Turnpike – just as we crossed... the Deep Fork River. No lie!

We reached the Texas panhandle around 6:00 PM on Thursday, and I-40 wasn't quite finished yet in that Oklahoma-Texas border area, so we were moving back and forth between I-40 and old Route 66 at times. Just outside of Shamrock, TX, on a Route 66 segment, we saw our buddies in the Porsche 911 RSR taking on some "motion lotion" (gas) at one of the gas stations. In need of fuel ourselves, we stopped at a small gas station a few miles further down the road. While one of us took care of filling the tank, I went out to the roadside to flag down the Porsche as it came by. Leo pulled over and we talked for a few seconds. His CD mic wasn't working, which was why we hadn't been able to talk with him. However, his receiver worked, so they could hear all of the talk on the radio – they just couldn't respond or ask questions. He put the car back in gear and roared off.

This excited the pump jockey. This kid was about 18-20, and conjured up all the jokes about why it's a "tooth"-brush and not a "teeth"-brush, along with every other one-liner about genetic defects you can think of. "Wow! Are y'all in a RACE?"

"Something like that," said Richard.

"Wow! Where y'all going?"

"California," was our response, just as the gas cap was screwed back on and the bill paid.

"Hold on! I'm going with ya! Come on, Billy! Help me get this thing down off the blocks!" he hollered at his even younger assistant. He had an old Camaro on cinder blocks alongside the gas station.

We couldn't hang around, and given those kids' relatively microscopic IQs, they might still be trying to get that Camaro off those cinder blocks as I write this. Another mile or so down the road and we rejoined I-40, and made a vain effort to catch up to the Porsche. The speedometer in that Cutlass indicated 120 for a brief period before we came upon some other cars and trucks and backed off to a more sane 75-85.

Continued in next months newsletter

EXCEPTIONAL TASTE
DESERVES EXCEPTIONAL TREATMENT.


HENNESSY
JAGUAR
GWINNETT



Hennessy Jaguar Land Rover Gwinnett
3423 Old Norcross Road
Duluth, GA 30096
Phone: 770.680.5000

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 \$1,500
XJ, XK & F-Type \$2,500

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.

Annual Business Meeting Saturday November 12th, 2015

Submitted by Lory Healy, Secretary

Please mark your calendars now and make plans to attend our annual business meeting on **Saturday, November 12, 2016 to be held at the Hilton Garden Inn North Point, 10975 Georgia Lane, Alpharetta, GA. The meeting will start at 10:00AM.** This is a very important meeting - we will be electing officers as well as determining much of our event schedule for the next year.

John Hollier as President and a nominating committee are required by our by-laws to submit a proposed slate of officers for the upcoming year as listed on the following ballot. However all offices are officially open and any club member may nominate another member at the annual meeting.

Additionally all write-in votes will be counted. Each married couple has two votes and all single members have one vote. The term of office is for one year and the President can serve for no more than two consecutive years.

NORTH GEORGIA JAGUAR CLUB BALLOT FOR OFFICER'S ELECTION – 2016

<u>OFFICE</u>	<u>COMMITTEE RECOMMENDATION</u>	<u>WRITE-IN VOTE</u>
President	John Hoffman	_____
V.P for Concours	John Hoffman	_____
V.P. for Activities	Philip Carroll	_____
V.P. for Membership	John Baxa	_____
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	_____

_____ I wish to vote for the entire slate of officers recommended by the Nominating Committee.

MEMBER SIGNATURE (optional) _____

JCNA NUMBER (required) _____

Please mail this ballot to:

**John Hollier
6775 Molly View Pt.
Cumming, GA 30041**

-Or-

Bring this ballot with you to the NGJC Business Meeting on November 12, 2016 at the Hilton Garden Inn North Point, Alpharetta, GA at 10:00AM