

# NORTH GEORGIA JAGUAR CLUB

Newsletter for February, 2006, Volume #5, No. 2



## February 25 - Upholstery technical session with Dan Paul

**WHERE:** Skip Smith's Facility

**WHEN:** 10:30 AM, meet for lunch afterwards. Topics to be covered: Proper cleaning and care of leather, convertible tops and plastic windows. When to call a professional and what can be tackled by an owner. Sewing methods, leather choices, matching leather colors. Question and answer period.

Chairs will be in short supply so please bring a portable or folding chair to be more comfortable.

**DIRECTIONS TO SKIP SMITH'S FACILITY:**

Take I-75 north outside of I-285 on the north side.  
Take the third exit (#263) (South Marietta / Roswell 120



Loop) and go east toward Roswell. At the second traffic light, take a left on Lower Roswell Rd. At the second drive on the right (white sign "RSA"), turn right (#1819). Go to the end of the chain link fence (about 60 yards) and turn to the right. On your left will be a wood building, park in front of the wood building and the metal building to the right. *If there is not enough parking in front of these two buildings, go to the left of the wood building and park in front of the loading dock.* The tech session will be in the metal building just at the end of the wood building. Enter through the small door. Contact phone number day of the event (678) 361-4639.



### PRESIDENT'S LETTER

For everyone who didn't attend the outing at the Micro Car Museum in Madison, the great news is that Roy is recovering extremely well from his surgery and promises to be back writing the letter for this space next month. He is ahead of schedule and looks better than most of us walking around here.

The visit to the museum was a good trip, visit and lunch with about 20 die-hard Jag fans in the rain. We had at least one new member

## Joint Outing With The Thunderbird Club To Wolf Mt. Vineyards Sunday, April 30, 2006

With all of the many events that can rapidly fill up our spring calendars it is not too early to make plans to for this outstanding event. The Wolf Mountain Vineyards really needs no introduction to those who participated in last year's Challenge Championship. Everyone agreed that the best meal of the entire event was at this beautiful location in the North Georgia mountains. Karl Boegner, proprietor of Wolf Mountain and all around car guy, promises us more of

the excellent food, wine tours, and hospitality that we have enjoyed in our previous visits.

This year we have scheduled a return visit with the added excitement of having the Thunderbird Club's "Early Birds" (1955, 56, and 57) join us for the day. As many of you know, Marvin and Carolyn Sikes are also very active in this club too. The Sikes are serving as the liaison between our two clubs and told me that

*Continued on page 4*

*Continued on page 2*



*...It's In The Details*

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## Jaguar Auction Results in January 2006

By Joe Newell

President's Letter continued from front cover

who attended. Good show, Tom!

Before I get to the subject at hand, I would like to remind those procrastinators amongst us that we have to send in the final roster of members to JCNA any day now so if you have not sent in your dues for 2006, please do so at once.

Tom and the committee have a great event planned at Skip Smith's garage in February (more details elsewhere in this newsletter). By the way, did everyone see Skip on national TV at center stage at the Barrett-Jackson auction in Arizona? I for one can't wait to see what he bought and hear the details of the trip.

Now for the other good news. While not much mention was made of Jags at the four big January auctions (with all the muscle car mania), quality Jaguars quietly changed hands at what were good prices (good for the sellers that is). Some less well prepared cars went for seemingly low prices but the good ones brought the money. For all of you who didn't think I could cut and paste on my computer, the following list of Jag Auction results is for you. Only two more months till April!

Thanks Much,  
Joe



### Barrett Jackson, Scottsdale, Jan. 17-22:

Year	Model	Sales Price
1967	420 .....	\$16,200
1969	E-Type 2+2.....	\$29,160
1963	Mark 2.....	\$32,400
1967	Mark 2.....	\$21,600
1953	Saloon Luxo Rod .....	\$48,600
1986	VDP Sedan .....	\$15,660
2004	X Type Concept Car..	\$54,000
1985	XJ6 .....	\$21,600
1975	XJ6C .....	\$23,760
1992	XJS .....	\$22,140
1994	XJS .....	\$14,580
1953	XK 120 DHC.....	\$51,840
1961	XK 150 FHC .....	\$41,580
1959	XK 150 S OTS .....	\$145,800
1969	E-Type OTS .....	\$38,880
1967	E-Type FHC .....	\$105,840
1969	E-Type FHC .....	\$14,580
1964	E-Type OTS .....	\$75,600
1962	E-Type OTS .....	\$45,360

Year	Model	Sales Price
1969	E-Type OTS .....	\$46,980
1969	E-Type OTS .....	\$54,000

### RM Auctions, Phoenix, Jan. 20:

Year	Model	Sales Price
1953	C Type .....	\$1,512,500
1967	E-Type FHC .....	\$55,000
1962	E-Type OTS .....	\$143,000
1963	E-Type OTS .....	\$121,000
1965	E-Type OTS .....	\$80,300
1961	XK 150 3.8 DHC.....	\$121,000

### Russo & Steele, Scottsdale, Jan 20-22:

Year	Model	Sales Price
1974	E-Type.....	\$26,950
1956	XK140 .....	\$100,100

### Gooding & Co., Palm Beach, FL, Jan. 22:

Year	Model	Sales Price
1960	XK 150 S 3.8 DHC.....	\$159,500
1967	E-Type OTS .....	\$110,000
1974	E-Type OTS .....	\$55,000



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# North Georgia Jaguar Club 2006 Calendar of Events

By Tom Koballa (tkoballa@uga.edu) \*Club Member Facilitator

## MEMBERSHIP

By Lynn Cunningham

**January 14-22** - Barrett-Jackson Classic Car Auction  
Scottsdale, AZ

**January 21** - Microcar Museum  
Madison, GA  
Driving directions are at [www.microcarmuseum.com](http://www.microcarmuseum.com)  
(\* Tom Koballa) Tour at 10:30 and lunch at 12:30 at the Chop House



**February 17, 18, & 19** - World of Wheels  
Georgia World Congress Center

**February 25** - Upholstery technical session with Dan Paul (\*Skip Smith)

**March 10-12** - Concours d' Elegance Amelia Island, FL (\*Dave Kirkman)

**March 19** - JCNA sanctioned Slalom Smoky Mountain Jaguar Club Knoxville, TN

**March 25** - Rallying 101: Introduction to Rally Participation Hennessy Jaguar Gwinnett (\*Dave Kirkman)

**March 30-April 1** JCNA AGM  
Seattle, WA

**April 22-23** - Carolina Jaguar Club Concours d' Elegance & Slalom Dobson, NC

**April 30** - NGJC Rally (\*Dave Kirkman) Rally (or drive) to Wolf Winery with lunch & wine tasting

**April 27-30** - Walter Mitty Challenge

Road Atlanta  
Braselton, GA

**May 13** - British Motor car Day Berry College  
Rome, GA [www.atlanta-britishmorecarday.com](http://www.atlanta-britishmorecarday.com)  
(\* Joe Newell)

**May 20** - (Tentative) JCNA Slalom (\* Dick Maury and Lynn Cunningham)

**May 20** - Smoky Mountain Jaguar Club Concours d' Elegance Gatlinburg, TN

**June 3** - Annual Concours Judges Training  
Hennessy Jaguar Gwinnett (\*Pat Harmon)

**July 15** - Concours d' Elegance 101: Introduction to Concours Participation  
Hennessy Jaguar Gwinnett (\*Pat Harmon)

**June 24 -25** NGJC "Old Car" Overnight (\*Dave Kirkman)

**August 19** - TBA

**September 16-17** - Overnight Driving Tour to the U.S. Air Force Museum Warner Robbins,

GA (\*Pat Harmon).

**September 27-30** - Petite LeMans  
Location TBA

**October 1 or 8** - NGJC Concours d' Elegance  
Gainesville, GA (\*Roy Cleveland)

**October 13-15** - Euro Auto Fest @ BMW PlantGreer, SC (\*Dave & Beverly Kirkman)

**October 28-29** - Southern British Car Club Show  
Chattanooga, TN

**November 3-5** - Hilton Head Concours d' Elegance  
Hilton Head, SC

**November 18** - NGJC Annual Business Meeting

**December 17** - (Tentative) Annual Christmas Party  
Vinings Club  
Atlanta, GA

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

**Stan & Sandy Ellis, Ron & Brenda Petrey, Robbie Ferris, Zachary Hulsey and Brandon Smith.**

That brings our total of new members in 2006 to 13. We'll finalize our renewals and report our total membership next month.

Membership lists are available to any member by mail or e-mail. If you would like one, call or e-mail Lynn Cunningham.



## OFFICERS

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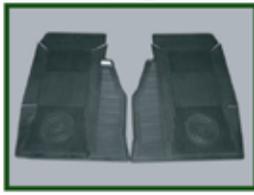
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## This Month's E-Type Special Offers



1. "Made in England" plaque. **SBS1021 £5 €6 \$7.**

2. Complete ashtray assembly for Series 1 4.2. **BD25355 £53 €66 \$80.**

3. Rubber floor mats with "growler" motif for all E-Types (please specify LWB or SWB). **U2034 and U2035 £38 €47 \$29 (pair).**

4. Three point seat belts with leaping cat motif. Available in red, grey, tan or black. (Roadster only). **BF2013 £77 €95 \$80.** (Please state colour).

5. Complete body seal kit for all Series 1 roadsters. **SBS1040 £217 €269 \$325.**

6. Interior mirror made to original spec. (Roadster only). **C17757 £33 €40 \$49.**

7. Start first time with our high-torque starter motors for all E-Type Series 1 cars. **£189 €238 \$199.**

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## Microcar Museum

By Larry Kuldt

the "Early Bird" club is also very excited about joining us for their first visit to Wolf Mountain. The "Early Bird" club is filled with fun loving car people who will be a joy to have as our guests in this joint venture event. These mid 1950's two seat Thunderbirds come in a wonderful variety of pastel colors, a different shade for each year I have been told, and are a delight to see.

Complete plans are still being arranged and will be detailed in next month's newsletter. So, mark Sunday, April 30 on your calendar now as a day to join other NGJC club members and the good folks from the Thunderbird club for a day of excellent food, beautiful cars, and wonderful fellowship in the mountains.



The weather was certainly not convertible weather but 21 participants braved the cool, gray, rainy morning and made the trip to the Bruce Weiner Micro Car museum on Saturday, January 21st.

The micro car collection is impressive in its scope and variety with cars from England, Italy, Germany, Spain, Japan and even the USA. Everyone had a favorite car that we could see ourselves tooling down some quiet country lane, accompanied by the joyful putt-putt of the little engine.

Equally impressive was the great condition of the restored micro cars, most with new, historically correct paint jobs. My particular favorite was the Goggomobil Transporter, Coca-Cola, delivery truck from Germany complete with period Coca-Cola emblems. It was also interesting to learn that some of the micro cars were, and presumably still are, capable of speeds up to 100 km/h (60+ mph).

I'd like to thank Tom Koballa for arranging for the tour and our lunch at the Chop House in historic Madison. If you didn't make this drive... perhaps we'll see you at the next scheduled outing?





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# The Modern Sports Car

By Tom McCahill, Copyright 1954, Chapter One "What is a sports car?"

*Continued from last month.*

The sports car man on a trip basks in his mental comfort-his more retarded friends bask with the comfort applied to the other end.

In a few words, this is what it all boils down to: The vehicle-ignorant (victims of false propaganda) are as blissfully at ease in their Michigan Monsters as the village idiot might be playing with a loaded cannon. The well-educated automobile man, by the same token, relaxes in absolute comfort at 100 miles an hour in a good sports car. He might very well turn into a straitjacket case if he were forced to ride in some of our cars at 70 MPH. His mentality demands mental comfort first, bottom-lushness second.

Actually, the firm-but-not-uncomfortable ride of a sports car is much more restful on a long trip, and you won't have half as many backaches and pains after fifteen hours at the wheel as you will with the Charlotte Russe Ride. I have crossed the ocean many times, but have only been seasick once-and that was caused by a pony-back ride I got on a long teat trip through the Midwest in a brand-new family sedan.

For those who have just come into sports car circles (or those about to come in) here is, briefly, what sports car suspension does for you. Regardless of whether the suspension is four-wheel independent, torsion-bar or leaf springing,



Paul Whiteman (right) and I with Paul's XK-120 modified Jaguar coupe.

friction or hydraulic shock absorbers, sports car suspension reaches a point in a rut or a road hole where it actually fights back to keep your car on an even keel. When you're rounding a tight curve or bend, instead of fluffing away it puts up resistance to prevent the body and chassis

from plowing, which would throw the car completely out of balance and make it almost uncontrollable.

The expression "cornering as flat as a pool table" describes what the sports car man wants in his automobile, and must have if he has the slightest thought about competition. There are many methods of successful suspensions, which we will discuss later in this book, but, in a nut's shell, sports car suspension means keeping the car on its four feet at all times or until the driver wants it to skid or slide.

Steering is another safety feature. Good sports car steering is quick, instantly responsive, and, by the same token, completely controllable. Many a tragedy has been averted by a sports car driver making a one-quarter wheel cut that would be impossible if he were piloting a car that called for twice the steering travel to accomplish the same directional change. Naturally enough, in emergencies when corrections and counter-corrections are called for, during spins and slides, this same fast wheel-turning cuts the physical

*Continued on page 8*

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**CONSIGNMENT SALES**

**Jim & Jan Schladetsch**

# The Modern Sports Car

Continued from page 7

reaction in half; it is therefore twice as fast and safe.

It is possible by now, if you happen to be a Detroit advocate (and oddly enough, I am about some things), you may think that when power steering is further developed you'll have just as quick steering in your Michigan-Mugwump as you will in an Austin-Healey. Sadly enough, this could very easily leave you dead as last year's election. For quick steering and current typical Midwest suspension might prove disastrous on your first turn around the block. Quick, fast steering would doubly exaggerate the evils of mushy suspension and plowing-the result might even be a somersault at 30 miles an hour. It would be like designing a raccoon coat with a velvet collar, or wearing white sneakers with your dinner jacket; the two just weren't meant to go together.

Like the tail and wag go with a dog, sports car steering belongs with sports car suspension and balance and brakes; take any one away, and you'd have a four-wheeled mess.

## What isn't a sport car?

There are some American sports cars being built in limited numbers. The Cunninghams are the most outstanding of silly, co-called "prototypes," which only simulate real sports cars in the fact that they also use rubber tires.

Some of our major manufactures

have brought out gaudy blobs of mechanical misery and have dubbed these "great American sports cars." This is counterfeiting by juvenile delinquents in the worst possible taste. Some of them have even had the audacity to adopt as part of their nomenclature the names of some famous races. The fact that the manufacturers wouldn't have the guts to enter these no-talent impersonators in the races the cars were named after merely shows the contempt these companies hold for the American public. They are as phony as six-dollar bills and green hair. They were designed purely to "con" the public, and for no other practical reason. If they were called "sporty-type" cars—that might be forgivable. But to call them sports cars is a downright lie, and a violation of the postal act against using the mails to defraud every time they send out press releases or fabulous claims about these numbers.

If you are thinking of competition, or if you just wish to get the most fun out of your sports car, there are a number of newly-formed sports car clubs in America where enthusiast of all sizes and shapes of pocketbook get together regularly for a mutual exchange of bouquet-throwing, and to celebrate the fact that they have graduated beyond Detroit, and now have their Master's Degrees. The Sports Car Club of America is the largest of

all the organizations, and it employs a professional staff to oversee the activities of its many chapters. Not all their activity is road racing, as the Sports Car Club sanctions hill-climbs, rallies, and trials. It is quite possible that you will enjoy a sports car even more if you should join one of several of these organizations (which I recommend doing), but it is by no means a necessary. If you are interested in joining one of these clubs it might be well to find out first what club has a chapter nearest you.

To get back to the specter sports car buyer for a moment. Whether he joins a club or not, he will immediately be initiated into a fraternity of people who love real automobiles. When touring with a sports car he will soon get the full meaning of the friendliness of similar owners. In any state, whenever one sports car passes another in either direction, there is nearly always an exchange of waves or a blinking of headlights. If you should have a breakdown, the chances are that the first sport car driver to come along will stop and offer you a hand. Before you have racked up 1,000 miles on your new pride and joy you will realize that you, yourself, are a part of a new fellowship of the road. You personally may be a jerk; but even so, your car will do a lot to cover it up.



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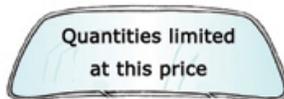
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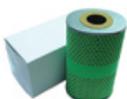
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