

Panoz Cars Tour Saturday, March 28th



Tech Session #2 Scheduled for Saturday, May 2nd

PRESIDENT'S LETTER

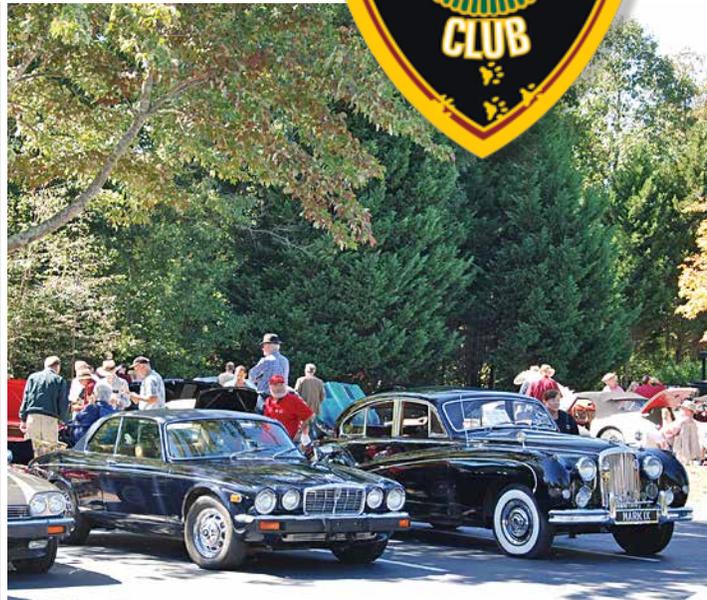
"I'd rather be lucky than good", I've heard that aphorism many times, usually on the golf course, sometimes at a bachelor's party. Arlene and I missed the ice storm and power outages in February. We were sunning and partying at Punta Cana, Dominican Republic. A trip planned many months ago. Last year we were cruising in the Caribbean during snowjam number two. I'm trying to imagine good luck number three, but hey, two out of three ain't bad. What this all brings me to is, this is a great time to assess the condition of our classic rides. Change the oil, check tire pressure, vacuum, dress the tires etc. Have her in tip top shape for the March reawakening of the driving season. We are so fortunate here in Georgia, having eight or nine months of very good driving weather. This month we'll fine dine for lunch at Chateau Elan, then caravan to the Panoz Cars facility. Our first trip to Road Atlanta is in April for the "Mitty". If you've never been it's a weekend of vintage car racing extraordinaire! I'm working on a corral/parking package as we go to press.

*Spring is in the air and
a man's heart turns
to.....*

John W. Hollier

Welcome new members

Bill Ziarno of
Peachtree Corners,
Paul and Margaret Mayer
of Cumming as well as
Philip Carroll and Pualani
Chapman of Roswell.



Photography by Lee Paine

Join Us For "Rides To Remember" June 6, 2015

Submitted by Larry Kludt

If you're interested in mingling with, talking to and driving amongst other exotic car owners, for a day and most importantly bringing a smile to a child's face, then mark your calendars for Saturday, June 6th.

This year marks the tenth anniversary of the Rides to Remember event hosted by Ferrari Maserati of Atlanta (located in Roswell on Hwy 9). Rides to Remember brings together pediatric cancer patients and exotic car owners.

At this event the children and their families get an opportunity to create joyful, exciting and lasting memories in one special day. The children will be paired with drivers and their cars to ride to the track in a Jaguar, Ferrari, Maserati or other exotic vehicle.

The ride begins at Ferrari Maserati of Atlanta in Roswell. Participants will then caravan to Atlanta Motorsports Park (AMP) racetrack in Dawsonville where they will ride on the AMP track.

This year the NGJC Board would love to see some of our club member's Jaguars featured in this worthwhile event.

Stay tuned for a future article with registration details, etc., as the June date nears, but mark your calendars NOW and please plan to parade and show your Cat!



Tech Session #2 Scheduled for Saturday, May 2nd

Submitted by Joe Newell

To confirm after working with the schedule we have settled on Saturday May 2nd at noon at my garage in Ellijay for Ed Preston's tech session. He'll give presentations on (A) The truth About Oil, and (B.) Carburetors Hate Ethanol. Ed promises to throw in some history and trivia to liven up the presentation.

This works for everyone but Dave Kirkman who will be in Pinehurst hanging out with the big money cars. We moved it to noon as will be serving BBQ and drinks, so as we get closer we will need a rough head count. The location is 120 Choctaw Drive Ellijay, GA 30540. Last month we reviewed Ed's backgrounder on Ethanol, see his article this month starting on page 2 for his backgrounder about oil.



ESPERANTE SPYDER

Panoz Cars Tour Set For Saturday, March 28th

From John Hollier

Our March club function will center around a tour of the local custom car builder Panoz. Danny Panoz started the car company in 1990 with their first production model the Panoz Roadster. Danny's father Don, got involved in 1997 with the introduction of the GTR1 race car. Success soon followed with class wins at Le Mans and Sebring among others. Their latest model is a variation of the Esperante sports car, first introduced early in the new century.

We will tour their show room, Heritage Center and manufacturing facility. But first, we will meet at Chateau Elan for lunch at the Café Elan. They have selected a special menu for our 11:00 o'clock dining pleasure. We will caravan to the Panoz facility after lunch. Please join your fellow Jaguar enthusiasts for an exquisite lunch and a behind the scenes look at low volume, high performance automobile manufacturing.



Judges' Training

Submitted by Craig Kerins, Chief Judge

If you are an old or a new member of the North Georgia Jaguar Club, and would like to become more involved with the club, think about becoming a Jaguar Judge.

The Jaguar Club of North America sanctions our annual Concours which means that our judges are "certified" and the process complies with their published rules and regulations. To become a JCNA certified judge one must belong to a club, attend a training session, pass a test, and participate in a sanctioned Concours as an apprentice. This can all be accomplished by coming to our training session on May 9th at Hennessy Jaguar Gwinnett (there will be instruction, testing, and practice) and then coming to our Concours in October to participate as an apprentice judge.

It is easy, it is fun, and it is an excellent way to learn more about the marque.

If you are interested, please contact me craigkerins@knology.net or 706-726-0434



How Much Zinc is in Your Oil? - The Truth About Oil

Submitted by Ed Preston – Old Car Specialist at Driven Racing Oil

(This was an article published in the December 2014 issue of Performance and Hot Rod Business (trade magazine))

Part four of a three part series?

I never intended for The Truth About Oil series to go on this long but the false and misleading information seems to never go away. Here is one more installment that (I hope) will lend clarity to what misconceptions are prevalent about zinc.

“How much zinc is in your oil?” is a poor question to ask. It tells us that the person asking the question knows that oil has changed but they only have part of the facts needed to select the right oil. They believe that the amount of zinc is the main, or only, consideration. The questions we are always tempted to ask them in return - “Which ZDDP formula are you asking about?” and “What detergent is in the oil to compete with the zinc? How much detergent? What is the zinc-to-detergent balance? To explain these questions let’s study “Oil 101”.

OIL 101

All oil is (approximately) 85% base oil and 15% additives. Base oils can be petroleum based, PAO synthetics, PAO synthetic mixed with petroleum based, or MPAO synthetics (MPAO is the best base oil because it is a higher grade synthetic). With profits being the main factor, the major oil companies offer the least expensive product that meets the specifications

established by the American Petroleum Institute (API) for current cars and trucks. While these are fine for modern vehicles they are not the best available products for every application. They don’t meet the requirements for engines that do not have a roller cam and lifters. Almost every vehicle built before 1995 had flat tappets. The wear of a lifter (tappet) against a camshaft is the highest wear spot in an engine. The camshaft and lifters will not survive if there is no protective, anti-wear barrier film on these surfaces.

Introducing Zinc

Since the 1920’s, either zinc diethyldithiophosphate (ZDDP) or zinc Dithiophosphate (ZDP) has been the primary source of this barrier film. This is the “zinc” everybody talks about. It is not the metal element zinc as used to galvanize metal but is the name of a group of chemical compounds. The basic molecule of these compounds is polar, meaning that like a magnet, they are attracted to iron and steel. These are a chemical soap when used in oil. They quickly attach themselves to the engine metals but offer little (or no) protection to the metals until they are subjected to heat and pressure, causing them to form a glass phosphate coating – the desired anti-wear boundary film.

There are about fifty different ZDDPs. Each has a chemical formula designed for a specific purpose. A couple of examples – one ZDDP may be known as a “fast burn zinc”. It easily penetrates new raw metal

Continued on page 5

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All submissions are nonbinding and subject to approval.



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2015 NGJC Calendar

Submitted by Dave Kirkman

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 Events
■ = Other Events

■ = Easter

January 31 (Saturday)
 Visit to Bob Boston's Van Conversion Factory
 Sponsor: D. Kirkman*
 Time: 10:30am
 Location: Adaptive Mobility Systems
 2072 N Bibb Dr., Tucker, GA.

February 14 (Saturday)
 Valentine Gathering,
 Time: Diner At North Point
 Sponsor: Brian Hernan*
 Location: 2355 Mansell Rd., Alpharetta, GA.

March 14&15 (Sat & Sun)
 Amelia Island Concours,
 Sponsor: N/A
 Location: Amelia Island, FL.

March 20-21 (Fri-Sat)
 JCNA Annual General Meeting
 Location: Philadelphia, PA

March 28 (Saturday)
 Panoz Factory Tour
 Time: 11:00AM Brunch
 Location: Chateau Elan
 Sponsor: J. Hollier
 Location: Hwy 124, Hoschton, GA.

April 24, 25 & 26 (Fri/Sat/Sun)
 Walter Mitty Historic Races
 Sponsor: TBD
 Location: Road Atlanta
 May 1, 2, & 3 (Fri, Sat & Sun)
 -Pinehurst Concours d'Elegance

May 2 (Saturday)
 Ethanol Tech Session
 Time: 12:00 Noon

Sponsor: J. Newell
 Location: Eljay, GA

May 3 (Sunday)
 British Motorcar Day
 Time: 10:00 AM
 Sponsor: J. Hollier
 Location: Roswell GA.

May 9 (Saturday)
 NGJC Judges Training
 Time: TBD
 Sponsor: C. Kerins
 Location: Hennessy Jaguar, Gwinnett

May 10 Mother's Day

May 23 (Saturday)
 Early Spring Drive
 Time: TBD
 Sponsor: Dave Kirkman*

May 25 Memorial Day

June 6 (Friday)
 Ferrari Maserati of Atlanta's 10th Annual Rides to Remember

June 11-14 (Thurs-Sun)
 Highlands Motoring Festival
 Time: TBD
 Sponsor: *
 Location: Highlands, NC
Including:
 Overnight Drive to Kingwood Country Club
 Location: Clayton, GA

June 20 (Saturday)

Jags 'N Friends Annual Picnic
 Time: TBD
 Sponsor: B. Hernan*
 Location: TBD

July 16-19 (Thurs-Sun)
 Carolina Jaguar Club Concours
 Time: TBD
 Sponsor: NC Jag Club
 Location: Little Switzerland, NC

July 18-19 (Sat & Sun)
 Summer Overnight Drive to Andersonville National Historic Site
 Time: TBD
 Sponsor: TBD
 Location: Andersonville, GA

June 21 Father's Day

August 15 (Saturday)
 Summer Drive to Booth Western Museum
 Time: TBD
 Sponsor: J. Hoffman
 Location: Cartersville, GA

September 7 Labor Day

September 12, (Saturday)
 British Car Fayre
 Time: 10:00 AM
 Sponsor: TBD*
 Location: Norcross, GA

September 18 & 19, (Fri & Sat)

Smokey Mountain Club Concours
 Location: Greenville, TN

September 16-20 (Wed-Sun)
 JCNA Challenge Championship
 Time: TBD
 Sponsor: Wisconsin Jaguars Ltd.
 Location: Elkhart Lake, WI.

September 27 (Sunday)

1st Fall Drive to North GA. Mountains,
 Time: 9:30
 Sponsor: D. Kirkman
 Location: TBD

September 30th- October 3
 Petit LeMans race at Road Atlanta
 Location: Road Atlanta

October 10 (Saturday)

NGJC Concours Dinner
 Time: TBD
 Sponsor: TBD
 Location: Gainesville Area

October 11 (Sunday)

NGJC Concours
 Time: 10:00 AM
 Sponsor: J. Hoffman
 Location: Gainesville, GA

Oct 16, & 17 (Fri/Sat)

Euro Auto Festival
 Time: 10:00 AM
 Sponsor: D. Kirkman
 Location: BMW Plant, Greer, SC

October Date TBD (Sat)

Jaguar Society of South Carolina Concours
 Location: Columbia, S.C.

October 30- Nov 1 (Fri/Sat & Sun)

Hilton Head Concours
 Time: TBD
 Sponsor: D. Kirkman*
 Location: Hilton Head Island, SC

November 21-22 (Sat-Sun)

Overnight Drive to Charleston, SC
 Time: 10:00 AM
 Sponsor: TBD
 Location: Charleston, SC

November 26 Thanksgiving

November 28 (Saturday)

Annual NGJC Business Meeting
 Time: 10:00 AM
 Sponsor: J. Hollier
 Location: TBD

December 6 or 13 (Sunday)

NGJC Christmas Party
 Time: 6:00 PM
 Sponsor: J. Hollier
 Location: TBD.

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Amelia Island Concours D'Elegance

Submitted by John Hollier



The 2015 edition of the "Pebble Beach Concours" of the East Coast is set for March 13th to the 15th. Considered the second best Concours in

the country, Amelia Island tries harder. Friday morning the registered cars depart on a tour of the island with

a public display in downtown Fernandina Beach. RM Auctions on Saturday will give you the chance to drive one home, but bring a little extra cash.

Always held at the Ritz Carlton golf course on Amelia Island this will be the 20th edition. The 10th and 18th fairways will be filled with priceless classic and antique automobiles for your viewing pleasure on Sunday. Stop by and tire kick Ivan and Myrna Ruiz's 1958 Lancia Aurelia on display. Robert and Kate Farris will also be displaying a 1911 Brass Era IH Touring Car. I never miss the Saturday morning brunch at the Ritz, excellent food, complimentary champagne and the occasional

celebrity or TV personality sitting at the table next to you. This year Sir Sterling Moss will be honored with a Gala dinner Saturday night. I'm staying a few extra days this year as Daytona Bike week coincides with Amelia Island. No better people watching than Harley bikers and their women.



NGJC Members Get Free Infield Parking at "The Mitty"

Submitted by Ed Higginbotham, Editorial Assistant, Grassroots Motorsports

We're getting excited for the upcoming Classic Motorsports Mitty here at Classic Motorsports headquarters. It's my pleasure to offer free infield parking at this year's event to you and all other members of the North Georgia Jaguar Club.

Please feel free to spread the instructions and promo code below to your club members to claim their free infield parking.

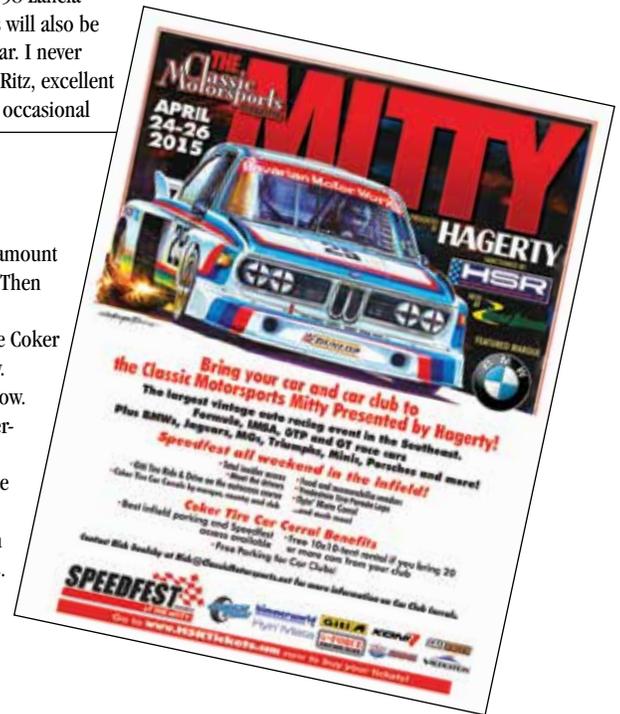
To claim their free parking, club members must select their desired ticket package and the \$15.00 infield parking pass on this page: <http://www.hsrtickets.com/9-2015-mitty>.

Once club members have selected their desired package, click "Check out." Once you reach the next page, enter the code: JaguarNGA in the box marked "Vouchers."

You should then see a discount in the amount of the parking pass applied to your total. Then proceed through the checkout.

Also another event you might like is the Coker Tire Tour to the Classic Motorsports Mitty. Details can be found through the link below: <http://classicmotorsports.net/events/coker-tire-tour/>

If you have any questions, don't hesitate to contact me. For more information on the event, you can reference themitty.com or email <mailto:rick@classicmotorsports.net>. The Walter Mitty will be April 24-26 at Road Atlanta.





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The Jaguar Foundation

Submitted by Craig Kerins, Chief Judge

The Jaguar Foundation is a relatively new organization, dedicated to preservation of the heritage and culture of Jaguar automobiles in North America. It has become a repository of donated Jaguar artifacts. The Foundation is a grassroots organization which has grown out of the desire of the JCNA membership to donate their "stuff," even their automobiles to honor and preserve the heritage of the marque. The Jaguar Foundation aims to do all this . . . and more. There will be college scholarships to encourage the art of automobile restoration. There will be archives of historical documents, and displays of great Jaguar automobiles.

The Jaguar Foundation is in search of a suitable home to house these treasures, and has tentatively identified the historic train depot in Augusta, Georgia as a near perfect spot. The depot was constructed in 1858, remains in excellent condition, and has an unusual footprint which makes it ideal for an

automobile museum but not much good for anything else. It sits on a fabulous piece of property on the Savannah River in downtown Augusta, Georgia next to the historic St. Paul's Episcopal Church and behind the Augusta History Museum.

Should this dream come to fruition, the currently humble structure would become the spiritual home to Jaguar automobiles in North America, and serve as a gathering place for all Jaguar aficionados.

The support of all JCNA members is needed, but the support of the North Georgia Jaguar Club members is particularly important. It is easy to become a patron. Please find out more about "our" Foundation. All contributions are tax deductible: www.JaguarFoundation.org or Jaguar Foundation 7001 St. Andrews Rd. - Suite 105, Columbia, SC 29212

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Continued from page 2

How Much Zinc is in Your Oil? - The Truth About Oil

Submitted by Ed Preston - Old Car Specialist at Driven Racing Oil

and quickly forms a protective coating - but it is not durable. These type ZDDPs are used to quickly break in new engines, minimizing the friction and wear at start up. Since they do not last, break in zincs must be replaced in a few hundred miles with an oil that has a harder, "slow burn zinc" for durability. This zinc is too hard to use as a break in additive. That is why most oil cannot be used successfully for break in. To add to the confusion, these zincs are not usually compatible. Some ZDDPs mix well with some of the others. Some do not. Trying to put two different zincs together is chemical roulette. Some times there is success. Sometimes you lose camshaft lobes. This is one reason ZDDP additives are risky at best and, unless you are a chemist with oil an understanding of oil molecule components, you may not have success with mixing two different zincs. Remember - there are about fifty variations. None are right for every application. Every one is designed for a specific application.

Detergents

Also needed in oil is a group of chemicals used as detergents. Like zincs, these detergents are composed of polar molecules. Their job is to adhere to the metals to protect them from dirt. Unfortunately, detergents don't know zinc from dirt. In a new engine, some of the detergents get to the metal first and win the "detergent versus zinc" battle. When this happens, camshaft lobes

fail. Again like zinc, there are many formulas for these detergents and, you guessed it, all are not compatible with each other or with all the different ZDDPs. In today's selection of oils, only "break in oil" is suitable for starting a fresh engine. Some brands are better than others but all break in oils are better than any available motor oil. With a good break in oil, no additives are needed. The "good old days" of using 30w non-detergent oil for break in are history because it is obsolete as a motor oil. It is still used for compressors, conveyor bearings, small engines, etc., but no longer formulated for engines. It does not have the modern anti-wear or anti-corrosion ingredients needed.

The amount of ZDDP and the amounts of detergent in the engine are critical. There must be a proper balance for each application. Some detergents (like those in API SN oil) are calcium based and are much stronger than traditional sodium or magnesium based detergents. They are almost twice as efficient at protecting the metals from dirt (and zinc). Oh - did I mention that SN detergents have about three times the "parts per million" count as the (EPA limited) zinc in the oil. I am sorry if you believe your brand still has the same specifications as it "always" had. Most of those telling us that they have not changed anything and have had no trouble go on to admit they only drive a thousand or less miles a year. Their awakening will come later.

Continued on page 6

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How Much Zinc is in Your Oil? - The Truth About Oil

Submitted by Ed Preston – Old Car Specialist at Driven Racing Oil

Balance

Each oil formula must have the proper balance of zinc versus detergents for the desired application. Each must have the proper balance of zinc/detergent types for the application. If you have a modern, catalytic converter engine you need a specific oil for that. If you are trying to establish the zinc boundary film in a new engine you must have several times as much slow burn ZDDP as you have detergent. For break in, regardless of the quantities, the detergent in the oil must not be stronger than the ZDDP formula used. Some detergents are so strong (as in API Rated SN oils) that no amount of ZDDP additive will work for break in. You could put six gallons of ZDDP in these oils and still have the probability of camshaft lobe failure at start up or in the first thousand miles. On the other extreme, a large amount of some ZDDPs will foul your catalytic converter. In fact, API SN oils have "Phosphorous Retention ZDDP" to minimize this fouling. (I told you there were many different ZDDPs. This is just another example of a different zinc formula). Since 2004 the Environmental Protection Agency has mandated that no oil with a viscosity of 10w-30 or less can have more than 800 parts per million of any formula ZDDP (these oils are API Rated SM or SN). The oil companies have been unable to meet this regulation with oil that is also suitable for older, flat tappet engines. It is probably not possible. If you have an older engine you need a specific oil for that. Oils have become very application specific. When choosing an oil for your old car, choose one that has the right formula for an old car – not what is available at the auto parts store or big retailer. If the car is stored more than two weeks at a time you can insure longer life with an oil that has storage protection.

Storage Protection

If the engine is idle for any length of time, consider using oil containing storage protection. With this additive an engine does not get the surface rust or corrosion from the moisture that condenses when the warm engine is shut off. There is no need to periodically start the engine during storage. In fact, that just adds more moisture, rust, and corrosion. Oil with storage protection has no secret magic ingredient and

the technology is not new. It was developed for the U.S. Army in World War II. Most oils do not have it – I suggest looking for one that does.

Summary

Do not ask how much zinc does an oil have? If you must know, ask which zinc in what quantity has what balance with which (and how much) detergent – or better yet - just buy oil that meets your (old car's) specs.

One size does not fit all. One formula doesn't either. You can't road race on drag slicks, you can't drag race on snow tires, and you can't use passenger car tires on a jumbo jet. Just like tires, oil is application specific. The same oil is not suitable for newer roller cam, catalytic converter equipped engines and older engines. Don't believe me? Forget the marketing claims and advertising of the major oil companies (and the small, secret, magic ingredient "snake oil" companies). Do some research to learn more about oil from, not the car blogs or the oil marketers. Instead research and learn from the American Petroleum Institute (API), Society of Automotive Engineers (SAE), International Lubricants Standardization and Approval Committee (ILSAC), the Society of Tribology and Lubrication Engineers, American Society for Testing and Materials (ASTM), and Petroleum Quality Institute of America (PQIA).



Photography by Lee Paine

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The Jaguar Foundation

Submitted by Craig Kerins, Chief Judge



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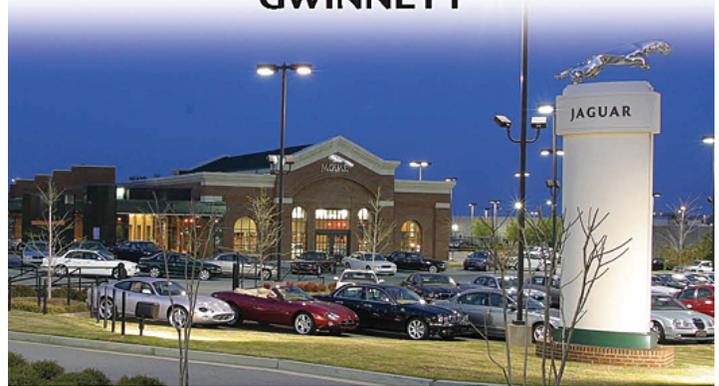
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The program is intended to be permanent, but eligible vehicles and amounts will be examined quarterly and adjusted as necessary. This will ensure that as inventory is exhausted and new cars are launched, the program will apply to the Jaguars currently 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.





Photography by Lee Patne

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