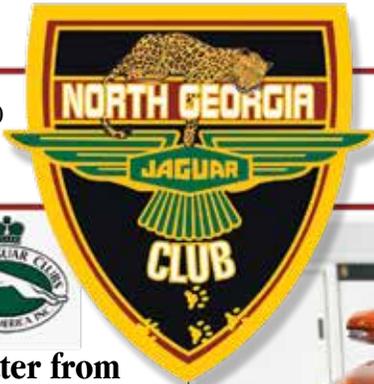


Est.
2000



Letter from the President

Dave Kirkman sponsored our enjoyable Valentine's Day lunch on Sunday, February 11 at Cinco's Restaurant in Cumming. We celebrated Beverly's milestone birthday.

The Amelia Island Concours is scheduled for March 1-3.

On March 30th we are invited to show our cars at Gateway Classic Cars who pays us. Note that Gateway is no longer on McFarland but has moved to 2705 Ronald Reagan Blvd., Suite 200, Cumming 30041. Craig Gustin is helping to arrange this event. If you would like to stay for lunch, Kirkman suggests meeting at Carrabba's Restaurant, 420 Peachtree Parkway (in the Collections).

Our Annual Spring Drive to Brasstown Valley Resort for

Continued on page 2

Please welcome new members

Brian Von Helmolt of Sandy Springs and Milton and LaClita Robson of Gainesville

March 30, Saturday, Caffeine and Chrome Show, Cumming, GA
April 28, Sunday, Annual Spring Drive to Brasstown Valley Resort for Sunday Brunch



Jaguar C-X75
Page 8

Caffeine and Chrome Show, Saturday, March 30th

Submitted by Craig Gustin

We have been invited - with the Atlanta Jaguar Society - to participate in the following:
Event: Gateway Classic Cars (GCC) Caffeine and Chrome Show

Date: Saturday, March 30, 2024

Time: Show starts at 9AM; Arrive by 8:45 AM

Location: 2705 Ronald Reagan Parkway, Suite 200, Cumming, GA 30041

GCC Contact: Trevor Murr (770-856-9451)

NGJC Contact: Craig Gustin (404-308-2491)

Last year, GCC provided coffee and doughnuts in the morning.

If the NGJC and AJS can get at least 20 cars to participate, we each will receive a \$100 stipend.

Contact me if you have any questions.

Craig Gustin (404-308-2491)

Carrabba's Restaurant, 420 Peachtree Pkwy (in the Collections) is available for lunch for those who wish to gather after this event.

Map on page 9

New No-Fee Social Club For Gearheads North Of Atlanta

Submitted by Jeff Killip

The Bulldog British Classics Car Club is for those who love to drive, work on and enjoy British automobiles. Based in Athens, Georgia, members across north Georgia and beyond will enjoy social events, trips to shows and rallies or drives in the countryside. The club welcomes all marques and looks forward to seeing the variety of vehicles in the area.

This is a NO FEE club aimed at sharing our love of British cars. Please take a look at our Facebook page, Bulldog British Classics Car Club at <https://www.facebook.com/groups/1333963163980222>. "Like" the site and join us at the many events coming up. It

is a social club to allow us in the area north of metro Atlanta to gather and enjoy our vehicles



NGJC 2023 JCNA National And Regional Concours Champions

Many of our club members participate successfully in multiple JCNA Concours events. To compete for National Awards the car you must show the car three times and two times for Regional Awards. The "C" represents the Concours Division (exterior, interior, motor and boot judged on a 100 point basis) and "D" represents the Concours Driven Division (exterior and interior judged on a 10 point basis). The following list is the final JCNA results for 2023.

National Champion:
C14/KA, Philip and Karen DiTrolio, 2004 X8 (100.00000)

National Champion:
D3/E2, David and Beverly Kirkman, 1969 E-Type OTS (9.99900)

Regional SE Champion: C4/150, Roy and Linda Cleveland, 1960 XK 150 (100.0000)

Continued on page 2

Sunday Brunch is scheduled for Sunday, April 28. Details will be in the April newsletter.

British Motorcar Day is Sunday, May 19th at Suwanee Town Center. Online registration is scheduled to open on March 1st. This will be the 40th anniversary, so I expect the show to sell out as it did last year. As I recall, I think we had upwards of 30 Jags last year.

I don't know if you watch Jay Leno's Garage. Jay has a new U-Tube video on a circa '65 XJ13 replica. There's only one original and it's in Coventry. Jay interviews Tyler Schilling who took six years to build the car. The car is breathtakingly beautiful with a twin cam V12 and shrunken bison hide seats. Jay entertains with British anecdotes, jokes, and poetry. He takes you for a ride on an LA freeway.

Club members are prominently covered in the March-April edition of Jaguar Journal. Rob Thuss frequently references Kirkman in his article on the Hilton Head concours show (pg. 8). Rob's wife Nicole Smart describes their scenic journey from the Palmetto State to the Club's Concours show at the Chattahoochee Golf Club in Gainesville (pgs. 20-22). Nicole writes extremely well. What to me is just a boring drive with everyday food, Nicole transforms into a "sensory odyssey" bestride "gastronomic delights".

If you haven't already renewed your membership for next year, now would be a good time to do so.
Dave



Continued from Page 1

NGJC 2023 JCNA National And Regional Concours Champions

Regional SE Champion: C7/ E3, Stan and Susan Cryz, 1974 XKE (99.99000)	Regional SE Champion: D2/E1, Tom and Amy Van Doorn, 1967 E-Type OTS (9.84700)	Regional SE 3RD: D2/E1, David and Debbie Peck, 1969 E-Type 2+2 (9.96750)	Regional SE Champion: Alan and Sue Taylor, D5/ SLS, 1961 MK IX (9.95340)
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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.

2024 NGJC Calendar, NGJC Sponsored event in **bold**

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 Event
 Other Event

Holiday

January

14- Sunday, Savoy Car Museum, Cartersville, GA, 11:30 Lunch at Olive Garden Restaurant, 2040 Cumming Hwy, Canton, GA 30115 Sponsor Dave Kirkman

February

3 - Saturday, Milton Robeson Car Collection, Gainesville, GA Sponsor R. Cleveland

11 - Sunday, Valentines Day Lunch Cinco's Restaurant in the Vickery Village, 5755 N. Vickery St. Cumming, GA 30040 Sponsor Dave Kirkman

March

23 - : Saturday, Hagerty Cars & Caffeine Car Show – Road Atlanta, Braselton, GA

30- Saturday, Gateway Caffeine and Chrome Show, Arrive by 8:45 AM 2705 Ronald Reagan Parkway, Suite 200, Cumming, GA 30041 Sponsor C. Gustin

1 - Amelia Island Concours, Amelia Island, FL

14-17 JCNA Annual Meeting, Charlotte, NC

JCOF Concours d'Elegance, Longwood, FL

April

28 - Sunday, Brasstown Resort Drive Lunch Spring Drive, Brasstown Valley Resort & Spa 6321 US-76, Young Harris, GA 30582 Sponsor Dave Kirkman

April 20, 2024: Brits on the Bay, Car Show, Pensacola, FL

28 - HSR Walter Mitty-Road Atlanta 5300 Winder Highway Braselton, Georgia 30517

May

19 - Sunday, Motorcar Day Suwanee Town Center, Suwanee, GA Registration will open in March.

June

6 - 9 - Thursday - Sunday Highlands motoring festival, Highlands, NC

8 - Saturday JCNA Sanctioned Concours – Virginia Jaguar Club, Richmond, VA.

15 - Saturday- Jaguar & Friends BBQ Picnic, Canton GA Sponsor John & Robbie Yates

July

TBD - Chattanooga Drive

TBD - Carolina Jaguar Club Concours, Little Switzerland, NC

August

17 - Judge's Training, 10:00 AM, GA Expo, Suwanee, GA Sponsor: Philip DiTrolio

18 - Pebble Beach Concours, Pebble Beach, California

September

12 -15 Dillard House Car Show, Dillard House Conference Center. 768 Franklin St, Dillard, GA 30537

28 - Fight To End Alzheimer's Car Show, Jefferson, GA British Car Fayre, Norcross, GA

October

TBD - Brits At The Commons, Chattanooga, TN

TBD - Red Door Car Show, Cumming, GA

6 - Roswell Motoring Festival, Roswell, GA

27 - Sunday, NGJC Concours d'Elegance, Chattahoochee Country Club, 3000 Club Dr, Gainesville, GA 30506

November

3 - 5 Hilton Head Concours

TBD - Saturday, 10:00 AM, NGJC Business Meeting - GA Expo, 3355 Martin Farm Rd, Suwanee, GA 30024 Sponsor: Dave Peck

December

Holiday Party

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Do Classic Jaguars Face a Dark Future?

Derek Tam-Scott , 22 February 2024



carbureted V-12 Ferrari road cars, long-hood (1973 and earlier) Porsche 911s, and Austin-Healeys are also seeing relative slumps. But a surprising number of cars from this era are also seeing an uptick in their values. Porsche 356 coupes, C2 Corvettes generally—and '63 Split-Window coupes especially—and V-6 Ferrari Dinosaurs have increased in value anywhere from 20 percent to 90 percent over the last five years.



Jaguar, as a brand, is on the rocks. That's the growing sense in the collector car industry, at least. For decades, classics like the XK 120, XK 140, XK 150 and E-Type have been mainstays for dealers, brokers, and buyers, but lately they don't seem to generate the same market excitement they once did. They are getting harder to sell, and over the past five years many prices are either stagnant or decreasing.

Of course, the market is generally softening from its pandemic-era heights, and this is compounded by demographic shifts that are beginning to favor Radwood-era (1980s and 1990s) cars over their predecessors. This isn't just affecting classic Jaguars—many

Over the last 12 months, values for Jaguar's groundbreaking XK 120 roadster are down 12 percent. Hagerty Media

Continued on Page 5

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The advertisement features a dark blue Jaguar XK120 in a garage setting. The car is the central focus, shown from a front three-quarter view. The background shows a well-lit garage with various tools and equipment. The text is overlaid on the image, providing contact information and services offered by Muncie Imports & Classics.

Do Classic Jaguars Face a Dark Future?

Derek Tam-Scott, 22 February 2024

So why does the brand, traditionally so prevalent in the hobby, seem to be getting left behind? This is doubtless a complex question, but in the case of Jaguar, several factors appear to be conspiring to collectively dampen interest in what are some of the greatest sports cars of all time.



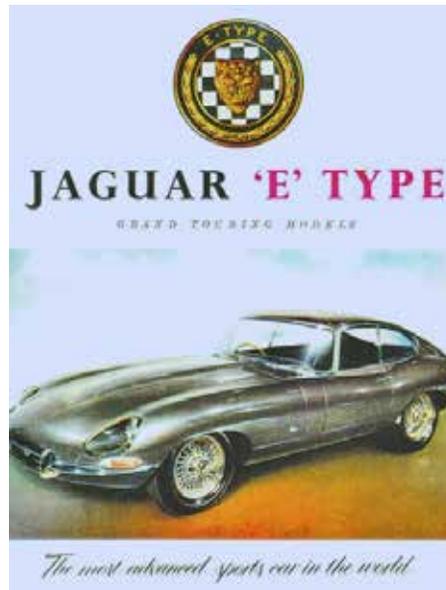
Promising Starts

Sir William Lyons, who founded Jaguar between the world wars, was famously good at commercializing genuinely compelling products at prices so low they were scarcely believable. Jaguars were world-class cars, delivering sensational looks and performance while consistently pushing cutting-edge technology and selling in much higher volume than other cars that offered the same. Their on-track record drove this point home: Jaguar won the 24 Hours of Le Mans five times in the 1950s (and twice more after that). Only Porsche, Audi, and Ferrari have won Le Mans more times than Jaguar.

Much of that early success came down to engines. In 1948, when everyone else was still essentially warming up their prewar designs, Jaguar released an all-new car, and not only that, it was powered by an engine with twin overhead cams. The car was the XK 120, and its straight-six "XK" engine was so advanced that variants remained in production for over 40 years. Meanwhile, the XK 120 was so good that in its competition trim as the C-Type, it won Le Mans twice. With the same mechanical bits developed further and fitted to a new, even more stunning, more aerodynamic semi-monocoque body in the D-Type, Jaguar won Le Mans three more times.

In 1961, four years after its last victory of the 1950s, Jaguar was selling all that Le Mans-winning goodness to the public in another groundbreaking and gorgeous new sports car, the E-Type. It was even more advanced, thanks to the addition of independent rear suspension. A few months after the E-Type arrived, Jag put those same technical components into a full-sized sedan, the Mark X.

It's difficult to overstate the impact of the E-Type. With semi-monocoque construction, a twin-cam engine, four-wheel disc brakes, and fully independent suspension, it was, as Jaguar pointed out in advertisements, the most advanced sports car in the world. No other single car combined all these characteristics at any price: not



Porsche, not Mercedes, not Maserati, not Aston Martin, not even Ferrari. And the price of the Jag? Around £2000 in its home market (a relatively modest \$46,600 in today's dollars). That meant it was 80 percent the cost of a Porsche 356, half as expensive as an Aston Martin DB4, and a third as much as a Ferrari 250. It was quicker, faster, and better looking than almost all of them, too.

Even Enzo Ferrari famously lavished praise on the car upon its debut, and decades later, an E-Type roadster joined New York's Museum of Modern Art.

With credentials like these, it's no surprise that Jaguar sold more than 72,000 E-Types during a 14-year production run. The cars peaked in the 1960s, before American regulations started strangling performance and spoiling their looks. Even so, Jaguar was on top of the world during this period, and it wasn't only thanks to the E-Type. Jaguar sedans had temptingly similar underpinnings to the sports cars, and if buyers thought those features were advanced in something like the E-Type, they were downright space-age in a sedan. Vast expanses of wood and leather epitomized British luxury, while beautiful and distinctive exterior styling and superb value for money gave four-door Jaguars a unique appeal that no other car in the world could quite match.



Changing Fortunes

And then, everything stopped. Not literally, but Jaguar's evolution largely did. The 1970s saw the E-Type replaced

Continued on Page 6

Do Classic Jaguars Face a Dark Future?

Derek Tam-Scott , 22 February 2024

by the XJS, which was fresh and contemporary but much more grown up.

If the E-Type was a sports car with the heart of a Le Mans racer, the XJS was the European version of a personal luxury car. The seminal XJ6 also arrived in 1968, right-sizing the Jaguar sedan formula and setting the world alight, but it remained in production for a full 18 years before being replaced by a car that was really just a 1980s take on the exact same concept. At the corporate level, getting caught up in the woes of British Leyland in the 1970s and eventually being bought by Ford in 1990 did Jaguar few favors.

Little had changed by the early 2000s. Jaguars, despite having contemporary technology under the skin, offered an aesthetic experience that had become anachronistic. They felt like a caricature of olde-worlde England, which gave them virtually no sizzle to youths and younger buyers, who preferred the forward-looking modernity of German or Japanese luxury cars. If those cars were modernist houses of concrete and glass, then Jaguars were Tudors with thatched roofs. Jaguar set out to reinvent itself by building a new, modern identity starting with the new XF in 2007, followed by other sedan models, entries into the lucrative SUV market, and a new sports car, the F-Type. These cars simply never resonated completely with buyers. Their identity wasn't strong enough, the engineering and reliability not good enough, and the interiors not nice enough. Unlike Land Rover, who has so effectively modernized the Range Rover while somehow preserving a feeling of Britishness, Jaguar's post-millennium effort at rebirth lacked the relevance and raw desirability to drive consumers into showrooms in substantial numbers.

Looking forward, it's unclear (especially given current consumer preferences) whether Jaguar's assertion of an all-electric future will help or hurt the values of its classic models. Its aspirations to head further upmarket may help the brand's financial viability, but the impact of any future success on the marque's past models will depend wholly on whether its execution inserts the kind of passion that brings enthusiasts into the fold.



Struggling for Relevance

Modern consumers have known only two Jaguars: the charming but backwards-looking neo-classical version of the 1980s–2000s, and the modern but ultimately uninspiring rebirth that began in 2007. Unless they consciously seek out classic cars, these buyers won't be familiar with the greatest Jaguars of all: The ones that did not look fondly toward the past or unconvincingly toward the future, instead descending directly from Le Mans race cars and offering the world's most advanced motoring experience in a competitively priced, beautiful, contemporary, and authentic wrapper.

One of the troubles for Jaguar's classics is that their collectibility (and that of all collector cars) is driven by their relevance to enthusiasts. Not enough of today's enthusiasts associate Jaguar with their core automotive memories—the kind that would drive them to loop back and buy something from a brand they desired in their youth.

BMW provides a stark contrast—the brand retains enthusiastic and growing appeal among collectors. Twenty years ago, a new 7-Series costs much more than an M3. Today, the M3 is worth more.



Why? Because many more enthusiasts want a 2004 M3 than want a 2004 745Li. When cars become old enough, the market for them is composed almost exclusively of enthusiasts.

Meanwhile, few Jaguars have set enthusiast hearts alight, even looking back 50 years. There are of course evangelists of the XJS, XK8/XKR, and XJ40/X300/X308 generations of the XJ, and likely other models besides. But we are small in number and a little bit weird. There aren't enough of us to form an entire new generation of Jaguar fans, especially when other brands have done such a good job of connecting their enthusiast-driven identity to the mainstream. Think Porsche, Ferrari, Lamborghini, and Land Rover.

As for the classic Jaguars of the company's golden era, their lack of connection to today's enthusiasts is compounded by the fact that they sold so well when new. Corvettes of the same period sold in large numbers. Porsches and Alfa Romeos did, too, albeit to a lesser extent. But virtually every model of Ferrari, Aston Martin, and Maserati from the 1950s to early 1970s ranged from a few hundred to barely a few

Continued on Page 7

Do Classic Jaguars Face a Dark Future?

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thousand units. Given how comparatively abundant Jaguars are, it takes a larger number of buyers to sustain appreciation, and there just aren't enough such people in the current market. If they had made a few hundred E-Types or XKs, they'd all be worth at least a million dollars. But they didn't, and they aren't.

The Silver Lining

While it's disappointing to see Jaguar values languish, there are upsides. What made them so compelling against their competitors in the 1950s and '60s is still true today. They represent great value for money given their intrinsic characteristics, and softening prices make them an even greater value.

If you've dismissed Jaguars as "old people cars," take a closer look at them. And if you've seen the light and own one, share it with as



precious few automotive experiences that is getting more, rather than less, financially accessible.

Derek Tam-Scott is a used car salesman and car content grump.



Do Classic Jaguars Face a Dark Future?

Members weigh in



Guys, interesting Hagerty article on the present, a look at the past, and what the future might bring for the XK and E-Types.

By the way, I, unfortunately, agree with the author's comments about Jaguar Corporate losing their way and completely agree that the E is a blast to drive. dk

Dave,
I, unfortunately, agree with you and the author. Although I'm relatively new to Jaguar, I think that somewhere along the way, Jaguar lost its flair. Today I couldn't tell you whether Jaguar is a luxury car, a sports car, both, or something else.

I have serious reservations whether going all electric next year will save the marque. Jaguar corporate seems to be throwing in the proverbial towel on past successes and failures in favor of a totally new direction. But unless Jaguar can find a unique market niche, going EV won't save it.

Porsche is a great example of how a German car company branched out from pure sports cars into SUVs and electric cars without sacrificing its sports car image. The 911 is still the definitive sports cars that it was when it first arrived 60 years ago. The 911 remains the epitome of timeless automotive design. The 911 has evolved

over time, yet has kept the essence of its original design. Today Porsche can sell every 911 it produces, despite its hefty price tag north of \$200k. Other foreign car manufacturers can make cars that are as fast, handle as well, accelerate as well, etc., but none have the iconic lines that the 911 has.

Jaguar's current designers just aren't in the same league as William Lyons. If Jaguar were to return to making cars similar to the XKs and E-Types, it would have a niche market without competitors. Yes, the cars would be very expensive, but so what. Porsche cars are all expensive, but Porsche has the highest markup (price above cost) of any car manufacturer.

When Jaguars enters the EV market, it will face plenty of stiff competition. Will buyers prefer a Jag EV over a proven Tesla? China sells the most EV cars, and may soon enter the US market with much cheaper cars.

I'm afraid going EV may put Jaguar on the endangered species list, possibly going extinct in less than a decade. IMHO, going back to the future is the only path forward. Just my random thoughts, dp



Jaguar C-X75, Re-Engineered For The Road

A Jaguar C-X75 used in Spectre's dramatic car chase has been substantially re-engineered by design company CALLUM to make it road-legal. Originally created by the Jaguar Design team, led by Ian Callum in 2010, the Jaguar C-X75 played a starring role in 007's action sequences filmed in the Vatican City. Just four of the five stunt cars survived with this particular chassis, Car Seven, the only one now licenced for UK road use after extensive work by CALLUM's engineers.



stunt cars were designed to withstand punishing chase scenes. Constructed around a robust, tubular spaceframe chassis with rally-derived suspension and Jaguar's 5.0 litre, supercharged V8 engine, CALLUM's private customer commissioned the Warwick-based team to transform the C-X75 for road use whilst carefully preserving its iconic history.

For the complete story, check this out:

Built by Williams Advanced Engineering for the 2015 film, the C-X75

<https://jec.org.uk/news/2024/jaguar-c-x75-re-engineered-for-the-road>



Announcing the 2024 Virginia Jaguar Club JCNA Concours!

Submitted by VJC Cheif Judge, Sherman Taffel



Now, finally! After that the disruption of the pandemic is at long last in the rear view mirror, we are happy to report that the 2024 Virginia Jaguar Club's (VJC) sanctioned JCNA Concours is ON this year and will be held on Saturday, June 8th again at the historic St. Joseph's Villa in Richmond, Virginia.

This year's event will again be held in conjunction with the Richmond chapter of the Antique Automobile Club of America (RAACA) and as in previous years, VJC will be sub-hosting a "show within a show." Entries into the VJC Concours will also need to register with the RAACA show and participants will be available to receive rewards in both programs.

St. Joseph's Villa is located at 8000 Brook Road, Richmond, VA and is a large park-like setting with classical architecture and is conveniently located off of I-95 at the Parham Road exit at the intersection of Parham and Brook Roads, about eight miles north of downtown Richmond.

Last year the RAACA show had over 500 vehicles and will feature over thirty food, merchandise and auto-related vendors offering something for everyone. There is easy access to the facility, plenty of parking available as well as many nearby restaurants and hotels.

The Virginia Jaguar Club has some notable cars among its membership including the oldest "Jaguar" (a 1929 SS Swallow) in The USA as well as several past national 1st place winners. In addition to JCNA member cars, the show field has traditionally chock-full of a variety of other British marques including MG, Triumph, Lotus, Aston Martin and Rolls Royce. And of course if you are a 'car person' lots of great classic American, muscle cars and hot rod custom cars as well.

The VJC Concours in past years has been highly popular with nearby NE and SE clubs within Jaguar Clubs of North America membership due to it central location on the Eastern Seaboard. VJC was the host club for the national JCNA AGM in 2012 which was attended by top officers of Jaguar USA and Ian Callum, then Chief Design Director, Jaguar Cars and famous Jaguar test driver, Norman Dewis.

Sister JCNA club judges are encouraged to be a part of our judging team. The number of entries will be limited by the quantity of certified JCNA judge, so the number of entrants will be limited. If you are from another club and are a qualified JCNA judge, please contact the VJC Cheif Judge, Sherman Taffel at staffel1945@gmail.com
REGISTER NOW!



Valentine's Day Lunch



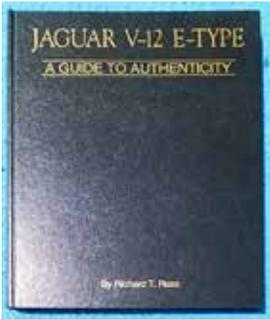
Caffeine and Chrome Show, Saturday, March 30th

Submitted by Craig Gustin



Milton Robson Car Collection, Gainesville, GA





For Sale: This excellent condition hardcover copy of a book written by Richard T. Russ in 1991, is a 189-page comprehensive reference book regarding the correct restoration of the V-12 E-Type Jaguar. Book dust cover not available. Contact Randy Shaw, rpsga@outlook.com, 770-837-2009, \$200 firm, cash.



For Sale: We have about discovered about 30 of the grill badges which we had produced for the 2005 Challenge Championship. They are in the original packaging and appear to be new. We are offering these for free—just pay shipping! Contact Roy Cleveland rmcleveland@bellsouth.net



For Sale 2004 Jaguar XKR Jaguar racing green

Submitted by John Newlands

163k miles. Great condition for year. Needs a little TLC and someone who knows and appreciates these cars. \$7300 O.B.O. Call 678-677-4774 for more info. John Newlands



For Sale: Ilco key blanks FTR6 (F81G)

Offered By Stan Cryz

I ordered a number of Ilco key blanks FTR6 (F81G) which fit not only my 74 E type but a variety of other Jags and European cars from that era. I have a friend in the trade so he got me 10, therefore, I have 9 extra to sell. If you look online at Moss and other places they sell for between \$14-24 plus at least \$5 in shipping. I got them at wholesale so can sell them at \$7 each with shipping. Stan Cryz scryz@path.org



For Sale: 1975 Jaguar XJ6C

Offered By Bart Boyd

Project car. The guy I purchased this from pulled the engine and transmission for a Chevy swap. Sold them twenty years ago, and the project sat for 20 years. I bought the car with the intention of restoration, but I have decided it is more than I am interested in tackling. The car needs paint, interior, etc. It is a project. There is some surface rust here and there. The driver's side floor pan needs replacement. There is some rust on the driver side rocker. Boxes of new parts and removed parts included. The previous owner had already purchased some of the seals and weather stripping new. A 1985 4.2 engine is included with the car. Its condition is unknown but complete. Asking \$4,500 OBO. Contact Bart Boyd at 423-584-9370.



For Sale: 1962 Model Mark II (I believe)

Submitted by Eric Akridge

My father-in-law Lee Akridge was a Jaguar enthusiast. He owned a relatively recent Jag, made an old looking Jag "kit" car in retirement, and had a third project in the works - but died before he could finish it. The original owner was reporter Irving R. Levine. While stationed overseas he bought this car and had it shipped back to the US. After a number of years he then sold it to a professor in Middleburg, VA who in turn sold it to Lee. Lee has owned it and kept it in a garage tinkering on it for the past 25+ years. It is a 1962 Model Mark II (I believe). Completely original, no body damage, and still ran when he bought it. We are looking for someone who might be interested in buying it and getting it back on the road again. If you are able to circulate this note to your list of subscribers, perhaps there is someone who might like to restore it. They are welcome to get in touch with me. Thank you. Eric Akridge erictjohn@hotmail.com



For Sale: 1960 Jaguar Mark II

Dick Preston Offered on behalf of Don Hart



Has completed a no-expense (2 year) restoration & refurbishing & upgrade to

all mechanical, interior & exterior systems and components. The car is stunning in appearance and drives as new with key system upgrades for improved reliability, drivability and comfort. Chrome is excellent as the Claret Red paint and Tan Interior. Work includes but not limited to:

- 3.8 Engine Rebuild, fuel system, brake systems, gauges, etc., Knock-off wire wheels, Stainless exhaust and electrical etc.:

- Replace, up-grade & rebuilt Automatic Transmission
- Refurbished all Wood Panels and Trim.
- New light tan Connolly leather seats & door panels & headliner
- New Wentworth English Carpets
- Additional Details provided upon request.

Offered on behalf of Don Hart, contact Dick Preston at 678-427-4813 for more details. Asking Price: \$75,400.00

