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January 2026, Volume #25 No. 01 • PO Box 456, Villa Rica, GA 30180 • www.ngjc.us

**February 14 - Saturday, Noon,
Valentines Day Lunch Pearl Lian Resturant**

The 15 Best Jaguars Of All Time

Article Page 5



Valentine Day Lunch At Pearl Lian Johns Creek, Saturday, Feb 14th

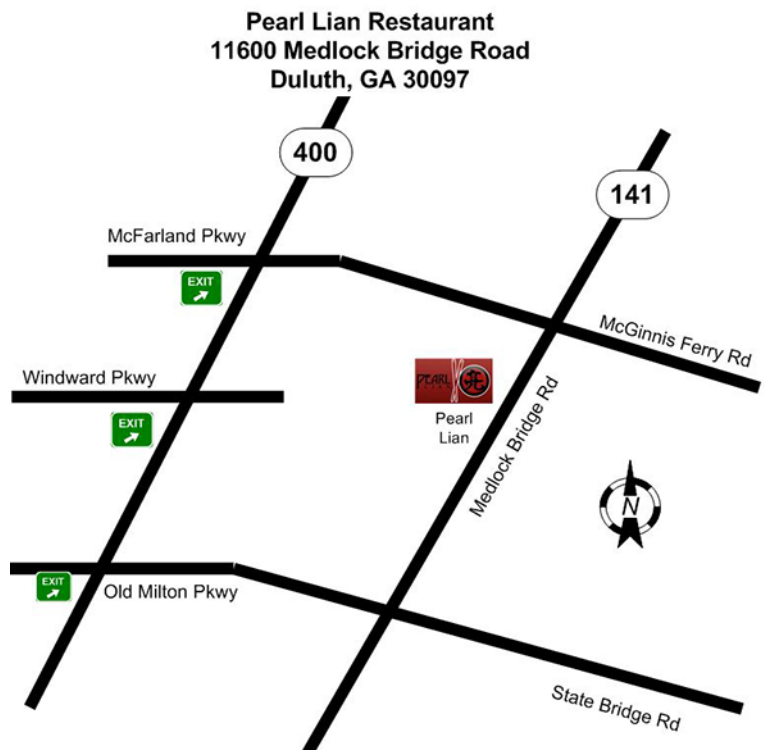
Submitted by Dave Kirkman

Our club's Valentine Day Celebration is Noon SATURDAY the 14th of February at Pearl Lian Restaurant, 11600 Medlock Bridge Rd (Hwy 141) Johns Creek, GA.

We will gather on Saturday, February 14th to celebrate our wife's, girlfriends, friends, children, and/or pets at our annual Valentine Celebration. For those of you who have not been to Pearl Lian you are in for a treat as they serve exceptional oriental cuisine, at very reasonable prices, in a unique setting.

Please RSVP with me by Wednesday, Feb 11, so I can let the restaurant know how many are coming.

RSVP me at 678-699-4170.



**April 19 - Sunday, Brasstown Resort Drive Lunch Spring Drive,
Brasstown Valley Resort & Spa
Miami E-Prix Article Page 15**

Letter from the President Jeff Killip

I am writing this in the middle of Ice-pocalypse 2026. So far, the power has stayed on, and we have kept nice and warm. I hope the same can be said for all of you. Even better, I see no tree limbs down. We got lucky!

There is not a great deal to report for January, as it is usually a quiet month as we recover from the holiday period. However, there were a few events that did occur since the last newsletter those being the Polar Bear Run hosted by the Georgia Triumph Association on December 27 last year, and the North Georgia Mountains Poker Run which took place on January 17. There was also a run with my local car club on January 17. A report of the Poker Run charity fundraiser can be found on Page 17.

I would have joined the Polar Bear Run myself, but Debbie and I were returning from North Carolina having celebrated our granddaughter's first Christmas. I trust that you will understand our priorities.

As mentioned earlier, on the same day as the Poker Run our Athens based Bulldog British Classics car club (BBC – get it?) celebrated our two-year anniversary. The event consisted of a nice drive though the back roads of Jackson, Barrow and Clarke counties ending at the Akademia brewpub in Athens. In all fifteen cars participated, mostly LBC's (Little British Cars), but we did allow a FIAT, a very nice Mercedes AMG, and a Chevy Tahoe. The

Tahoe owner did not want to bring his Cobra out on a rainy day, so he was forgiven. NGJC was well represented with Bill Flavelle and Jane, Iain Tyndall and Nancy, and me with Debbie. As I have come to experience, when one becomes associated with one car club more associations spring up. I love it!! My advice is, don't stick to one car club, join others. You won't regret it.

Plans are in the works for events in the coming year over and above the several car shows. Hopefully, these will include visits to car collections and museums, drives through the countryside to suitable attractions and more. Details of these will be shared when finalized. The next event is our annual Valentine's Day lunch. Once again this will be at the Pearl Lian restaurant in John's Creek. This year it actually falls on February 14, a Saturday. Details and registration can be found on the front cover article Please come and join us.

On a bright note, I read on the internet that JLR is going back on its electric only propulsion philosophy. Apparently, they are considering including small ICEs to assist with charging the batteries. Maybe a four-cylinder turbo charged model would be good? Just a wish, I suppose.

I will close on that. Don't forget to renew your membership. See you soon.
Jeff



JCNA 2026 Annual General Meeting At Mexico City April 13-20

By Rob Thuss

At the 2025 AGM in Valley Forge, the delegates and board accepted a bid to host the 2026 AGM that SW RD Ron Wallis presented on behalf of our

fellow JCNA club, Jaguar Club Mexico. Registration is open and a direct link is posted, below. I am also attaching a summary that may be helpful.

Continued on page 3

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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.**




2026 NGJC Calendar, NGJC Sponsored event in Red

NGJC EVENTS: February

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	

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					

	Club Event		Holiday
	Other Event		

February

14 - Saturday, Noon, Valentines Day Lunch,
Pearl Lian Resturant, 11600 Medlock Bridge Road
Johns Creek, GA 30097
(678) 205-1326
pearllianrestaurant.com,
Sponsor Dave Kirkman

March

20 - JCOF Concours d'Elegance, Longwood, FL,
JCNA Sanctioned

April

3 - 6 International Jaguar Festival (IJF) Scottsdale, AZ
11-12 Brits on the Bay (Pensacola)
14 - 19 AGM Mexico City, Mexico
25-27 Walter Mitty (Road Atlanta)

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

Continued from page 2

JCNA 2026 Annual General Meeting At Mexico City April 13-20

By Rob Thuss

The "Early Bird" registration rates are going to extend beyond the date originally planned and will remain available for the present.

Club Mexico planned this event to be more than a weekend business meeting in Mexico City's pleasant April weather, which is becoming difficult to affordably plan. The host hotel is a 4.5-5 star venue in the best area in Mexico City for just over \$200/night. The event is planned so that attendees will have professionals to guide and assist from the time we land until the time we depart. Our host's



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May

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

June

11 - 14 Thursday - Sunday, Highlands motoring festival, Highlands, NC
13 - Saturday- Jaguar & Friends BBQ Picnic, Canton GA
Sponsor John & Robbie Yates
14 - Saturday JCNA Sanctioned Concours - Virginia Jaguar Club, Richmond, VA.

program offers tours during the days leading up to a Friday AGM, and North American awards banquet. The weekend brings their sanctioned JCNA concours, which is part of their grand concours weekend attracting over 400 collector cars. It draws over 15,000 with wonderful food and festivities. Amazingly, this weekend event, which has been held for over 30 years, is owned by our sister club in Mexico.

Link: <https://agm-jaguar.miandm-services.com/>



For Sale: 1956 XK140 OTS SE

Pearl Grey, black interior with grey piping, matching numbers car. Heritage certificate, special factory order interior, close ratio gearbox, standard rear axle. I have correspondence and photos from the original owner (Los Angeles) plus other subsequent

owners. This was a California car until I purchased and moved it here. CA black license plate included. Additional data available on XKData.com. Email or text for more information **Phone 770-330-7617.**

Email: lynn.cunningham9@gmail.com



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The 15 Best Jaguars Of All Time

By Jeff Harper

Jaguar's history features many highs and lows, multiple owners, and several solvency issues. Its origins are traced back to the Swallow Sidecar Company, founded in 1922, an entity that manufactured motorcycle sidecars before designing passenger car bodies. Under the ownership of S. S. Cars Limited, the company changed its name to Jaguar Cars in 1945, and in 1966 merged with British Motor Corporation (via Be Forward). Renamed British Motor Holdings (BMH), the firm merged again with Leyland Motor Corporation in 1968, becoming British Leyland.

In 1984, Jaguar spun off from British Leyland, listing on the London Stock Exchange as a separate company until Ford acquired it in 1990. The merger of Jaguar Cars with Land Rover in 2013 formed Jaguar Land Rover Limited, the company that designs and manufactures both Jaguar and Land Rover vehicles today.

Despite its storied past, most sports car enthusiasts would agree that Jaguar has made some of the most extraordinary, beautiful, and fastest sports cars in automobile history. So revered are Jaguar designs, even Enzo Ferrari declared, at the 1961 Geneva Auto Show, that the E-Type was the "most beautiful car in the world." Although the quote has never been verified by public records nor confirmed by Ferrari's founder before his death, it remains a tribute to Jaguar's exceptional style. Here are the 15 best Jaguars of all time.

Jaguar E-Type Blue Jaguar E-Type



When Jaguar introduced the E-Type in 1961, with its long sleek aerodynamic design, the drop-dead gorgeous sports car (also known as the XK-E) was unlike anything on the road.

The company initially released the E-Type in two trims: a two-seater coupé grand tourer and a two-seater convertible. Several years later, Jaguar added a 2+2 coupé with a lengthened wheelbase. The iconic roadster received accolades for its beauty. In 2004, Sports Car International magazine ranked the XK-E number one on its list of Top Sports Cars of the 1960s, and in March 2008, the Jaguar achieved the top ranking in The Daily Telegraph online list of the "100 most beautiful cars" of all time.

However, the E-Type is also known for its performance and handling, making it one of the most influential vehicles in sports car design. According to Ultimate Specs, Jaguar offered three engines for the E-Type. The 3.8L inline-six produced 260 bhp at 4,000 rpm, while the 4.2-liter XKE, producing 265 bhp, accelerated to 60 mph in a remarkable (for the time) 7.2 seconds and reached a maximum speed of 150 mph. The 5.3L V12 Series 3 produced 314 bhp and accelerated to 60 mph in 7.0 seconds on its way to 135 mph. Using racing technology, Jaguar attached the body tub to a tubular framework that supported the engine, providing extra torsional strength and reduced weight. Along with a front and rear independent suspension, rack and pinion steering, and disc brakes, this offered exceptional handling.

Jaguar XK120 Red Jaguar XK120



Jaguar launched the XK120 in 1948 as its first sports car made after the Second World War. Produced for six years, the two-seater roadster is still considered to this day one of the most attractive cars ever made. A 3.4L six-cylinder engine with state-of-the-art twin overhead camshafts operating in an aluminum-alloy cylinder producing 160

5 Classic Cars From The 1950s With High Resale Value

By: By Mark Cowley, Smashgear 01/01/2026

hp powered the early models, but by 1954 the XK120 developed an impressive (for the era) 210 horsepower.

During early tests, the sportscar reached a maximum speed of 124.6 mph (hence the name), accelerating from 0 – 60 mph in 10 seconds. According to New Atlas, the XK120 held the record for the fastest production car in 1949. The classic road version XK120 featured a wood frame body and handcrafted aluminum panels. Jaguar built the racing versions with lighter aluminum bodies, removable windscreens, more powerful engines, and aero screens designed to shield drivers from oncoming debris.

The British-made car inspired U.S. automakers to design and manufacture their own two-seater roadsters, including the Chevrolet Corvette. Jaguar planned to make only 200 XK120 cars when production began in 1948. However, demand for the classic British sportscar inspired the company to manufacture over 12,000 vehicles during its multiple-year production run, many of them shipped to the U.S. Despite the high production numbers, finding a vintage Jaguar XK120 for sale today is a challenge, and when found, the buyer often pays more than \$150,000.

Jaguar Mark 2 Black Jaguar MK2



Jaguar introduced the MK2, a four-door, mid-size luxury vehicle in 1959 as the successor to the popular MK1. Produced until 1967, the car has become an iconic British sporting saloon, often a top choice for detectives and bank robbers in action movies with car chase scenes. The combination of performance, responsive handling, and interior luxury also created a demand for the Mk2 among classic

car enthusiasts.

Improvements to the exterior of the MK2 included slimmer door pillars, larger windows, a broader grille, more glass, and a re-shaped rear end. Interior modifications featured a new dashboard layout with the instruments moved directly in front of the driver, new reclining front seats fitted with picnic tables for use by the rear passengers, and an improved heater. Jaguar improved the MK2 handling with a wide-track rear suspension that alleviated the skittish behavior characteristic of the MK1. A re-angled wishbone front end also helped maintain control through the curves.

The MK2 came with three engine options: a 2.4, 3.4, and 3.8L. The 2.4L produced only 120 bhp and was underpowered for a car weighing 3,204 pounds. However, the 3.8L generating 220bhp at 5500rpm and 240 lb-ft of torque at 3000rpm mated to a four-speed manual (four-speed automatic optional) was more than sufficient for the slightly heavier MK2 weighing 3,288 pounds. The 3.8 Jaguar MK2 accelerates from 0 to 60 mph in a respectable 8.5 seconds and reaches a top speed of 125 mph, with a fuel efficiency of 17 mpg.

Jaguar D-Type

Jaguar D-Type with race numbers and drivers



The Jaguar D-Type, produced from 1954 to 1957, was a highly successful race car (winning Le Mans in 1955, 1956, and 1957) based on the roadgoing C-Type, but with significant structural and aerodynamic design differences. The D-Type used the 3.4-liter, twin-cam, inline-6 engine that powered both the XK120 and the C-Type. Although the mill that produced between 160 and 180 horsepower made the XK120 the fastest production car in the

The 15 Best Jaguars Of All Time

By Jeff Harper

world, Jaguar felt improvements would make the D-Type an even better race car.

In 1954, when first produced, the D-Type 3.4L engine generated 245 horsepower and eventually cranked out nearly 300 horsepower. Even with the 245 horsepower engine mated to a four-speed manual transmission, the Jaguar accelerated from 0 to 60 mph in 4.7 seconds and reached a top speed of 167.8 mph. However, as remarkable as the D-Type powerplant was, lightweight materials and aerodynamic technology made the race car unique. The D-Type was one of the first cars ever to employ a design using a monocoque tub made with stressed aluminum body panels. Jaguar made the early prototypes with magnesium but switched to aluminum for cost reasons.

The D-type's most characteristic feature, the awkward-looking driver-side rear fin, was not part of the race car's initial design. Jaguar added the fixture to some Le Mans spec cars to improve high-speed stability allowing Jaguar drivers to achieve over 180mph down the Mulsanne straight.

Jaguar XKSS

Green Jaguar XKSS



In 1956, after the D-Type's success in international sports car racing, including victories at Le Mans, Jaguar decided to withdraw from motorsports and focus on road cars. At the time, Jaguar had 25 D-type units in various stages of completion at the Browns Lane plant in Coventry (a factory fire damaged nine cars). Rather than abandon the chassis, the company chose to create a road-legal version of the D-Type by adding a few basic modifications to the bodywork. Hence, the world's first supercar was born, the Jaguar XKSS.

Jaguar added a passenger-side door, eliminating

the need to hop in and out of the car, a chrome-framed windscreen and side screens to block the wind at high speed, a folding roof, and chrome front and rear bumpers. However, removing the famous D-Type stabilizer wing behind the driver was perhaps the most significant visual change. The road-legal sports car used the D-type 3.4L engine producing 262 bhp and 260 lb-ft of torque to power the rear wheels via a four-speed manual transmission. According to fastestlaps, the XKSS accelerated to 60 mph in 6.8 seconds and reached a top speed of 159 mph.

In March 2016, Jaguar announced it would complete the originally intended production run of 25 cars by finally building the nine XKSS lost to the Browns Lane fire. Purchasing an original XKSS is out of reach for many collectors, but even a "Continuation" model is untouchable for most. In 2020, a 1957 Jaguar XKSS Continuation sold for \$1,985,000.

Jaguar XJ-S

Dark green Jaguar XJ-S side view



When Jaguar introduced the XJ-S in 1975, it replaced one of the most beautiful British sports cars ever made, the iconic E-Type. While it was still cherished by many enthusiasts, the XK-E was out of date and lagged behind the technological features of its closest rivals. The British car manufacturer surprised critics and buyers with the much bigger luxurious grand tourer.

Jaguar produced the XJ-S for over two decades, and while early sales were disappointing (only 1000 cars in 1980), the model became the most successful Jaguar to date with a total production of over 98,000, breaking the E-Type record. Jaguar launched the XJ-S as a fastback coupe but held off

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By Jeff Harper

making a convertible for 13 years due to health and safety legislation that dominated the 1970s. During the more than 20 years of production, Jaguar offered various six and twelve-cylinder engines. According to the Automobile Catalog, a 1996 2-door fastback coupe with a 6L V12 producing 298 horsepower accelerated to 60 mph in 6.6 seconds and reached the quarter-mile in 15.2 seconds on its way to a top speed of 162 mph.

In 1991, Jaguar smoothed out the styling of the XJ-S and renamed it the XJS. The new version came with the 4.0-liter AJ6 'Sport' spec engine used in the XJ40, or the larger 6.0L V12 (in 1992). These last vehicles benefited from over 20 years of development and represented the best Jaguar offered in the XJ-S line.

Jaguar XJ220

Silver Jaguar XJ220



Jaguar's initial design for the XJ220, unveiled at the British International Motor Show in 1998, proposed a racing car with four-wheel-drive and V12 appropriate for FIA Group B racing. However, the sports car manufacturer's principal competitors, Porsche with its 959 and Ferrari with the F40, had already implemented compact, turbocharged engines that produced more power with less weight.

In collaboration with Tom Walkinshaw Racing, Jaguar decided to abandon the complicated and heavy four-wheel-drive system and replace the V12, plagued by power output, emissions, and reliability problems, with a 3.5L V6 twin-turbocharged engine. The new compact powerplant helped shorten the wheelbase, reduced weight, and offered more power and torque. The V6, mated to a six-speed manual transmission, sent an impressive 542 horsepower and 475 lb-ft of torque to the rear wheels.

According to Motor Trend, the graceful sports car accelerated from 0 to 60 mph in a claimed 3.6 seconds and achieved a top speed of 212 mph. The new Jaguar XJ220 set the record as the fastest production car of its time, albeit only briefly, until the exceptional McLaren F1 blew away the competition in the mid-1990s. However, the record-breaking performance and uniquely elegant shape were insufficient to make the supercar a success. Hit by a global recession and struggling sales, Jaguar produced and sold only 282 (out of the planned 350) XJ220 units between 1992 and 1994. Today, Jaguar XJ220s sell in the \$300,000 to \$500,000 range at auction.

Jaguar XK

Green Jaguar XK



The Jaguar XK is a luxury four-seater grand touring car manufactured from 1996 to 2014 (2015 model year). The first-generation model, known as the XJX, replaced the XJS model and was available as a convertible or coupe until 2006. Initially, Jaguar offered both trims with a 4L V8 generating 290 horsepower, but a few years later upgraded the mill to a 370 horsepower supercharged version of the same engine. Car and Driver claimed an acceleration to 60 mph in 5.9-6.0 seconds, a quarter-mile time of 14.4-14.5 seconds, and a top speed of 155 mph.

In true Jaguar fashion, the luxurious XKX featured an interior made entirely of leather adorned with swirly burl wood panels on the dash, center stack, and console traditionally reserved for sedans. The cars also came with adaptive cruise control and side airbags.

While the first-generation XK was an exceptional grand tourer, the second generation was even better. Introduced in 2007 as a two-door soft-top VWhile

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By Jeff Harper

convertible and two-door coupe, the re-designed XK featured a sleek aluminum body. The lightweight material reduced the coupe's weight by 200 pounds while increasing body stiffness by 30%. The new convertible was 19 percent lighter than the first-generation version but had 50-percent-more torsional rigidity. The changes, coupled with precise steering, resulted in a more muscular and athletic ride. By 2015, the Jaguar XK, with its swooping lines, traditional British styling, and 385-horsepower, had become the quintessential grand touring car.

Jaguar C-Type Silver Jaguar C-Type



The Jaguar C-Type, produced from 1951 to 1953, is one of the most influential cars in automobile history, based on the successful XK120, famous for its 120-mph top speed making it the fastest production vehicle in 1949. The sports car company gave the C-Type a lightweight, aerodynamic body attached to a tube-frame chassis while equipping the race car with the same engine, transmission and front suspension used by the XK120. According to Top Speed, the C-Type equipped with the inline-six producing 210 horsepower coupled to a four-speed manual transmission accelerated to 60 mph in 8.0 seconds (impressive for 1951) and reached a top speed of 140 mph.

Typical of a lightweight race car, exposed aluminum dominates the C-type's interior. Two basic seats and an instrument panel without frills displays the necessary information for racing. A minuscule, frameless windshield provided minimal wind protection and impact from flying debris at high speeds. The race car won the Le Mans 24 Hours race twice and the Reims Grand Prix with Stirling Moss behind the wheel in 1952. The victory was the first with a car using disc brakes, encouraging other

car manufacturers to follow suit.

Jaguar produced only 53 C-Types from 1951 to 1953 with an MSRP of about \$6,000. Today, resale prices reflect the historical significance and rarity of the original C-Type with recent sales as high as \$4.8 million. Several companies currently produce genuine C-Type replicas for collectors with a lower budget limit.

Jaguar XJR-15 White Jaguar XJR-15



The Jaguar XJR-15 traces its roots to a Jaguar Sport and Tom Walkinshaw Racing (TWR) concept car known as Project R9R, developed to test the endurance of plastic and carbon fiber bodywork at high speeds. Borrowing mechanical components from the Le Mans-winning Jaguar XJR-9, the supercar featured a central monocoque "tub" and an aerodynamic body designed by Peter Stevens, perhaps better known for his design work on the McLaren F1.

The 6.0L alloy V-12 with a Cosworth-forged crankshaft, connecting rods, aluminum pistons, and Zytec fuel injection produced 450 bhp and 4500 lb-ft of torque. The extensive use of carbon fiber resulted in a supercar that weighed only 1,050 kilograms. The lightweight and powerful engine combined to push the car to 60 mph in a blistering 3.1 seconds, and a top speed of 215 mph. A racecar suspension featuring fabricated wishbones, front horizontal pushrod-spring dampers, rear coil springs, and disc brakes for stopping power gave the car excellent handling characteristics and race-proven reliability.

Jaguar announced the XJR-15's launch in November 1990 and built the car at Jaguar Sport in Coventry, England, until 1992. The British sportscar manufacturer produced only 53 of the supercars, selling for more than \$900,000 each. While Jaguar

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By Jeff Harper

Jaguar built some models for professional racing (in 1991, sixteen of the cars raced in Monaco at the Jaguar Sport Intercontinental Challenge), all are currently privately owned.

SS Jaguar 100

White open top SS Jaguar 100



In early 1935, Jaguar introduced the SS90 to a market full of drophead coupés and saloons but few two-seaters. While the open-cockpit sports car was stunning, it lacked exceptional performance, using the same six-cylinder side-valve engine as the SS1 saloon. Jaguar sold only 23 units.

In September 1935, when Jaguar announced the SS100 with a 2.5-liter six-cylinder engine featuring overhead valves, 102 horsepower, and a maximum speed of 94mph, many considered it the company's first real Jaguar sportscar. Later, the SS100 got even faster when fitted with a naturally aspirated 3.5-liter inline six-cylinder engine with twin SU carburetors producing 125 hp mated to a four-speed manual transmission, resulting in a top speed of 101 mph. According to Supercars.net, the sportscar reached 60 mph in a respectable 10.8 seconds. At a price of £395 (\$2,524.70), the sportscar became Britain's least expensive vehicle to break 100 mph.

The SS100 matched its predecessor in appearance except for a few details, including Lucas de Luxe large-diameter headlights and a re-designed radiator with an attached "SS Jaguar" badge. Jaguar added Dunlop 15-inch, splined center-lock wheels and Girling rod-operated drum brakes operated either by the pedal or hand brake (via Carfolio).

During its production run from 1935 to 1938, Jaguar made 191 2.5L cars and an additional 118 3.5L models in 1938 and 1939. Recently, a 1935 SS100 listed for more than \$425,000 (via Hot Cars).

Jaguar XJR-X300

Jaguar XJR-X300 parked on the street



Designed in the Jaguar tradition of sleek lines and exceptional luxury, the XJR-X300 launched in 1994 at the Paris Motor Show, displayed its own unique style with a low overall height and a sloped trunk lid (via Car Scoops). The chromed mesh grille lacking the classic vertical slats and four round headlights gave the sedan a more sinister and menacing look than most of the competition.

The interior featured headroom unsuitable for driver and passengers over six feet tall, but the low-mounted seats helped compensate and made the occupants feel like they were riding in a sports car. The ample wood trims and supple leather could convince any driver Jaguar gave performance a low priority when designing the car. However, the XJR-X300 has better performance than a typical luxury car. The supercharged 4.0L straight-six producing 320 horsepower mated to a five-speed manual or "J-change" four-speed ZF automatic pushes the Jaguar to 60 mph in less than six seconds and to a top speed of 155 mph. The Computer Active Technology Suspension (CATS) system continuously adjusts the XJR's shock absorbers according to the prevailing road conditions and the vehicle's speed, giving the Jaguar superior handling.

Despite the XJR's exotic appearance, competitive performance, and exceptional handling, the sedan's best feature may be its reliability. The car achieved second place in J.D. Power's Initial Quality Survey, making it one of the best and most dependable Jaguars ever made.

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Jaguar XE SV Project 8

Orange Jaguar XE SV Project 8



The Jaguar XE SV Project 8 looks more like a roadgoing car than a track-worthy vehicle. Even the tailored bodywork, the front-mounted splitter, and the massive wing are not enough to convince the casual observer the car is anything more than a passive four-door, four-passenger sedan. But the Jaguar is a remarkable performer, shattering the four-door production sedan record at the Nurburgring with a lap time of 7:21.23, 11 seconds faster than the former record-holder Alfa Romeo Giulia Quadrifoglio. More recently, at WeatherTech Laguna Seca, MotorTrend pro racer Randy Pobst set a production sedan lap record of 1:37.54, surpassing the 1:38.52 previously set by a 2016 Cadillac CTS-V.

Underneath the docile-looking hood, XE SV Project 8 hides a supercharged and intercooled DOHC 32-valve 5.0L V-8 with aluminum block and heads and direct fuel injection generating 592 horsepower at 6500 rpm and 516 lb-ft of torque at 3500 rpm. The massive powerplant sends all that power via an eight-speed automatic with manual shifting mode to all four wheels.

The Project 8, with its carbon fiber components and powerful engine, is Jaguar's highest-performing road car to date. In Motor Trend acceleration tests, the XE SV Project 8 accelerated to 60 mph in a mere 3.2 seconds and reached the quarter-mile in 11.4 seconds at 122 mph. Despite its racecar qualifications, the Project 8 is a comfortable and practical road car with an EPA estimated fuel economy of 16/22 city/highway.

Jaguar S-Type

black Jaguar S-Type on showroom floor



Jaguar has a long history of designing and producing some of the world's most beautiful automobiles, a tradition that creates excitement in car enthusiasts even before the exotic car manufacturer reveals a new model's body shape and style or test drives confirm high performance. Once introduced, enthusiasts usually fawn over the innovative and artistic form even if performance falls short of expectations.

The 1963 Jaguar S-Type was the exception.

The replacement for the iconic MK2 appeared to be a confusing mix and match of popular Jaguar body styles. Upfront, the S-Type borrowed the hull from the MK2, but with a decidedly flatter roofline, new front wings featured hooded headlamps mounted above slimline bumpers. The rear end style came from the MK X, giving the executive sedan ample trunk space. Critics claimed the new Jaguar looked like a project designed in a hurry.

Despite its ungainly looks, the feature that makes this Jaguar one of the best made and mechanically superior to the MK2 is the rear axle and fully independent suspension, taken directly from the E-Type. The S-Type featured a 3.4L engine producing 210 horsepower and 215 lb-ft of torque. The saloon accelerated from 0 to 60 mph in 9.3 seconds (according to Automobile-Catalog), reached the quarter mile mark in 17.2 seconds and achieved a top speed of 124 mph. With the S-Type, Jaguar had created a car with average performance, less than stellar appearance, but handling characteristics to brag about.

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Jaguar F-type Blue Jaguar F-type



The Jaguar F-Type is a modern high-performance sports car with features and performance characteristics that compete well with other cars in its class and price range, such as the Porsche 718 Boxster, Porsche 718 Cayman, and Chevy Corvette. However, what distinguishes the F-Type Jaguar from the competition and makes it one of Jaguar's best cars ever made, is the powerplant position in front of the driver rather than behind.

When Jaguar introduced the F-Type for the 2014 model year, it was the company's first genuine sports car since the distinguished E-Type. In previous years, Jaguar offered the two-seat sports car with the standard turbo four-cylinder and the optional supercharged V-6. For the 2022 model, the F-type is only available with a V-8 engine. Of the three available trims, R, P450, and P450 R-Dynamic, even the least powerful P450 features a supercharged 5.0L producing 444 horsepower. The P450 comes standard with rear-wheel drive, oversized rear brakes, 20-inch wheels, and an active exhaust system, while the P450 R-Dynamic features all-wheel drive. According to Jaguar, in either RWD or AWD, the F-TYPE P450 accelerates to 60 mph in a nimble 4.4 seconds and reaches a maximum speed of 177 mph.

All three Jaguar F-type trims are available as a coupe or convertible. While each has its advantages, the convertible may be the most enjoyable exposing the driver and passenger to the unfiltered growl of the powerful V-8 engine.



A Miami E-Prix Saturday In The Upside Down Ends With Jaguar's Evans Winning

By David Neal, *Bradenton Herald*

Saturday's Miami E-Prix qualifying and race dived ever deeper into an upside down alternate universe — first-time polesitter, unexpected weather, many of this season's top drivers starting at the back and staying there — ended with Formula E's winningest driver taking the checkered.

But even Jaguar TCS Racing's Mitch Evans' record 15th Formula E World Championship victory fit the topsy turvy day at Miami International Autodrome in Miami Gardens.

Total points in the first two races this season between Evans and Jaguar teammate Antonio Felix Da Costa, who has 12 Formula E wins himself: zero. "It's something to be proud of," Evans said of breaking out of a tie with Sebastian Buemi for career wins. "Hopefully, it can lead us to reset our season. It's been a tough start. Low pace, not quite there, especially in the dry this weekend. So, the rain really saved me. I know ultimate pace is still lacking a little bit.

"Today, in the wet, the car was hooked up from the first corner," Evans said. "I don't know what they

did. We have to do the opposite in the dry because it worked well in the wet. The team kind of gave me a rocketship."

Starting ninth, Evans barged forward using only two of his eight Attack Mode minutes (50kwh more power, four-wheel drive), then dominated the last third of the race and won by a comfortable 3.15 seconds from polesitter Nico Mueller. Mueller's Porsche teammate, Pascal Wehrlein, finished third, 8.8 seconds behind Evans.

Evans took the lead with a slick crossover move in the last hairpin, heading outside Mueller, thus forcing Mueller to defend the high line. When Mueller did that successfully, Evans cut hard inside him to take the lead as they entered the front straight.

"Would've loved to grab the win when you start from pole, but I'll take it — double podium for Porsche and repaying their confidence in me," said Mueller, who's in his first year with Porsche.

With rain gently coming down and soaking the track for about 40 minutes before the start time, the first five laps were run behind the safety car. Once

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the race started, Andretti FE's Felipe Drugovich, starting third, employed his Attack Mode, forcing Mueller and Mahindra's Nyck De Vries to use theirs. Wehrlein also used some Attack Mode to join the lead pack as the field strung out in a manner uncommon to Formula E races.

Mueller theorized the rain actually cut down on the chaos factor that usually runs high in Formula E races. He said he heard only one crunch behind him. That might've been when Drugovich violently rear-ended Da Costa, taking both out of contention for the win on lap 27 of 41.

Da Costa still salvaged four championship points with an eighth place finish. Drugovich finished 18th.

Citroen's Nick Cassidy still leads the season points standings, despite being zeroed on Saturday. Wehrlein jumped up to second with 38 points, two behind Cassidy's 40. Andretti's Jake Dennis, never a factor Saturday, drops to third with 37 points and

eight races going back to last season, lost in the duels quarterfinals to De Vries.

The final pitted two drivers who would be considered their team's No. 2s: Mueller and Felipe Drugovich. Drugovich nipped Penske's Taylor Barnard by one thousandth of a second, 55.700 to 55.701, in the quarterfinal and put down the fastest lap of the day, 55.393, in the semifinal against Da Costa. But, in the final Mueller edged the Brazilian 55.445 seconds to 55.584.

Jaguar TCS Racing will return to racing in two weeks' time at the Jeddah E Prix (13-14 February).

Photo:

Mitch Evans of Team Jaguar TCS Racing sprays champagne as he celebrates on stage after winning the all electric Formula Miami E-Prix at the Miami International Autodrome at Hard Rock Stadium in Miami Gardens, Florida on Saturday, January 31, 2026.



defending series champion Oliver Rowland fell to fourth with 34 points after not scoring.

First time pole sitter at a first time track. The weirdness started early in qualifying. Formula E's first stage of qualifying splits the drivers into two groups and the four drivers in each group with the best single lap in each group making it through to the second stage. At the second stage, Formula E seeds the eight remaining drivers into an eight-driver ladder tournament, "Duels." Best lap wins each Duel. Among the surprises not making it out of the first stage were Rowland; Wehrlein (2023-24); Dennis; Cupra Kiro's Dan Ticktum, fast all season and quickest in Friday's practice. Cassidy, winner of five of the last

Sidebar:

ABOUT JAGUAR TCS RACING

Jaguar returned to racing in October 2016, becoming the first luxury manufacturer to join the all electric ABB FIA Formula E Championship.

Since then, Jaguar TCS Racing has taken more than 20 race victories and over 50 podium finishes in Formula E, and secured the ABB FIA Formula E Teams' World Championship and Manufacturer's Trophy in 2024 – Jaguar's first World Championship win since 1991.

Last season, competing in the all new GEN3 Evo era, Jaguar TCS Racing debuted its most advanced and efficient Formula E race car – the Jaguar I TYPE

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7 – and took six race wins across the 2024/25 campaign. This is the most victories the British team has taken across a single season since joining the championship nine years ago.

Jaguar TCS Racing has a new driver pairing for the 2025/26 ABB FIA Formula E World Championship season. Mitch Evans – who has taken the joint highest number of victories in Formula E history whilst driving with Jaguar – will team up with Season 6 Formula E champion António Félix da Costa for the forthcoming campaign. The British team will be led by new Team Principal Ian James, who has previously overseen two Drivers' and Teams' ABB FIA Formula E World Championship victories for the Mercedes EQ Formula E Team and led NEOM McLaren to their historic first Formula E win in 2024.

Jaguar TCS Racing have also confirmed a long term commitment to the ABB FIA Formula E World Championship by signing to participate in the GEN4 era, set to commence in 2026 and running through seasons 13 16.

Beyond its all electric concept, Formula E is unique in the world of motorsport for its choice of venues. The 2025/26 World Championship will see many events take place on temporary street circuits in the centre of the world's major cities including, São Paulo, Jeddah, Tokyo and Monaco. Additional new venues include Miami and Madrid, with the season finale again set to play out across a double header race weekend in London.

As an official manufacturer team in Formula E, Jaguar TCS Racing designs its own powertrain, which includes the motor generator unit, transmission, inverter, and rear suspension. Jaguar, via its long term Formula E technical partner Fortescue Zero, will also supply Envision Racing with its powertrain for the

GEN3 Evo era.

To control costs, the carbon fibre chassis and battery are common components and the same for all teams. This allows the focus to be on developing efficient and lightweight electric vehicle powertrains which will improve the performance and range of future JLR electric vehicles.

Formula E remains a key priority for JLR and the company's Reimagine strategy. As the premier all electric world championship, Formula E allows the team to test and develop new electric vehicle technologies in a high performance environment. It continues to be the test bed for the team's Race to Innovate mission that will see Race to Road and Road to Race learnings that will help shape Jaguar's all electric future.

Through our Race to Inspire mission, Jaguar



TCS Racing are committed to inspiring the future generation by using the race programme to create a positive impact on our planet and the communities in which we race. From competing in the world's first net zero carbon race car to supporting and training the next generation of engineers and motorsport professionals.



Celebrate Amelia Island Concours Week Save the date: March 4 – March 8, 2026

Savoy Automobile Museum, 3 Savoy Lane, Cartersville, GA 30120

The Amelia will celebrate its 31st year in 2026 and the 4th year under Hagerty's ownership. Built on a historic legacy of excellence, the Amelia 2026 weekend will feature seminars, films, celebrations, auctions, driving experiences and, of course, the renowned Concours d'Elegance, where guests will

enjoy hundreds of vehicles with modern and historic provenance.

The honoree for the 2026 Amelia Island Concours d'Elegance is four-time IndyCar Champion **Dario Franchetti MBE**, continuing the event's longstanding tradition as "the racer's concours."

Wednesday, March 4th

Gooding Christie's
Amelia Island Auction
2026 Viewing Racquet
Park, Omni Amelia Island
Resort & Spa
12 pm – 6 pm

Thursday, March 5th

Broad Arrow Auction
Preview
The Ritz-Carlton, Amelia
Island 9 am – 4 pm
Gooding Christie's
Amelia Island Auction
2026 Viewing Racquet
Park, Omni Amelia Island
Resort & Spa
9 am – 6 pm
Hagerty Ride & Drive
The Ritz-Carlton, Amelia
Island 11 am – 4 pm
Cruise around Amelia
Island in a brand-new car
from select manufacturers.
Open to the public; first
come, first served.
Reverie
The Ritz-Carlton, Amelia
Island 6:30 – 9:30 pm
Kick off The Amelia
Concours at Reverie
– an elegant evening
of bespoke cocktails,
strolling culinary fare, and
vibrant live entertainment
at The Ritz-Carlton,
Amelia Island.

Friday, March 6th

Eight Flags Road Tour
Kick-Off
Throughout Amelia Island

7:30 – 9 am
Concours d'Elegance
Entrants will travel through
some of the most beautiful
scenery, and interesting
driving roads of the
Amelia Island area. This
driving tour includes
breakfast, a coffee stop
and lunch and is reserved
for Concours Entrants and
special guests only.
Werks Reunion Amelia
Island
Amelia River Golf Club
7 am – 3 pm
Celebrating the Tenth
Annual Werks Reunion
on Amelia Island. This
year's featured cars are
the 924, introduced in
1976 and celebrating
its 50th Anniversary,
and the transaxle series
of Porsches. See a
breathtaking array of
Porsches, from rare
to current models and
everything in between.
Event is free to spectators
and parking on-site is
available for \$40 per car
(cash only).

Broad Arrow Auction
Preview
The Ritz-Carlton, Amelia
Island 9 am – 4 pm
Classic Motorsports
Amelia Island Kickoff
Main Beach Park
1 – 5 pm
Rarities and race cars,

80's icons, unusual
museum pieces, and
Concours d'lemons on
display at Main Beach
Park. Free for spectators.
Gooding Christie's
Amelia Island Auction
2026 Viewing Racquet
Park, Omni Amelia Island
Resort & Spa
9 am – 6 pm
Hagerty Ride & Drive
The Ritz-Carlton, Amelia
Island 11 am – 4 pm
Cruise around Amelia
Island in a brand-new car
from select manufacturers.
Open to the public, First
come, first served.
The Broad Arrow Auction
at The Amelia Concours
The Ritz-Carlton, Amelia
Island 4 – 7 pm
Legends of Speed The
Ritz-Carlton, Amelia Island
7 – 9:30 pm
An intimate, multi-
course dinner with the
2026 Amelia Concours
Honoree, Dario Franchitti
MBE, inspired by his
extraordinary career.

Saturday, March 7th

31st Amelia Concours
d'Elegance
The Ritz-Carlton, Amelia
Island 9:30 am – 4 pm
Join Hagerty for the
31st Amelia Concours
d'Elegance, featuring
more than 250
historically significant

vehicles vying for awards
and accolades in over
35 car classes.

The Broad Arrow Auction
at The Amelia Concours
The Ritz-Carlton, Amelia
Island 11 am – 4 pm
Hagerty Ride & Drive
The Ritz-Carlton, Amelia
Island 11 am – 2 pm
Cruise around Amelia
Island in a brand-new car
from select manufacturers.
Open to the public, First
come, first served.

Sunday, March 8th

Cars & Caffeine®
The Ritz-Carlton, Amelia
Island 9 am – 1 pm
Close out your automotive
weekend with this day-
long event designed to
delight enthusiasts of all
ages, including free Ride
& Drives, seminars and
more.

Seminars
The Ritz-Carlton, Amelia
Island 9:30 am – 10 am
The Future of Women in
Motorsports
10:15 am – 10:45 am
The Cars of our Honoree
Dario Franchitti MBE
11 am – 11:30 am Chip
Foote, the Creator
11:40 am – 12:20 pm
Can-Am
<https://www.ameliaisland.com/festivals-events/concours-week/>



TWR At 50 Headlines A Double Motorsport Celebration At Bicester Motion

By Wayne Scott, Jaguar Enthusiast Club (U.K.)

The 2026 event season at Bicester Motion opened in emphatic style on Sunday 11 January, as the first Sunday Scramble of the year combined two major anniversaries into a single, sold-out celebration. At its centre sat a landmark display marking 50 years of Tom Walkinshaw Racing (TWR), supported by a broader programme celebrating motorsport past, present and future.

With around 7,000 visitors braving the mid-winter cold, the former RAF base provided a fitting backdrop for one of the most substantial Scramble centrepieces yet staged. Fifty years of TWR, told through machinery

The TWR anniversary was anchored by a display of approximately 50 cars, arranged to chart the team's evolution from touring car upstart to global motorsport force. Rather than isolating individual highlights, the layout worked as a rolling timeline, connecting early successes to the programme's most celebrated international achievements.

Among the most significant cars on show were 24-hour race winners, including a Mazda RX-7, Jaguar XJ-S ETCC winner, and the Le Mans-winning Jaguar XJR-9. The road car that this racer spawned, the XJR-15, was present and a Jaguar XJ220 also featured, alongside a tuned and prepared road XJ-S, representing TWR's high-profile road-car ambitions, despite its complex and controversial competition history. A real crowd puller was also the Ford Transit van, now owned by XJ220 specialist Don Law, but that was used as a mule to test the V6 turbo engine covertly. The extensive collection also included two very early Group C cars, in the green Castrol livery, owned by Henry Pearman of Eagle E-types. The XJR14, designed by Ross Brawn during the period, represented the final days of Jaguar and TWR in Group C racing.

Early BMW touring cars illustrated Tom Walkinshaw's formative years, while later chapters

were filled by Group C and IMSA machinery, 1990s Volvo touring cars and a broad cross-section of Rover and Jaguar competition projects. Road-going and specialist conversions sat alongside the race cars, reinforcing the breadth of TWR's influence beyond the circuit.

Voices behind the legacy

Live stage interviews added depth to the static displays, with sessions featuring designer Ian Callum and former Formula One driver John Watson.

While no full transcripts have been published, the talks offered personal reflections on TWR's impact, drawing sizeable crowds throughout the day and reinforcing the human stories behind the machinery.

Former team members, engineers and enthusiasts were a visible presence across the site, lending the celebration an authenticity that went well beyond a conventional anniversary showcase.

A wider motorsport celebration

Crucially, the Scramble was not solely focused on TWR. Elsewhere on the site, the event marked 40 years of Group B rallying, with a dedicated Orchard Lawn

display featuring iconic machines such as the Audi Quattro and Ford RS200, alongside less familiar but equally evocative entries from the era.

The broader programme blended heritage with innovation. Major manufacturers, including Polestar, Bentley, Maserati and Jaguar Land Rover, contributed displays, while future-focused exhibits ranged from a Gordon Murray Automotive T.50 prototype to advanced electric motor technology and student engineering projects from leading universities.

Reflecting on the event, Bicester Motion chief executive Daniel Geoghegan described a day that rewarded visitors at every turn, crediting the car owners, engineers, former team members and the Walkinshaw family for the depth and quality of machinery assembled.



North Georgia Mountains Poker Run January 17, 2026

Submitted by John Yates

The Drive Towards a Cure on Saturday January 17th. had the largest turnout to date for this event in Georgia. Over 90 participants drove in a poker style run to support Emory Hospital's research for a cure to Parkinsons Disease.

Starting at Top-End Motors in Braselton and ending at the Savoy Museum in Cartersville with stops along the route at Vengeance Racing in Cumming, Collectible Motor Cars in Marietta, and Cartersville Collection in Cartersville made for a fun afternoon drive.

Picking up playing cards along the way to see who ends up with the best poker hand at the end of the day provided a fun twist to the drive. You could purchase additional playing cards for \$25 each at each stop to enhance your chances of building the

winning hand. Everyone was encouraged to take backcountry roads to enjoy a leisurely cruise.

It was fun meeting people from different car clubs and learning about the different participating businesses along the way. The eclectic variety of participating cars was only matched by all the beautiful vehicles at each location.

The Savoy Museum was the perfect ending location. Providing an after-hours private tour of the museum along with a delicious barbecue dinner to top off a perfect day of driving. The winning hand of 5 Kings received a \$100 gas gift card. Basket Raffles added a bit of after dinner excitement.

<https://www.drivetowardacure.org/about-drive-toward-a-cure/>



Dear Friends,
Thank you, sincerely and from the heart, to everyone who participated in this year's Drive Toward a Cure for Parkinson's Poker Run. What a truly great day it was.

Nearly 50 cars joined us on the road, and 95 friends gathered for dinner at the Savoy, making the event feel exactly as we hoped it would: relaxed, fun, and centered around community. One of the highlights was the basket raffle, which alone raised \$1,360, a testament to the generosity and

enthusiasm of everyone involved.

Because of your participation and support, we raised a total of \$8,629.25, exceeding our original \$5,000 goal by an incredible 173%. That kind of result only happens when people

care deeply and show up with open hearts, and we could not be more grateful.

With heartfelt thanks,
Mike Thies - 770-883-0160
Drive Toward a Cure
SouthEastWheelsEvents.com

