

The Jaguar's Purr®

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
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JANUARY 2003

CALENDAR OF EVENTS

JANUARY

11-19 Philadelphia International Auto Show

FEBRUARY

16 Annual Directors' meeting at the home of Steve Kress starts at 12 noon

18 Delaware Valley Triumph Club / DVJC dinner at Sumneytown Tavern at 7pm
See Tech Page for Details

20-23 Atlantic City Classic Car Auction at the city Convention Hall, Features over 1000 cars in the building at one time plus 500 plus flea market booths and antiques

MARCH

21-23 JCNA Annual General Meeting, Charlotte

APRIL

26-30 British Euro Auto Tour, Phoenix, AR

MAY

1-4 JCNA Challenge Cup, Phoenix, AR

2-4 Great Race-Cloverleaf Rally, Millville NJ
JCNA & DVJC sponsored

16-18 Import Car Show, Carlisle

31 DVJC ANNUAL CONCOURS,
Brandywine. Put it in your diary now

JUNE

20-05 The Great American Race: Start Detroit –
Finish in Dayton

JULY

20 Pool party at the home of the Musselmans
In Lancaster. More details closer to the date

AUGUST

10 New Hope Car Show

SEPTEMBER

7 Bryn Mawr Rehab Car Show

14 Buckingham Township 5th Annual
Concours. The pre Concours dinner
will be held the evening of the 13th

19-20 13th Annual British invasion. Jaguar the
featured marque. Stowe, Vermont

? Radnor Concours

OCTOBER

24-26 Millsboro, Delaware Fall Rally. JCNA
sponsored

DECEMBER

7 Annual Holiday Party, Whitmarsh Country
Club



Jack Sanft 78 died on December 16, 2002

Long time President of the Delaware Valley Jaguar Club. President Emeritus since 1990. The first winner of the Andrew Whyte Service Award from the Jaguar Clubs of North America.

A graduate of the University of Pennsylvania, he played as a football lineman. He was a member of the Mungers Men, named after Coach Munger. Jack was known in the Delaware Valley as "Jaguar Jack".

Survivors: wife Bernice of 54 years, daughter Henni, and sons Stuart and Elliot and four granddaughters.

Contributions in Jack's memory to a charity of the donor's choice.

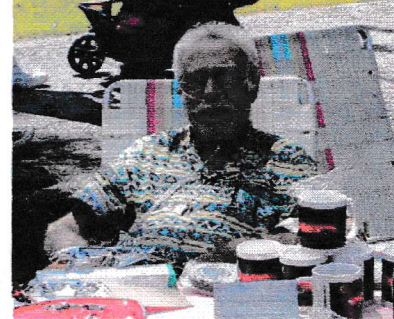
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DON'T FORGET TO SEND IN YOUR DUES

The Wise Blind Men and the Elephant (with apologies to Aesop and Rudyard Kipling)
by Larry Schear

Listen, Oh Best Beloved, and learn a new story about our dear, departed Jack Sanft. Lo, each and every one of us has many facets, some of which are known only to a small group, and others to a larger one. We in the Delaware Valley Jaguar Club recently lost a dear friend known to us by his vigorous personality, his unhidden opinions, his generous and specific acts, and his unfailing good spirits! Like the Aesop's Fable about the Blind Men and the Elephant, we all perceived Jack differently, depending upon how we interacted with him. Our perceptions are all, expectedly, different, as we all have our own frames of reference.



Rather than rehash Jack's well-earned and commonly-known DVJC history as President for some ten years, Advertising Manager (and Concours d'Elegance prize solicitor) for the club publications (first for "The Scratching Post" and, more recently, for "The Jaguar's Purr", and as the energetic huckster ("Have I got a tie for you!") at our various events, I want to share a little personal-experience story with you, in print, and I hope that, during the coming months, you'll do the same. A measure of the impact of a person on those around him lies with the length and breadth of the memories he leaves when he's no longer around, and, by that standard, Jack was a real mensch, and he has left us quite a legacy!

As one of the Charter Members of the DVJC, former Newsletter Editor, Competition Chairman, Past President, etc., I had great concern for the future of our club when business opportunities drew me away from the Delaware Valley in 1975. Dick Michie was President, and Jack had recently joined, and had assumed a prime leadership position – a very tasking obligation when working full-time in your own business, where you don't just 'cut and run' at 5 PM! With a large enough membership to draw on, we prospered, through various changes of leadership, to where we can today proudly boast of concours, rallye, and newsletter national recognition. Never one to hide his light under a basket, Jack provided leadership, new ideas for fund raising, and moderation for extreme suggestions, all with a goal to helping the club to operate on a sound economic basis (we're not Non-Profit by choice!).

And now to the new tale! Long, long ago, before I went off to Connecticut, Chicago, and Florida, during a concours, Jack told me about a rare find he had made – a set of Rudge bolt-on wire wheels for a Mark VII. I had an XK-140 in those days, one with 'real' wire wheels, and was only marginally interested. When I returned to the Delaware Valley, Jack remembered my cursory interest in them, and offered them to me, knowing that I now had an XK-120 with disk wheels! With two kids in college, however, they seemed to be a needless extravagance. Enjoying the thrill of the hunt, however, Jack continued to dangle them before me, and I finally yielded just before I found myself involuntarily retired, for a while. Entering a time-payment schedule totally divorced from any real-world calendar, we struck a deal, and I provided Jack with some walking-around money for some period of time. During our recent Holiday Luncheon, I heard that Jack's illness, waxing and waning throughout the recent years, had become more serious. Last week, following dismissal from Jury Duty in West Chester, I called Bernice and was directed to Jack at Lakenau Hospital. I almost didn't recognize him, and, though he did recognize me as we spoke about his cars, he soon became confused as to who I was. Quite a contrast with his usual vigorous cognizant self! We briefly discussed my outstanding obligation for the wheels, but I felt it best not to leave any valuables with him, intending to visit Bernice later that afternoon. Never made telephonic contact with her, and I returned Monday morning to Washington, DC, where I'm working. Speaking with Kurt and Pat Rappold during the week, I was very surprised to hear of my old friend's passing. Please accept our (Diane's and mine) public condolences, Bernice and family.

Wise Men? Jack was more of a wise guy, with a quick mind, a sharp sense of humor, and a strong set of rightness and wrongness principles, to which he appeared to adhere almost religiously, and which, I'm sure, helped him around his store location. When I rejoined the DVJC after living elsewhere for about 15 years, Jack was one of the first folks who welcomed me back into the fold. As he and Bernice live almost literally around the corner from one of my brothers-in-law, I saw Jack there and at the tie shop quite frequently. We discussed little but Jaguars and ties, and, over the years, I accumulated quite a Jaguar-theme tie collection, mostly through the Tie-Man; I wear a tie at work daily, and a Jaguar one at least once a week, so Jack will remain in the forefront of my memory for many years to come! I trust he has the same effect on many of the rest of us! If you own one of his ties, Jaguar pillows, scarves, jewelry, etc., please write a few lines for "The Jaguar's Purr", and share some of your fondest memories, too. It'll be a fitting tribute!

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THE PREZ SAYS

WISH LIST

I remember as a kid thumbing through the new Sears & Roebuck catalog and "wishing" for a David Bradley tractor. Boy, that was really something! In those days everybody had a war garden and nobody had a David Bradley. Everything was done by hand, a shovel, hoe and rake was S.O.P. I just received my new "Eastwood" winter catalog and I must say I have quite a mental wish list after thumbing through it. One thing I actually sent for was part # SAE J534 Eastwood part #49057, grease fitting caps. These pesky little snap on caps that keep water and debris out of your Zerk fittings under your Jaguar.

Our first Jaguar was a XK120M Coupe which I over maintained "by the book". It came with these caps and over the 18 years that we had the car most fell off the car and were lost. Until today, it's been on my mental check list to find more fitting caps and thanks to Eastwood I can now go about cleaning all of our fittings. I wonder if a pack of 100 will be enough?

HOLIDAY PARTY

The Annual Directors Meeting for the last quarter was "squeezed" in just before the holiday party began at 1.00 pm December 1. Thank you to all who were able to make it early at 11.30. The minutes for this meeting were cranked out with quality quick enough to make the December issue of the Jaguar's Purr.

Our Holiday Party was held at the Whitmarsh Country Club which is a change in venue from the Corinthian Yacht Club. All I can say is "It was beautiful", such a nice place and central for all our club members to reach as it is only 4 miles from the toll booth at the Northern end of the Blue Route #476. There were 20 nice Jaguars there from a white XK 120 Coupe to a brand new XKR. The "Chicken Box" earned \$18.00 from those of us that did not have excuses for not cranking up our Jaguars. Pat & I brought the 38 Jaguar memento gifts and parking signs so our car would not hold all that material.

Dinner was enjoyed by 64 people overlooking the Whitmarsh "Greens". Everyone there looked great from one of our original founders, Larry Schear to the very newest members Renee & David Magid who own the XKR below. To all the many new members I would like to welcome you and tell you that you are all entitled to a DVJC name badge. Please drop me a note if you would like one of these. Also if any members have lost their name badges please let me know and I will replace them. This is a free benefit of club membership. I would like to see members sporting a club Jaguar shirt with their name tag attached at Jaguar events in 2003.

The food was excellent and I am sure everyone enjoyed themselves at this annual function. I missed some of our regular attendees. I hope we did not fail to reach you all. Kit & Paul Racette, Mike Tate and I tried to contact all members either by phone or e-mail.

Everyone attending approved of this venue for next December's annual holiday club meeting by a show of hands at the conclusion of our party introductions and discussions. Kit Racette did a wonderful job of setting up this event and handling the financial affairs, planning, leading and organizing. She won the award of excellence with red bow, a 2002 X-type model for our appreciation of her work.



GREAT RACE RALLY

Please note "The Great Race Rally" starts in Detroit June 20th and finishes July 4th at Daytona at the "Firecracker 400" Nascar race. I submitted a sanction request to JCNA for these 14 days. After the start in Detroit it goes to Ohio, Arkansas, Texas, North Carolina, South Carolina, Georgia and Florida. Any Jaguar up to 1959 can enter. More info on this as I get it.

ELECTIONS

I was reminded that, even though we have no new members seeking club office at this time, our Corporation Bylaws require that we must hold elections every two years. Included in this Purr is a ballot form which I would ask you to complete and return to Ann Perry. I would like to thank the membership for their past support and I am looking forward to a good year in 2003. I hope everyone has a happy healthy new year.

Please remember member George Carr in your prayers. His wife Doris needs all your support at this time. Also I would like to pass all our club members' sympathy to Arnold Rapport who lost his wife Sheva recently.

KURT RAPPOLD
PRESIDENT

THE DELAWARE VALLEY JAGUAR CLUB

BALLOT 2002

VOTE

President:
Kurt Rappold _____

Vice-President
Jeff Dement _____

Treasurer
Steve Kress _____

Secretary
Clara Saxton _____

Directors (*Vote for two*)
George Carr _____

Charlie Olson _____

*Please use this ballot to cast your
Vote and return it on or before
January 6, 2003
To:*

Ms. Ann Perry
PO Box 163
Mendenhall PA 19357

PLEASE DO NOT SIGN YOUR BALLOT

JAGUAR XJR DESIGN ANALYSIS

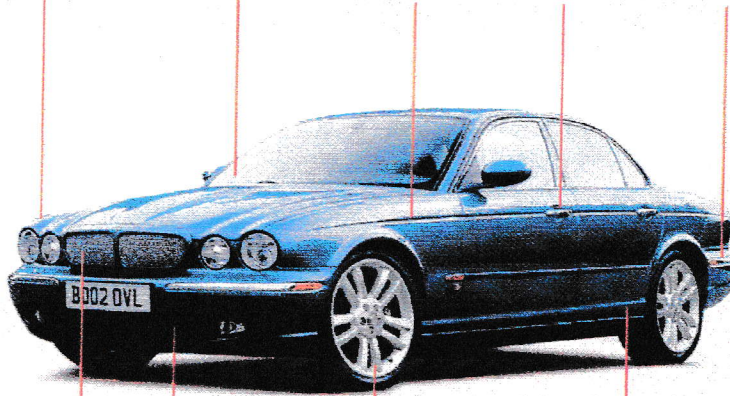
Headlamp arrangement and pronounced double bumpers best since Series 1.

More sloped windshield is contemporary, but so is too thick A-pillar, unfortunately.

Indented crease line the length of car is elegant, simple.

Big, obvious chromed handles a nice retro touch.

Bits of chrome on bumpers evoke past models, remain discreet.



Scaled-down chicken-wire grille not worthy of the car. Back to the drawing board, guys.

Elliptical opening beneath bumper both elegant and efficient.

Jaguar rarely gets wheels right on XJ sedans. These are coarse but better than before.

Line along side sweeps from lower front bumper to rear, new to XJ design.

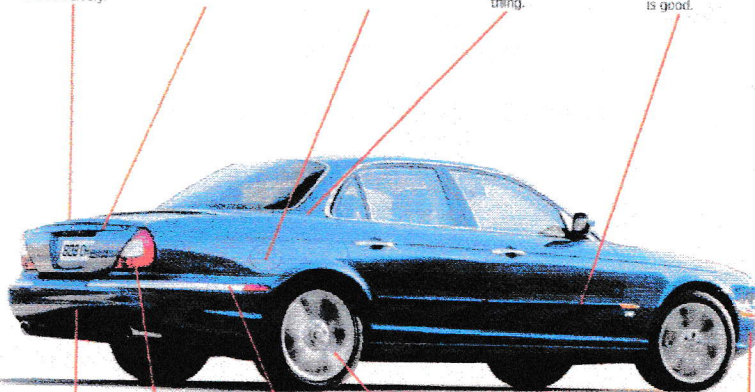
Spoiler tip is contemporary aerodynamic requirement, done unobtrusively.

I miss chrome on this nameplate handle.

Only one fuel filler, nicely concealed behind door.

Famous crouching-cat haunch is minimized but still present, a good thing.

Rub strip probably necessary but not pretty. Integration of front side marker is good.



Shorter rear overhang good for proportions; dual exhausts good for tradition.

Taillights a little too Mondeo-like, but they do preserve Jaguar triangularity.

Chrome strip helps preserve Jaguar character, as does chrome around windows.

Wheels in motion far more graceful than when at rest.

Shorter front overhang really helps overall proportions, as does longer wheelbase.

EDITOR'S RAMBLINGS

LOW COST BATTERIES

Recently, members Paul Racette, Jim Shields and I journeyed out to Kutztown. Fine farming country but the purpose of our visit was to visit the massive manufacturing facilities of the "Penn Manufacturing Co." They make "DEKA" batteries and many other named brands. As part of their operation they have a retail outlet where they sell battery seconds which have minor flaws. They have batteries of all description, sizes and power output at a minimum of 50% off. Also they sell various accessories such as battery cables of various lengths and trickle chargers. Well worth a visit.

SEARCHING FOR NEW THRILLS ON WHEELS

Under the above headline the December 9 edition of "Time Magazine" says "Investors, wary of stocks, are taking the collectible-car market out for a spin". They continue " Americans who are fed up with the stock market's volatility are turning to an investment that seems to promise a smoother ride: collectible cars. According to the automobile auction company Barrett-Jackson, the billion - dollar collectible-car industry is growing at a 10% clip annually." "Baby boomers are fueling this long term trend. They want to own the cars of their youth" Coveted wheels include the 50's sports cars. A few tips to help you steer clear of lemons:

1. Look for an original title, a chain of ownership and any award documentation. The more paperwork the seller has the more valuable the auto.
2. Check that the vehicle identification number (VIN) on the car matches the VIN on the title.
3. Be sure that all interior and exterior parts are factory originals, including the engine. A new engine in an old car generally decreases the value.
4. Familiarize yourself with your dream car by reading magazines, books and price guides. Attend car shows and join a car club in your area (there are more than 3000 car clubs nationwide).

All in all, this was an interesting article and could explain some of the high prices we have seen at auctions recently. One car that is increasing in price, I am told, is the XJS convertible. Having declined, it has now reached the knee of the curve, and is "a body style in demand" with corresponding price increases. The XJS V 12 is a wonderful Grand Tourer which just cruises and cruises in effortless style. Don't forget that before the introduction of the XK 8 this was an \$80,000 car!

AUCTION RESULTS

Not a lot going on in the market but at the RM auction in New York a 1954 XK 120 SE Roadster. Pale green /green.

LHD. Original paint. Dash in good shape and doors and panels nicely patinated. Carpets are original but worn.

History from new available. Less than 20,000 original miles. A presentable driver. Cond. 3 Sold for \$82,500.

1963 XKE S1 3.8 Roadster: White with red leather. 31,434 miles. Door fit off, trunk lid and hood fair, most panels wavy, especially rocker panels. Recent repaint is okay. Average chrome. NOT SOLD AT \$35,200. Comment: Sold later at eBay/Kruse's 2002 Taj Mahal sale for \$38,500. Considering the questions raised by the uneven quality of the restoration, the bid was quite fair. Low estimate of \$40K would be for a better car.

1967 XKE S1 4.2 Coupe: Light blue metallic/blue vinyl LHD. 60987 miles. Restored in 1999. Presentable interior, but vinyl is pulling apart in a few areas. New door gaskets Quality respray with only a few touch up spots on trunk lid. Decent chrome Not sold at \$33,000. While the prices of Coupes are climbing, they have to be really, really nice to get more than the amount bid here.

At the Barrett-Jackson auction at Westworld, Scottsdale, AZ January 15 - 19 you have the opportunity to bid for what is described as "truly one of the great sports cars of all time" This is a 1957 Jaguar XK SS No 719. The car was seventh in line and began life as a production D-type, but before completion was selected for conversion to an XK SS. The car was delivered new to Mr. James H Grove of St Louis, MO by Jaguar Midwest Distributors Inc.. The full history of the car and its 11 owners, included a return to England in 1970. It returned to Omaha, Nebraska in 1977. The car started life painted in white with black leather. Later it was painted black with red leather. Another change saw the car's black leather returned with British Racing Green body. Finally during a full restoration the body was returned to white. I don't expect you will have to pay much more than a million \$'s to win this car.

1957 Jaguar XK SS No.719 (Photo courtesy of "Automobile")



A VERY RARE JAGUAR

So rare that there was only one made! This is the "County" Jaguar estate (Station Wagon in the US). This car was used extensively by Jaguar as a works support car during the mid sixties. In my view if this car had gone into production it would have had a very good following. Mercedes had a similar vehicle which was extremely popular. This car actually was to be seen in Philadelphia about six years ago. I tried very hard to see it but failed. Our late President Emeritus, Jack Sanft, showed me some photos of it at one of our holiday parties. I tried to persuade him to part with them but he turned me down. Later he relented and the photos you see reproduced in this Purr arrived in the mail. I am sure Jack would be delighted to see I am sharing them with you. Bless you, Jack.



County Jaguar Estate

"JAG'S GROCERY GETTER"

No sooner had I finished typing the piece above than I picked up the December 16 edition of Autoweek to read under the above heading that "Jaguar will launch its first ever factory built station wagon (Estate Car in Britain) by late 2003 as a 2004 model. Based on the X - Type sedan the wagon gets the same all wheel drive and V6 choices as the sedan." It is said that the design is by Ian Callum's Coventry based team but engineering of the wagon body has been handed over to Pininfarina of Italy to take the pressure off Jag's hard pressed engineers. Look for cargo space akin to competitors such as the BMW 3 Series and Mercedes C - Class. This was a complete surprise and confirms they should have released the 1960's version. I bet the 1960 version will prove to be a much more attractive version than the 2004 model.

DRIVING IN THE RAIN ON CRUISE CONTROL

Long time member Larry Schear sent me the following information. "You should never drive in the rain with your cruise control on. If you did and you hydroplaned, when your tires were off the road, your car would accelerate to a high rate of speed. You don't have much, if any, control when you hydroplane, and you are totally in the hands of God when the car accelerates". He continues "An associate took off like he was in an airplane." Please pass the word around about not using cruise control when the pavement is wet or icy. Larry adds "One of the few people who knew this that I know was a man who experienced it and totaled his car!" Talking of totaling cars, I see that new Jaguar F 1 driver Antonio Pizzonia destroyed a \$60,000 S-type R when accelerating flat out into the first corner of the Circuit de Catalunya, Barcelona. No one was injured.

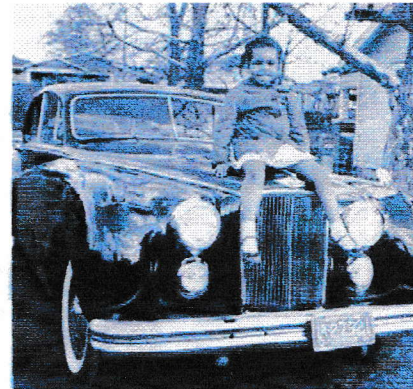
CONDOLEEZA RICE AND THE MK VII

Condoleeza Rice, President Bush's national security advisor, is described as the "Warrior Princess" in Time magazine of December 16. No wonder. At the age of 5 (she's now 48) she was allowed to sit on the bonnet of her uncle's Jaguar MKVII. Time obviously did not know the importance of the vehicle and what it was, so, in the photo described it "as her uncle's car" not "her uncle's Jaguar" or perhaps they did not want to cause a political incident!!! So it was, then, that the magic vibes deserted the MKVII and settled in Condi's body to make her the "Warrior Princess".

A BARGAIN

The very best book on Jaguar Collectibles is at sale price. The price was \$38 and is now only \$15. Go to www.jaguarautomobilia.com to read the glowing reviews and order. The book goes into detail on every type of detail associated with Jaguar. You can even get your copy autographed by the author Ian Cooling. A great gift.

Michael Tate
Co-Editor



Condoleeza Rice, aged 5, sat on her Uncle's Jaguar MkVII.
(Photo courtesy of Time magazine)

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DELAWARE VALLEY JAGUAR CLUB
ANNUAL MEMBERSHIP RENEWAL

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be received by January 15, 2003.

Name: _____

Spouse's Name _____

Address _____

City _____ State: _____ Zip Code: _____

Home phone _____ Work Phone _____

Email address _____

Type and Year of Jaguar(s) Owned :

Year	Model	VIN Number	Color	Years Owned

Are you interested in adding additional Jaguars to your collection? And if so, what model, year and type?

What do you enjoy the most about your Jaguar? (Pick all that are applicable)

Working on it _____ Driving it _____ Showing it _____
Talking about it _____ Other _____

What types of club activities would interest you the most:

Technical sessions _____	Social Events:
Road Rallies _____	Outings /Tours _____
Informal Car Shows _____	Parties _____
Concours (JCNA sanctioned) _____	Lunches _____

Renewal Fees:

Option #1: One member – dues and joining fee \$40.00

Option #2: Husband and wife, dues and joining fee \$45.00
(Both can vote and hold office)

Mail this form along with payment to Steve Kress, 6 Swallow Road, Holland PA 18966-1952

CHALLENGE CHAMPIONSHIP 2003

We have received the following from Mark Stephenson, Jaguar Club of Central Arizona with a request to bring this information to the attention of our members. We re-print his communication in its entirety.

Fellow JCNA Members,

The JCNA 2003 Challenge Championship isn't just five days of fun and competition. In addition to what was in the November/December Jaguar Journal, the following exciting activities are in various stages of planning.

Extend your stay and see a lot more of Arizona on the BEAT (British Euro Auto Tour). This two day, 400 mile event is a driver's and eater's dream. Saturday April 26 approximately 200 British and European cars will depart from Phoenix and take the back roads through the low desert for a continental breakfast stop in Wickenburg. Shortly thereafter, we begin our ascent to the mile-high city of Prescott for lunch. After some more beautiful high-desert scenery, a climb over 7200 foot Mingus Mountain, and winding our way through the switchbacks of the resurgent mining town of Jerome, we are ready for an afternoon snack in the Verde River valley. We end the day in Flagstaff, Arizona where we are on our own for dinner, to enjoy the company of the friends we made on the way.

Sunday there is a special event, different every year, planned for the morning, followed by lunch, raffles, freebies and samples of car products somewhere up in the high country. Last year, the event cost \$50. In addition to dinner on Saturday, you pay for your own room in Flagstaff, and for lunch on Sunday. Grand total, the entire trip costs between \$150 and \$200 per car for a drive through some of the most beautiful scenery the Southwest has to offer.

After that we break up to make our way back to the valley by whatever route we choose. If you'd prefer to see a little more of Arizona you don't have to go straight back. The Grand Canyon, for example, is a two hour drive north from Flagstaff. Do a little sightseeing. Just make it back in time for the Challenge Championship, or the offerings from the Bob Bondurant School of High Performance Driving, below.

More information is available at www.beataz.com. BEAT entries are limited and it can fill up, so check back with them frequently. If you are interested, jump on it as soon as the entry form is available.

Monday through Wednesday we are planning to offer the High performance Driving Course at the Bob Bondurant School of High performance Driving. It is awesome. Straight-line slalom, skid cars (with castors at the four corners that can be raised or lowered, front and/or rear to simulate under- and oversteer and ice- like conditions),the concepts of weight transfer and its effect on handling, autocross, heel-toe downshifting, and apexing turns for maximum exit speed are taught mostly in the car with you behind the wheel. Finally, on the last day, you put it all together on the road course. I have never learned so much about something I thought I knew a lot about. Use your car or drive the Bondurant Corvettes. The price is the same, so I'd suggest the latter because you pound the cars.

For those interested in doing their best in the JCNA Slalom, we are negotiating with Bondurant for a couple of hours of instruction on the JCNA Slalom Course. This course will teach you the fastest line through the slalom and may involve teaching of some prerequisite skills.

Finally, for the most sporting among us, Bondurant has Shifter-karts. These are what the Formula 1 drivers drive in the off season for fun. Why? Michael Schumaker described the handling of these 100 mph go-karts as the closest thing to his F1 ride!!! Ideally we'll schedule the Slalom and Shifter-karts late afternoon and evening on Wednesday April 30.

For more information on the Bondurant offerings, go to www.bondurant.com. Read through the details. Unlike some driving schools, Bondurant encourages you to push the cars and yourself to the limit. There are no governors or rev limiters on their cars. We will be receiving at least a 10% discount on the course prices. More is possible depending on the level of participation. If you are interested, please drop a line to Mark Stephenson at marks@jcca.us or at 1913 E.Redfield Rd, Phoenix AZ 85022, 602-867-7462. The more participants, the more we can negotiate.

All Bondurant activities are in the planning stage and are subject to change. Information will be posted on the JCNA website (www.jcna.com) as it becomes available.

Mark Stephenson,
2003 Challenge Championship Committee,
Jaguar Club of Central Arizona



REGISTRATION FORM

Make your Check payable to Jaguar Clubs of North America, Inc.
 and return the check and the completed form to:
 Registrar: Pete Hilgeman
 P.O. Box 3047, Carefree, AZ 85377-3047
 (480) 488-1963 hilgeman@att.net

MEMBERS ATTENDING

OWNERS NAME(S)				
ADDRESS			PHONE	CELL PHONE
CITY	STATE	ZIP	FAX	E-MAIL
JCNA HOME CLUB	JCNA #	ALT PHONE	ALT E-MAIL	
NAMES AS YOU WOULD LIKE THEM TO APPEAR ON THE NAME BADGES (IF DIFFERENT FROM ABOVE)				

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JAGUARS ATTENDING (List add'l cars on separate page)

Participating in...

	Year	Model	Body Style	Color	License	Concours Class*	Slalom Class*	Rally Driver	Navigator
1.									
2.									
3.									

*See previous page for CLASS REFERENCES

I (am)(not) qualified and willing to judge in classes _____, _____, & _____.

I (will) (not) be trailering my Jaguar(s) to the show. My rig is _____ feet long. I will arrive on _____.

ENTRY FEES

NO Registration Applications will be accepted after APRIL 15, 2003

(Cancellations accepted to March 15, 2003 after which the \$85 Registration Fee is forfeited)

PACKAGE PRICE (including all events and meals)

Received or postmarked before...

	Qty	1/15/2003	2/15/2003	4/15/2003	Subtotal
1 person, 1 car		\$199.00	\$239.00	\$259.00	
Each add'l person		129.00	149.00	169.00	
Each add'l Jaguar		70.00	90.00	90.00	

Registration Fee \$85

included

JCNA SWAP MEET

	Qty	1/2 Table	Full Table
TABLE use Charge		\$20.00	\$30.00
		Total	

INDIVIDUAL TICKETS - for these events only (Commemorative gift NOT included)

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Concours (per car)		\$55.00
Concours Lunch		25.00
Awards banquet		65.00
Display		30.00
		Total

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RELEASE OF LIABILITY: I hereby agree to enter the above described car(s) in the JCNA 2003 Challenge Championship and to participate in other planned activities scheduled during the event. In consideration of the right and privilege to enter and participate in these events and other valuable considerations, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., and the 2003 Challenge Championship committee from any and all liability for injuries, damages, or losses arising from my entry and attendance in this event.

PARTICIPANT(S) SIGNATURES (1) _____

(2) _____

Date _____

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REQUEST

Some of you members may know that your President is "going to the dogs". Actually he retired in 1994 and since then has been helping secure dog food for a life care- no kill facility. There are a great many animals in this category. If any person in our club has access to quantities of dry food, any donation would be appreciated and picked up within 300 miles of Philadelphia. (DEC)



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TECH SECTION

Delaware Valley Triumph Club

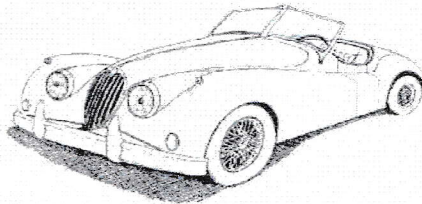
We are delighted to tell you that the Delaware Valley Triumph Club, who meet every third Tuesday at 7pm for drinks, food and chatter at the Sumneytown Tavern, have invited members of our club to their session on February 18 AT 7PM. Sumneytown Tavern is located at Sumneytown Pike and Church (near Merck) in North Wales.

The Triumph Club is very active and attracts some 40 members to these meetings. Mike Wolf who is a member of both DVJC and DVTC tells us that the Tavern does a very good job. The buffet dinner with coffee and desert can cost as little as \$12.00. The menu always includes 2 entres and a variety of side dishes, pasta etc. and they all go back for seconds & thirds. The last menu included chicken and fish stuffed with other sea food. The beer is extra and the chatter and comparisons of Jaguar and Triumph will be free. He adds that everyone enjoys themselves.

This is a great opportunity to meet and swap tales on our cars, those shops we pay to repair them, parts, and club activities. See you there and please support this new venture. Call Mike Wolf 610-964-1104 mwolf@dolphinbradbury.com to let him know you are going to attend – that way Sumneytown Tavern can get tables etc. ready. Easiest way to get to Sumneytown, take 476 North to Sumneytown Pike –Lansdale and turn left at light. Tavern is located on right just after you go under a railway bridge.

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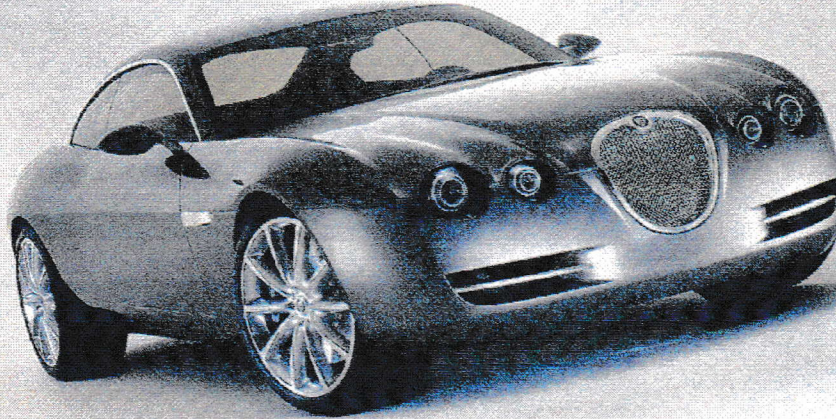
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Jaguar Specialist

Cat in Crisis

Can a slew of new and revised cars stem the flow of Jaguar's red ink?



Bad news for Jaguar: During the last fiscal year, it looks as if the British automaker will have lost a whopping \$500 million. With its corporate parent, the Ford Motor Company, mired in one of the worst financial crises in its history, the Coventry cat's vet bills are causing significant headaches in Dearborn.

Through the rest of this decade, Jaguar will try to save money by conceiving a joint parts matrix for its volume car lines and by streamlining engine programs. The key to this revised—but not entirely final—version of Jaguar's future portfolio is a common platform system destined to link the next X-type and S-type in a way similar to the closely related Audi A4 and A6 and the BMW 5- and 7-series architectures. Such a matrix would offer numerous advantages:

- No more commonalities with Ford vehicles such as the European-market Mondeo.
- No more expensive selling propositions such as all-wheel drive, and no character violations such as front-wheel drive.
- No need for a compromised Jaguar/Volvo convergence platform with front-, rear-, and all-wheel-drive capability.
- A new modular body structure capable of coping with a wide range of engines, including V-6s, V-8s, and V-10s.
- A relatively low investment in relation to volume, proliferation, and production complexity.

The three halo cars in the new lineup (see sidebar) will be an X-type roadster, an X-type coupe, and an S-type coupe.

Since neither the current X-type nor the new XJ is a landmark design, Jaguar intends to give its future products a new, emphatically modern look. According to the Coventry grapevine, the sports cars are likely to retain a version of the oval grille pioneered by the E-type; the sedans are expected to feature an evolution of the current four-lamp front end, and the coupes will boast a new "shield" grille framed by

unequal-sized round headlights integrated into a dramatically sculptured nose cone. Ian Callum's 2001 R-Coupe concept (above) suggests this new design direction.

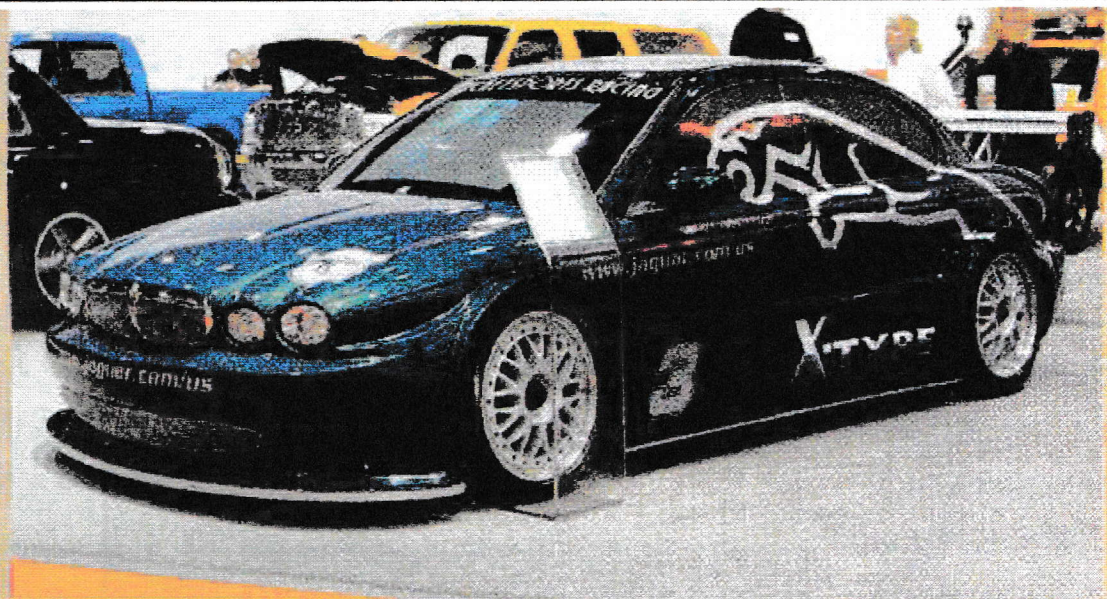
The biggest unresolved question concerns the life cycle of the current X-type, S-type, and XJ sedans, each of which is expected to need two face lifts, budgeted at roughly \$200 million apiece, in order to stay fresh. It's also possible to bring their replacements forward by as much as two years, however, and to compensate for the shorter production runs through the improved economies of scale that the more attractive future lightweight models could yield. *Could* is the operative word here; at this point, Jaguar can't afford a model-range miscalculation.

—Georg Kacher

Years of the cat: Jag's next decade

- 2003** X-type sedan face lift
- 2003** New X-type sports coupe
- 2004** X-type sedan face lift (new front-end grille, headlight and fog-light housings)
- 2004** New S-type coupe (new front-end grille, headlight and fog-light housings)
- 2005** X-type sedan face lift
- 2005** XJG XJG coupe and convertible replacement
- 2005 or 2007** New S-type coupe (based on new platform) (new platform, sharing of hardware with current coupe) (new front-end grille)
- 2006** New S-type sedan (based on new platform) (new front-end grille)
- 2007** New X-type (based on lightweight roadster) (new coupe) (two-door) (based on X-type design) (new front-end grille)
- 2008** New S-type (based on lightweight coupe) (new grille) (new platform)
- 2009** New X-type (based on X-type sedan) (new grille) (instead of all-wheel drive)

(Article courtesy of "Automobile")



Jaguar X-Type Gentilozzi Special U.S. Jag racer Paul Gentilozzi did a quick and tough modification on the entry-level X-Type. SEMA goers inundated the stand with requests on getting the radical body kit. Unfortunately, the one-off was created in steel, so no kit, but it got people thinking. Here's the start of a trend—Jag was the first high-line European carmaker displaying at SEMA, but we figure it won't be alone next year.

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