

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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MARCH 2004

**LAST ISSUE!!!
NO DUES, NO NEWS, FINAL CHANCE TO RENEW!!**



The beautiful 1950 two tone blue Jaguar Mark V DHC belonging to Franklynn Koehler of Koehler's Jewelers, Lansdale as shown at the Philadelphia Motorshow.

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MEMBERSHIP RENEWALS ARE DUE

**THERE IS A RENEWAL FORM ON PAGE 16
OF THE PURR**

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JAGUAR

THE PREZ SAYS MARCH 2004

CLUB BRUNCH AT THE DESMOND

The New Year started off in grand style. The recent Club Brunch at the "Desmond", just off Route 29 and 202, turned out just fine. Actually I'd call it an overwhelming success. Many thanks to Kit Racette for doing all the arranging, to Fred Mack for suggesting the place, and, of course, to Mike Tate for his wonderful presentation of all kinds of Jaguar collectible models. Mike has about 1,000 of these. He brought about 100 of his most interesting items and his presentation was a great learning experience for me, and I am sure the nearly 70 members in the room got a lot out of it too! The value of these old toys and models is outstanding. I wish we had a suitable set of glass showcases as such a collection should be available for all Jaguar lovers to see. Unfortunately they will wind up in some box on a shelf and be lost to the ordinary eyes that would appreciate them. (I did offer them to the Jaguar Museum. No takers. MT Co-editor)

BOB CARDIN

My good friend and rally navigator Bob Cardin passed away in January. For this issue I have prepared an obituary from my heart about the man who kept me pointed in the right direction during our rallies.

ATLANTIC CITY

I hope that many of you were able to go to Atlantic City for the Annual Car Show and Auction. If you did will you be kind enough to file a short report with our co-editor Mike Tate? I could not make it due to the gigantic national trophy job I took on this year. I only have small windows of time to get this work done and in the mail prior to the AGM in California.

COMBINING CONCOURS CLASSES

I wrote a comment in the January Purr concerning the combining of classes 1A and 1B, asking for feedback from owners of these fine cars. It is proposed that we will combine these two classes into one covering ten key years of production ... 1936 to 1946. There will only be three trophies instead of six which are currently possible. I cannot go to the AGM and represent your feelings about this proposal if you owners don't send me a letter quickly.

LUCKY DRIVING ESCAPE

I had a nerve wracking experience while driving our Mercury Marquis G.S. recently. Luckily I was not going fast. The tie rod end on the left side of the car came apart. This meant the left wheel was free to wobble, jump up and down, and try to go left rather than right. Luckily my speed was only 35 mph and traffic was non-existent, a good thing as the car was all over the road. I got it stopped and off the road. Luckily I was near Ann Perry's road so I got to her house via a good samaritan and she rescued Pat and I. The next day my son-in-law, Jeff, and I went out with new parts and he had it fixed in a short while. This part broke with no notice. The same part on the opposite side of the steering checks out as new and okay - I replaced it also. The front end gets lubed with my grease gun each time I do a filter and oil change and the parts

that Jeff removed were wet with grease. My point in telling you this story is that we should all be aware of the possibility of such a failure. Seat belts kept me in place as the car attempted to self steer.

NO DUES - NO NEWS. MEMBERSHIP 2004

Our friend Ann Perry is now on her yearly mission to "rescue" DVJC. At the Desmond our loyal Treasurer Steve Kress gave me a printout of members who had paid their 2004 dues. I must say many of you fine people have yet to renew, which makes Steve's job tougher. He must now fill out paperwork when you pay up to re-instate your membership with JCNA now that their renewal date has passed. Please reconsider your membership if you have failed to renew. If you are in between Jaguars, and currently riding your bicycle to work, you can still support the club. Ann Perry is ready to send you her letter requesting that you re-up. That's why she has the club title of "Membership Retention". Please support her request to re-join our club.

FRANKLIN MINT CLOSING DOWN

I am afraid one of our scheduled shows, The Franklin Mint, scheduled for September 6 is gone for ever. The owners have decided to close shop entirely. Franklin Mint started in a two car garage in Yeadon and grew to a giant corporation with over 300 employees left at the final coup-de-grace. They down sized many times and I guess they just didn't have the skill or desire to take what was a giant success and use their imagination to be creative to stay in business. Also they got caught by people changing life styles where the collecting urge went away in the younger generation. I loved their car, truck, and motorcycle models; Pat loved their dolls. We enjoyed many happy moments at Their Annual Car Show. What other show sponsor is so generous to give out free breakfast and lunch. Plus every entrant received a free Franklin Mint model for showing up. One year (the best) they featured the Jaguar and we filled up the lower lot with Jaguars. Perhaps their models of Jaguars will now become scarce and valuable. They made very good detailed models of the SS100, the XK120, the E-Type and the MK IV. To Franklin Mint, I'm sorry to see you go, really.

Happy Motoring
Kurt Rappold
President

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IS BROWN'S LANE BEING CLOSED?

There are contradictory statements floating about concerning the future of the spiritual home of Jaguar. Co-editor Kit brought this to my attention with the following quote from the British Sunday Times "The Brown's Lane plant near Coventry has been making Jaguars for 50 years. Some 1,500 jobs are threatened by the closure. U.S. giant Ford refused to comment" Now this is like The Pope saying he is going to close down Rome!

A later February 6 report says "Unions today welcomed the decision by Jaguar to build their new luxury model, the X150, at Brown's Lane in Coventry".

I immediately got in touch with my correspondent PGT in England to see what he could find out. He came back with the following "Hotline" message. "I have just had an in-depth dialogue with the Sales Manager of Sudbury Jaguar, Swindon. Here is the essence of our conversation. The closure is under discussion. The factory is old, by modern standards, added on to over the years. The whole area would realize Big Bucks as a building site (Could I buy a house on a plot where they built the XK SS?). There is ample room at their other two plants. It's anybody's guess right now!"

TONY BLAIR GETS A FORTRESS ON WHEELS

Again our "correspondent" PGT in England sent me an interesting piece about the British Prime Minister taking delivery of "a fortress on wheels". Being a man of good taste (some times he is a bit careless who he chooses as friends!) the new car is a Jaguar. But it is no ordinary Jaguar. His is an armor-plated, long wheel base, Jaguar limousine which has been dubbed the "super fortress". He will be the first "customer" of the new extra long version of the luxury car. The \$360,000 cost will be met by taxpayers. The Blair Jag has been fitted out with a host of James Bond - style gadgets to protect him from terrorists using rockets, grenades, bullets or poison gas. Despite weighing more than three tons, the super-charged 4.2 liter engine will



He's at full stretch: Tony Blair and Jaguar's XJ limousine

push the car to 155mph. Extra security is understood to include Kevlar armor designed to withstand the blast of a grenade, bullet-proof glass and "run flat" tires, which will continue to work even if shot out. Even the engine bay is specially shielded to make it blast proof and comes complete with automatic fire extinguishers. Inside there is an intercom device to enable passengers to speak to people outside without opening

the windows. In the event of a gas attack the pressure can be increased to prevent it filtering inside.

In true Bond fashion, there are also gun-ports - a thin section of armor through which protection officers can shoot at an assailant. It looks as if it is going to be pretty crowded in there. Question is who is going to judge it at the Concours and will JCNA have a separate class for it.

\$1,416,934 FOR 29 JAGUARS!!!!

In the February Purr I reported on the action at the Barrett-Jackson Scottsdale auction held over four days January 21 - 25. I gave only examples of Jaguar sales. Here are all the results:-

1935 SS1 Tourer \$72,360,
1955 XK 140 DHC \$94,500,
1957 XK 140 MC \$73,440,
1959 XK 150 S Coupe \$43,360,
1960 MK 2 Bid to \$39,000,
1960 XK 150 FHC \$44,820,
1961 XK 150SE 3.8 Coupe \$28,620,
1962 E-Type FHC \$86,400,
1964 E-Type Roadster \$64,800,
1964 E-Type Roadster \$49,140,
1965 E-Type Roadster \$34,560,
1967 E-Type Roadster \$73,440,
1967 E-Type Roadster \$46,440,
1967 E-Type Roadster \$34,020,
1967 E-Type Roadster \$108,000,
1967 E-Type Roadster \$99,000,
1967 E-Type FHC \$69,120,
1968 E-Type Roadster \$46,980,
1969 E-Type Roadster \$38,340,
1969 E-Type Coupe \$27,000,
1970 E-type Roadster \$57,240,
1970 E-type Series 2 Roadster \$46,440,
1973 E-type Series 3 V12 \$72,900,
1984 XJS Coupe \$5,400,
1985 XJ6 \$5,184,
1988 XJS-C \$7,830,
1990 XJS Convertible \$20,520,
1990 XJS Convertible \$16,200,
1994 XJS Convertible \$11,880,

That is 29 Jaguars sold for \$1,416,934 - an average price of \$48,860 (not that that means anything). Also you will note the very big swings in price between models. That can only mean a big difference in condition. Location, location, location.

ERROR 0 to 60

Reader RJT (My son Russell) pointed out an error in my comments on Jaguar's time in reaching 0 to 60 in the February issue of the Purr. I said the XJR was Turbo Charged and he points out that that is incorrect. "It is Supercharged, an entirely different system." So I asked him to write a piece explaining the difference.

Here it is:- We'll start out with the similarities. Both turbochargers and superchargers are called "forced induction systems." They compress air flowing into the engine providing more than the engine would normally need. This creates "boost." More air gets forced into each cylinder, which means more fuel can get stuffed in, resulting in more power from each explosion in the

cylinder. Both superchargers and turbochargers usually result in a 30 to 40% increase in power on a normally aspirated engine. Now on the differences: the key difference between the two systems is their power supply. A supercharger has a belt that connects directly to the engine. It gets its power the same way that the water pump or alternator does. A turbocharger, on the other hand, gets its power from the exhaust stream. The exhaust runs through a turbine, which in turn spins the compressor.

There are advantages and disadvantages to both systems. Turbos cause back pressure in the exhaust which creates "lag" until the engine is running at higher RPMs. Turbo chargers are generally higher maintenance and can burn out from the intense heat they generate. This is one of the reasons you don't see them much on newer vehicles. Manufacturers are tending to go the supercharger route (Porsche being the exception). Thank you, Russell.

JAGUAR'S SELECT EDITION IS TOPS

Last year we reported on the Select Edition, Jaguar's used car program and the introduction of E-type racers in North America to promote the program. Now US research group IntelliChoice has awarded Jaguar's Select Edition used car program the best in the business for the fourth time in five years. According to IntelliChoice, Jaguar offered the best used car warranty, the best roadside assistance program and the best vehicle inspections in the luxury car class. So this must be a good way to buy a modern Jaguar. One big plus is that a used Jaguar is given a Select Edition warranty by a Jaguar dealer and is guaranteed for a total of six years or 100,000 miles.

MOTOR SHOWS

I was extremely fortunate to be given tickets by member Thomas Moore for the Philadelphia Motor Show so fellow members Paul Racette and Dave Duckett and I spent Wednesday afternoon at the Convention Center. The Jaguar exhibition was better than last year but once again did not measure up to their main competitors. I have to wonder if Jaguar think that we don't drive their cars in this part of the USA! Most disappointing was the fact that the "face-lifted" S-Type, that was introduced at the Detroit Motor Show at the start of this month, was not on show. Not even a brochure. Shame on you Jaguar!!!. No doubt they want to sell the existing model until the new one starts production. Revenue and profit are no doubt the top priorities. My spirits were raised when I went to visit the Classic Car Stand, which was manned by our friends David Hutchinson and Michael Engard of Ragtops and Roadsters. Standing there was the beautiful 1950 two tone blue Jaguar Mark V DHC belonging to Franklynn Koehler of Koehler's Jewelers, Lansdale. This is a really spectacular car and I wonder if we can persuade him to bring it to the DVJC Concours on June 5. It is bound to get an award. In February, I visited Frank to make a few purchases, and he lent me the photograph of his car that you see on the front page of this issue.

THE 2004 S-TYPE

Here are the major changes incorporated in the 2004 S-Type:

- New-look front end, with re-profiled grille and bumper.
- Aluminum bonnet with more defined lines leading to the grille.
- Simplified profile for a cleaner shape.
- Revised rear end, including new tail lights, trunk lid and bumper.
- Enhanced interior with higher quality materials.
- New dials.
- Aluminium fascia inserts available as add on options.
- New range of alloy wheel design and colors.
- Engine line-up as before.

The car goes on sale in April and I understand that since its launch in March, 1999 some 200,000 S-Types have been sold. One innovation I like on the S-Type R is two tone leather seats and optional aluminum fascia and door inserts, echoing early E-types.



WHAT'S IN A NAME

A buddy of mine and I recently had a discussion about if the "E-Type" was ever referred to as "XK-E". He said no. I said yes. Well it seems the truth lies somewhere in between and owners will tell you it's an "E-Type, idiot". There are different versions of how the E-Type evolved. Some say it was a direct evolution of the D-Type. Others say it was developed because of the disaster at Le Mans in 1955 when a car flew into the crowd and 80 plus spectators lost their lives. Steps were taken to prevent such an accident again and one of these was reducing the power of the engine. So Jaguar designed the 2.4 engine. The next step was to design a body to put it in. Bob Blake, Jaguar's top sheet metal man, and Malcolm Sayer developed a prototype based on the D-Type but tailored more as a production car. This became known as E1A. It is said that this "was a lovely little car" about a two-thirds scale model of the eventual E-Type with a 2.4 engine. So the E-Type evolved from various sources.

When it was released Jaguar called the new model "The E-Type" to ensure customers knew it was a direct descendant of the C & D Types Le Mans winners. Jaguar North America, in its infinite wisdom, thought that US customers would be much more aware of the XK-120, XK-140, and XK-150 predecessors so in the USA marketing literature the car was called the XK-E. So the truth is that it was known in different markets by both names

Spring will soon be here.

Ladies and Gentlemen.... Start Your Engines

Michael Tate, Co-Editor

CALENDAR OF EVENTS

DVJC EVENTS

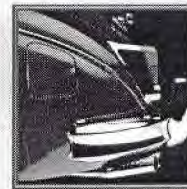
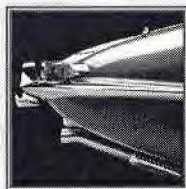
MAR 24	JCNA AGM, Los Angeles, CA
APRIL 17	Brandywine Ramble – see Page 9 for details
APRIL 30 - MAY 2	Rally Round the Holly, N.E. Rally Club, Millville, NJ (JCNA sanctioned event) More Information: http://www.northeastrallyclub.com/holly.html
MAY 1, 2	Hershey Hill Climb – see Page 9 for details. Concours on May 2
JUNE 5	DVJC Concours d'Elegance, Rankokus Indian Reservation, Mt Holly, NJ (JCNA sanctioned event)
JULY 24	DVJC Slalom, Location to be announced (JCNA sanctioned event)
AUGUST	DVJC tour to "Grounds for Sculpture", Trenton, NJ
SEPT 9 - 18	DVJC GOES TO ENGLAND – visits to Beaulieu, Goodwood, The Jaguar Daimler Heritage Trust Museum and the Jaguar Factory in Coventry.
OCT 22 - 24	Pumpkin Run, N.E. Rally Club, Millsboro, DE (JCNA sanctioned event)
NOVEMBER	Tech session and Directors' meeting
DECEMBER	DVJC Holiday Party

OTHER INTERESTING EVENTS

MARCH 20	Ragtops & Roadsters "First Day of Spring Rally Tech Session. 9 am to 3 pm. Lunch provided. Reservations required 215-257-1202
MAY 2	Jaguar Association of New England. Slalom, Wilmington, MA
MAY 8	Jaguar Auto Group Slalom, NJ
MAY 5-8	Rolls Royce Owners' Club Centennial Celebration of Rolls Royce's 100 years Gettysburg, PA. More Info from rroc.hq@rroc.org
MAY 16	Historical Car Club of Pennsylvania (HCCP) Spring Meet, Linville Orchards, Media, PA
MAY 21-22	Empire Division Jaguar Club, Little Rock Drivers School, Lime Rock, CT
MAY 22-23	ROCKIN' CRUISE IN, Johnstown East Hills Kiwanis First Car Cruise, Flea Market University of Pittsburgh at Johnstown Campus off Route 56, east of Route 219. More info ehillskiwanis@charter.net
MAY 29	"Brits are back" at Hope Lodge, Fort Washington, PA
JUNE 13	Jaguar Club of Southern New England Concours, Berlin, CT (JCNA Sanctioned)
JUNE 19	Concours d' Elegance of the Eastern United States, Lehigh University, Bethlehem, PA. For more information www.concourseeast.org , 800-999-6810 Jaguar Touring Club, Summer Slalom (JCNA Sanctioned)
JUNE 27	Jaguar Drivers of Long Island Concours, Oyster Bay, Long Island
JULY 11	"British Invade Gettysburg", British Car & Motorcycle show organized by LANCO MG Club
JULY 31	Jaguar Association of New England Concours, Sturbridge, MA
AUGUST 1	Jaguar Association of New England Rally, Sturbridge, MA
AUGUST 7	Jaguar Auto Group Slalom, NJ
AUGUST 15	Jaguar Association of New England Slalom, Wilmington, MA
SEPT 12	HCCP Bryn Mawr Rehab Car Show Radnor Hunt Concours – featuring antique motorcycles and Bugatti Buckingham Car Show Nation's Capital Jaguar Owners Club Concours, Rockville, MD
SEPT 19	Hagley Car Show, DuPont Hagley Museum, Wilmington, DE
OCT 17	HCCP Fall Meet, Newtown Square, PA
OCT 23	Jaguar Touring Club, 6 th Annual Jag-O-Lantern Slalom (JCNA Sanctioned)

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UPCOMING EVENTS

SATURDAY MARCH 20

FIRST DAY OF SPRING RALLY TECH SESSION

ATTENTION ALL BRITISH CAR ENTHUSIASTS!

Ragtops & Roadsters is pleased to announce that they will be hosting a "First Day of Spring Rally Tech Session", Saturday March 20, 2004. Their Tech Session will be held at their shop located at 203 South Fourth Street Perkasio, PA 18944 between the hours of 9 AM and 3 PM. Lunch will be provided. Please call ahead to reserve a seat as space is limited.

They will present a brief history of rallies, timing & scoring, and equipment used by drivers and navigators. They will have presentations from their local British Car Clubs, as well as the Philadelphia region of the Sports Car Club of America. Wendel Green, the Philadelphia Region Rally Chairman, is looking forward to sharing with us his 50 years of rally experience. They also hope to have a Pro Rally Car on display!

They will also discuss the basics for novice drivers and navigators, then get into some advanced techniques and skills for those who have some rally experience. 2004 Rally Schedules will be available and they expect to show a few videos of some great vintage rallies!

Again, please call ahead (215) 257-1202 to reserve your seat as our space is limited. Hope to see you there!

Ragtops & Roadsters

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SATURDAY APRIL 17 DVJC BRANDYWINE RAMBLE

Spring has sprung!! What better way to celebrate the beginning of the old car driving season than a drive through the countryside. Mike Wolf has organized our own "Brandywine Ramble". Saturday morning at 10am we will meet at the Bob Evans Restaurant in Malvern just off Route 30, 2 miles west of Paoli. Entrance to Bob Evans and the McIntosh Inn is at the traffic light on Route 29, 1 block north of where Route 29 dead-ends into Route 30. If we have a large turnout we may elect to use the large parking lot at the hotel, which is very convenient to the restaurant for those who'd like to eat breakfast. From here, Mike has mapped out a wonderful drive through the countryside to Kennett Square. We will have lunch at a place in Kennett Square that has 50 kinds of beer and a nice roof top deck, sheltered by canvas and roll down sides if necessary. After lunch we can wander back home at our leisure.

The only requirement – let Mike know you intend to join us. Call Mike at 215-567-7545 or send him an email at mwolf@dolphinbradbury.com

SUNDAY MAY 2 DVJC DAY THE HERSHEY HILL CLIMB



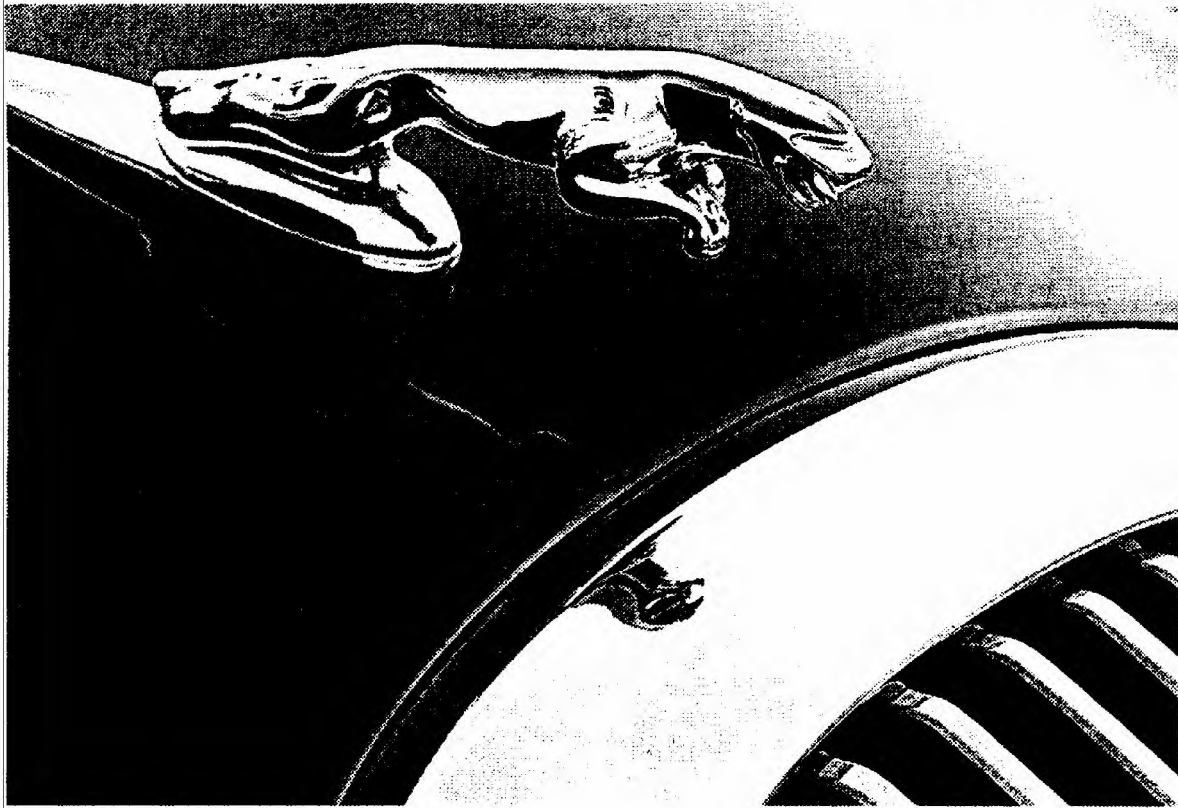
From 1958 and through the 60's, the Hershey Hillclimb was a crown jewel of Pennsylvania Hillclimb Association events. Unfortunately after the last meet was held in October 1970 it disappeared from the calendar. The SVVSCC revived the historic race meeting in April 2002 with the on-going goal of developing a premier event for vintage race car participants and spectator enthusiasts alike. Some of the car makes in attendance are rarely seen outside of prestigious car shows or museums, making the HVH a very unique opportunity to hear and see them in full operation.

The weekend format includes hillclimbs – described by the organizers as non-competitive!! - motoring exhibits, vendors, refreshments and other entertainment. Sunday May 2 will feature hillclimbs as well as a Concours d'Elegance sponsored by AACA Museum.

Our intrepid Mike Wolf is once more offering to lead us there – last year was such a success that the editors in particular are looking forward to joining in the fun... Mike has volunteered to design a route using 322 and other scenic roads to Hershey. We can use this as an excuse for our members to get their cars ready for the season, without worrying about a 225 mile run to Watkins Glen.

Meeting instructions sent by Mike are the same as for the Brandywine Ramble. We will meet at the Bob Evans restaurant in Malvern at 8:30 am for breakfast with an estimated start time of 9.15.

Any questions during the week you can contact Mike at 215-567-7545 (work), and on the weekend 610-964-1104.



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COVENTRY IN THREE DAYS

By

Ann Perry & John Shirlaw

September 9, 2003: I have received an invitation to visit the UK for two weeks. I shall have the pleasure of a guide who knows a lot about the UK. My friend (and Rally navigator) is John Shirlaw, native Scotsman, and Jaguar fanatic. So I find myself on this day on my way to Manchester, England to meet John, and to begin my visit with a drive south to ... where else... Coventry. I am met at the airport by John, who rightly feels, that if we are to visit Coventry and the marvelous Jaguar assembly plant at Brown's Lane that we should go in style and so a lovely BRG 2004 X-type is waiting to whisk us on our way, through Essington and Birmingham, and into Coventry where we essentially drive into the Jaguar Engineering Center upon our arrival. We are politely told by an admiring gate attendant that we want to go to the assembly plant just a few miles down the road. We were happy where we were, but even our X-type won't open the secret gates to the Engineering Center, so we venture on to the assembly plant.

The assembly plant is located just off the A45 (or the Birmingham Road). A wide entrance festooned with Jaguar badges greets the visitor, along with the appropriate guard house. The guard directed us to the main offices where we could arrange for a tour. After negotiating a somewhat mysterious gate we arrived at the offices ...just as they closed. However, there is no disappointment, as standing in the parking lot of the Jaguar Assembly Plant in Coventry, England is a thrill by itself. The lot is surrounded by a small outdoor seating area with a statue of Sir William Lyons looking over his success, the administrative office building; the multiple roofs of the plant itself which are visible; and the Jaguar Daimler Heritage Trust Ltd. "Museum". The Museum was open, and due to the late hour we had it all to ourselves. Climbing the few stairs and entering the glass fronted building is like entering a shrine. Surrounding you are examples of almost every Jaguar ever built... Swallows, SS100s, several Jaguar Marks, E-Types, D-Types and concept cars including the XJ220 and XK180. We felt that there were a few important omissions which were curious, but we were still able to run through an hour and a half of video tape without overdoing it as far as we were concerned. **AS** mentioned, there was no one in the building except us ... and a surveillance camera! After about two hours a security man appeared and said that the building was closing, and no photos were allowed. I expected him to confiscate my film, but, lucky for us, that didn't happen.

Upon leaving the Trust building there were just a few cars left in the parking lot, so John suggested that I give a try to driving the X-type for the first time around the parking lot of the Coventry plant. Here I go....Driver's side is the right side ... (I can do this), standard 5-speed shift ... (I think I can do this) ... with my left hand ... (a bit more of a challenge)... Funny looking



The author Ann and her navigator John, photo taken on the Pumpkin rally October 2003

key but after a shudder we are off ... until I get myself in a position where I have to go in reverse... can't find the gear ... tricky tricky. I think I will enjoy the lovely English country side and leave the driving to the native!

We found accommodations for the night at the Coventry Hill Hotel which we recommend for the great view! Get a room facing the highway, and in the morning the transport trucks are leaving the assembly plant with their precious loads. What a wonderful sight to see the canvas sided trucks, emblazoned with the leaper heading out for destinations around the world. Incidentally, on the driveway up to the hotel is the only place where we saw a sign for Brown's Lane. Highway expansion and construction have all but obliterated the original roads.

September 10, 2003: After a late start due to jetlag we return to the assembly plant hoping to be able to take the afternoon tour. But alas, it is filled, so we make arrangements for the next morning at 9:30AM. We take in the sights of the operating plant, now the parking lots are full, people scurrying about, all the sights and sounds of a very lively business. **Even** though a visit to the plant is not possible today, there is no shortage of things to do. We give the X-type its head and go to explore the sights around Coventry. John is very familiar with the area and we set Stratford-on-Avon as a destination, passing through numerous towns and villages, one of the most notable being Broadway, a lovely little town with charming architecture and many shops and boutiques. After our visit to Stratford-on-Avon and a visit to Ann Hathaway's cottage, we crossed the Severn River and entered the town of Upton-upon-Severn where we enjoyed a lovely pub dinner at the Kings Head. As we left, John was approached by a group of four people, who, once again asked him if he were, or was any relation to Sean Connery! This time they even came with paper in hand for an autograph.

September 11, 2003: At last, the day has arrived; we are on our way to see how Jaguars (Aluminum bodied XJ8's in particular), are created. Upon entering the reception area, where an F1 simulator is part of the fun, we are ushered into a small IMAX theatre where we see an introductory show of what we are about to see. At the end of the show, the screen splits down the middle revealing that it is actually a huge door and there in front of us is the assembly floor. What an entrance! Bright lights and shiny cars, even though they are in pieces, is a sight to behold. The models being manufactured at Brown's Lane are the XJ8 and XK8. And the "line" we see is the already painted monocoque body for each car. The doors are being unpacked and prepared somewhere else down the line in the plant. Each car body has paperwork with it stating which model it is, how it is to be accessorized and what country is the final destination. We saw cars marked for Saudi Arabia, Sweden, the USA (85% of the production) and even England. At each station, white coated workers jump in and out of the cars installing windshields (windscreens), airbags, bumpers and miles and miles of wiring for all the sophisticated accessories, lights, air conditioning and a warren of sensors. The workers are ready to answer any questions, and give the cars 100% attention... until tea break, and then EVERYTHING stops for 15 very quiet minutes, and then it all begins again. A big electronic board hanging above the aisle does keep tabs on how many cars have been assembled as the day goes on, so quotas are made. I was amazed to see, toward the end of the assembly line, the completed body of the car comes from one direction, the subframes and engine from another, the lines meet, and voila! a match, the birth of a beautiful vehicle. After a few more finishing touches, the people who have the job to die for ... they drive the brand new, talk about new car smell, 00000000 on the odometer, vehicles off the line. Then they take the new cars out of the plant, on to the highway and test drive them for a few miles. I wonder what they do with the "seconds"?

The tour is not yet over. We leave the assembly floor and enter a large room where men and women, skilled in the art of leather cutting and sewing, are indeed, creating all the leather seats, interior trim and gearshift knobs, by hand. The next area shows us how the lumber, walnut, maple, mahogany, is shaved, shaped and laminated to become paper thin sheets to trim out the dashboards. Very labor intensive, but look at the end result.

By now we were at the end of our tour and I was mesmerized, entranced and amazed to see what all really goes into the making of these fine, luxury automobiles. As our green jacketed guide, Mr. John Coates, bid us farewell, we were encouraged to visit the coffee shop, the gift shop and, the Jaguar Daimler Heritage Trust, and yes, we could take pictures! We did all four. After we had a cup of coffee and tried to absorb all we had seen, we went back to the museum for a quick visit and were surprised to see that it had changed. Some of the cars we had seen two days earlier were gone and others had taken their place. As the owner of a 1985 XJS I was especially interested in

a new arrival, an XJSC that had been the personal car of Princess Diana (it was custom designed to have a larger back seat to accommodate her two sons) and as we left the building a transporter arrived and unloaded a BRG E-Type number 77RW (which was the third right hand drive roadster made and the oldest surviving). The car was returning from the Frankfurt, Germany Auto Show, and the XJSC had also been out on loan. It was explained to us that all the cars were available for shows or displays, sort of the Jaguar lending library!! We really couldn't explain why we were originally asked not to take pictures, but I assume that we spent so much time on that first day recording and photographing everything that they must have thought we were doing something wrong. Nobody could be that interested in Jaguars.

It was hard to tear ourselves away, but it was time to enjoy the other sights, sounds and tastes of England and Scotland, so we left Coventry behind, and drove north to Scotland, to the land of heather and scotch, all enhanced as we had the X-type (John driving) to take us on our way.

The DVJC is planning a trip to Coventry and England in September 2004. You really have to go! Check this issue of THE PURR for more information, and take a trip you will enjoy.



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DVJC GOES TO ENGLAND !!!

SEPTEMBER 9 – 18, 2004

TOM MURRAY HAS ORGANISED THIS TRIP FOR OUR MEMBERS TO INCLUDE
A VISIT TO THE NATIONAL MOTOR MUSEUM IN BEAULIEU AND THE
JAGUAR DAIMLER HERITAGE TRUST MUSEUM AND JAGUAR FACTORY IN
COVENTRY

ITINERARY:

September 9	Depart Newark Airport to London Heathrow by Virgin Airlines
September 10	Arrive in London, Private Motor Coach to Salisbury Accommodation in first class hotel in Salisbury for 3 nights
September 11	Private Motor Coach visit to Beaulieu to visit Flea market
September 12	Private Motor Coach to Beaulieu with entrance to the National Motor Museum
September 13	Travel to Goodwood and visit the Goodwood Motor Circuit Transfer to Coventry by coach Accommodations in first class hotel in Coventry for one night
September 14	Visit the Jaguar Daimler Heritage Trust Museum and the Jaguar Factory at Brown's Lane Transfer to London by coach Accommodations in first class hotel for four nights
September 15-17	Three day/ Two Zone London Travel card for Tube and Bus Service in London
September 18	Private Motor Coach transfer from London to Heathrow Airport

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Round trip fare from Newark to London Heathrow Airport on Virgin Atlantic Airlines
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BOB CARDIN

Died January 24th 2004, pleasant, trustworthy, honorable, dependable, great navigator, friend. I am sad to report Bob's passing to all of our rally friends. We spent many happy hours rallying together over the back roads of Pennsylvania, New Jersey, Delaware, Maryland and Virginia in the old Jaguar. Bob was a US Army veteran.

Bob was only 68 and was originally from Providence RI. He worked a lifetime for Rohm & Haas, 35 years. I never met any of his family. Bob spoke highly of his wife and family. They lived in North Jersey and only recently moved to beautiful north east Maryland. Bob died in Union Hospital, Elkton, Maryland.

My thoughts and prayers go out to his family and rally friends. He will be greatly missed by me.

Kurt Rappold.

CLASSIFIED ADVERTISEMENTS

WANTED: XK 120 OTS. Recent frame-off professional restoration, authentically correct, high-point show car, matching numbers, mechanically perfect, rust-free, chrome wire wheels. E-mail: ron@schotland.com with details, photos and asking price, or call Ron at (609) 466-2021. (JAN)

FOR SALE: 1986 XJ 6 Vanden Plas for parts or repair. Body and interior fair. Good transmission, suspension and rear end. Engine needs valve job. Must sell asap. \$1,000.00 or ???? Lorne Fritz. Danville, PA. Phone Days 570-275-5705 (JAN)

FOR SALE: 1951 XK120 OTS. Light Green with green interior. Rust free. New fuel tank, wheel cylinders and resleeved master cylinder. Original owner (80 years old) bought the car in 1952 and kept it in Trenton NJ for all of its life. Price \$26,000. Call Stace 215-962-9480 (FEB)

FOR SALE: 1995 XJ6 in as-new condition with only 28,000 miles. Maroon with cream interior. Fully loaded with all features and everything works. \$9,000. Call Charles 215-333-7652 (FEB)



FOR SALE: 1934 SS1 Tourer (Jaguar) Red/Tan leather. 16hp. Completely restored body and mechanicals. This forerunner to the SS100 is a very rare classic. Only 551 made. Winner at the Buckingham Concours 2002. 99.87 points at the JCNA Delaware Valley Club Concours. Invited to the Radnor Hunt Concours 2003. Price \$70,000. Call Mike 215-628-4961, mitate1414@cs.com

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IS BROWN'S LANE BEING CLOSED?

There are contradictory statements floating about concerning the future of the spiritual home of Jaguar. Co-editor Kit brought this to my attention with the following quote from the British Sunday Times "The Brown's Lane plant near Coventry has been making Jaguars for 50 years. Some 1,500 jobs are threatened by the closure. U.S. giant Ford refused to comment" Now this is like The Pope saying he is going to close down Rome!

A later February 6 report says "Unions today welcomed the decision by Jaguar to build their new luxury model, the X150, at Brown's Lane in Coventry".

I immediately got in touch with my correspondent PGT in England to see what he could find out. He came back with the following "Hotline" message. "I have just had an in-depth dialogue with the Sales Manager of Sudbury Jaguar, Swindon. Here is the essence of our conversation. The closure is under discussion. The factory is old, by modern standards, added on to over the years. The whole area would realize Big Bucks as a building site (Could I buy a house on a plot where they built the XK SS?). There is ample room at their other two plants. It's anybody's guess right now!"

TONY BLAIR GETS A FORTRESS ON WHEELS

Again our "correspondent" PGT in England sent me an interesting piece about the British Prime Minister taking delivery of "a fortress on wheels". Being a man of good taste (some times he is a bit careless who he chooses as friends!) the new car is a Jaguar. But it is no ordinary Jaguar. His is an armor-plated, long wheel base, Jaguar limousine which has been dubbed the "super fortress". He will be the first "customer" of the new extra long version of the luxury car. The \$360,000 cost will be met by taxpayers. The Blair Jag has been fitted out with a host of James Bond - style gadgets to protect him from terrorists using rockets, grenades, bullets or poison gas. Despite weighing more than three tons, the super-charged 4.2 liter engine will



He's at full stretch: Tony Blair and Jaguar's XJ limousine

push the car to 155mph. Extra security is understood to include Kevlar armor designed to withstand the blast of a grenade, bullet-proof glass and "run flat" tires, which will continue to work even if shot out. Even the engine bay is specially shielded to make it blast proof and comes complete with automatic fire extinguishers. Inside there is an intercom device to enable passengers to speak to people outside without opening

the windows. In the event of a gas attack the pressure can be increased to prevent it filtering inside.

In true Bond fashion, there are also gun-ports - a thin section of armor through which protection officers can shoot at an assailant. It looks as if it is going to be pretty crowded in there. Question is who is going to judge it at the Concours and will JCNA have a separate class for it.

\$1,416,934 FOR 29 JAGUARS!!!!

In the February Purr I reported on the action at the Barrett-Jackson Scottsdale auction held over four days January 21 - 25. I gave only examples of Jaguar sales. Here are all the results:-

1935 SS1 Tourer \$72,360,
1955 XK 140 DHC \$94,500,
1957 XK 140 MC \$73,440,
1959 XK 150 S Coupe \$43,360,
1960 MK 2 Bid to \$39,000,
1960 XK 150 FHC \$44,820,
1961 XK 150SE 3.8 Coupe \$28,620,
1962 E-Type FHC \$86,400,
1964 E-Type Roadster \$64,800,
1964 E-Type Roadster \$49,140,
1965 E-Type Roadster \$34,560,
1967 E-Type Roadster \$73,440,
1967 E-Type Roadster \$46,440,
1967 E-Type Roadster \$34,020,
1967 E-Type Roadster \$108,000,
1967 E-Type Roadster \$99,000,
1967 E-Type FHC \$69,120,
1968 E-Type Roadster \$46,980,
1969 E-Type Roadster \$38,340,
1969 E-Type Coupe \$27,000,
1970 E-type Roadster \$57,240,
1970 E-type Series 2 Roadster \$46,440,
1973 E-type Series 3 V12 \$72,900,
1984 XJS Coupe \$5,400,
1985 XJ6 \$5,184,
1988 XJS-C \$7,830,
1990 XJS Convertible \$20,520,
1990 XJS Convertible \$16,200,
1994 XJS Convertible \$11,880,

That is 29 Jaguars sold for \$1,416,934 - an average price of \$48,860 (not that that means anything). Also you will note the very big swings in price between models. That can only mean a big difference in condition. Location, location, location.

ERROR 0 to 60

Reader RJT (My son Russell) pointed out an error in my comments on Jaguar's time in reaching 0 to 60 in the February issue of the Purr. I said the XJR was Turbo Charged and he points out that that is incorrect. "It is Supercharged, an entirely different system." So I asked him to write a piece explaining the difference.

Here it is:- We'll start out with the similarities. Both turbochargers and superchargers are called "forced induction systems." They compress air flowing into the engine providing more than the engine would normally need. This creates "boost." More air gets forced into each cylinder, which means more fuel can get stuffed in, resulting in more power from each explosion in the

cylinder. Both superchargers and turbochargers usually result in a 30 to 40% increase in power on a normally aspirated engine. Now on the differences: the key difference between the two systems is their power supply. A supercharger has a belt that connects directly to the engine. It gets its power the same way that the water pump or alternator does. A turbocharger, on the other hand, gets its power from the exhaust stream. The exhaust runs through a turbine, which in turn spins the compressor.

There are advantages and disadvantages to both systems. Turbos cause back pressure in the exhaust which creates "lag" until the engine is running at higher RPMs. Turbo chargers are generally higher maintenance and can burn out from the intense heat they generate. This is one of the reasons you don't see them much on newer vehicles. Manufacturers are tending to go the supercharger route (Porsche being the exception). Thank you, Russell.

JAGUAR'S SELECT EDITION IS TOPS

Last year we reported on the Select Edition, Jaguar's used car program and the introduction of E-type racers in North America to promote the program. Now US research group IntelliChoice has awarded Jaguar's Select Edition used car program the best in the business for the fourth time in five years. According to IntelliChoice, Jaguar offered the best used car warranty, the best roadside assistance program and the best vehicle inspections in the luxury car class. So this must be a good way to buy a modern Jaguar. One big plus is that a used Jaguar is given a Select Edition warranty by a Jaguar dealer and is guaranteed for a total of six years or 100,000 miles.

MOTOR SHOWS

I was extremely fortunate to be given tickets by member Thomas Moore for the Philadelphia Motor Show so fellow members Paul Racette and Dave Duckett and I spent Wednesday afternoon at the Convention Center. The Jaguar exhibition was better than last year but once again did not measure up to their main competitors. I have to wonder if Jaguar think that we don't drive their cars in this part of the USA! Most disappointing was the fact that the "face-lifted" S-Type, that was introduced at the Detroit Motor Show at the start of this month, was not on show. Not even a brochure. Shame on you Jaguar!!! No doubt they want to sell the existing model until the new one starts production. Revenue and profit are no doubt the top priorities. My spirits were raised when I went to visit the Classic Car Stand, which was manned by our friends David Hutchinson and Michael Engard of Ragtops and Roadsters. Standing there was the beautiful 1950 two tone blue Jaguar Mark V DHC belonging to Franklynn Koehler of Koehler's Jewelers, Lansdale. This is a really spectacular car and I wonder if we can persuade him to bring it to the DVJC Concours on June 5. It is bound to get an award. In February, I visited Frank to make a few purchases, and he lent me the photograph of his car that you see on the front page of this issue.

THE 2004 S-TYPE

Here are the major changes incorporated in the 2004 S-Type:

- New-look front end, with re-profiled grille and bumper.
- Aluminum bonnet with more defined lines leading to the grille.
- Simplified profile for a cleaner shape.
- Revised rear end, including new tail lights, trunk lid and bumper.
- Enhanced interior with higher quality materials.
- New dials.
- Aluminium fascia inserts available as add on options.
- New range of alloy wheel design and colors.
- Engine line-up as before.

The car goes on sale in April and I understand that since its launch in March, 1999 some 200,000 S-Types have been sold. One innovation I like on the S-Type R is two tone leather seats and optional aluminum fascia and door inserts, echoing early E-types.



WHAT'S IN A NAME

A buddy of mine and I recently had a discussion about if the "E-Type" was ever referred to as "XK-E". He said no. I said yes. Well it seems the truth lies somewhere in between and owners will tell you it's an "E-Type, idiot". There are different versions of how the E-Type evolved. Some say it was a direct evolution of the D-Type. Others say it was developed because of the disaster at Le Mans in 1955 when a car flew into the crowd and 80 plus spectators lost their lives. Steps were taken to prevent such an accident again and one of these was reducing the power of the engine. So Jaguar designed the 2.4 engine. The next step was to design a body to put it in. Bob Blake, Jaguar's top sheet metal man, and Malcolm Sayer developed a prototype based on the D-Type but tailored more as a production car. This became known as E1A. It is said that this "was a lovely little car" about a two-thirds scale model of the eventual E-Type with a 2.4 engine. So the E-Type evolved from various sources.

When it was released Jaguar called the new model "The E-Type" to ensure customers knew it was a direct descendant of the C & D Types Le Mans winners. Jaguar North America, in its infinite wisdom, thought that US customers would be much more aware of the XK-120, XK-140, and XK-150 predecessors so in the USA marketing literature the car was called the XK-E. So the truth is that it was known in different markets by both names

Spring will soon be here.

Ladies and Gentlemen.... Start Your Engines

Michael Tate, Co-Editor

CALENDAR OF EVENTS

DVJC EVENTS

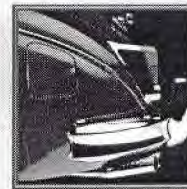
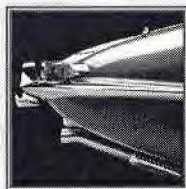
MAR 24	JCNA AGM, Los Angeles, CA
APRIL 17	Brandywine Ramble – see Page 9 for details
APRIL 30 - MAY 2	Rally Round the Holly, N.E. Rally Club, Millville, NJ (JCNA sanctioned event) More Information: http://www.northeastrallyclub.com/holly.html
MAY 1, 2	Hershey Hill Climb – see Page 9 for details. Concours on May 2
JUNE 5	DVJC Concours d'Elegance, Rankokus Indian Reservation, Mt Holly, NJ (JCNA sanctioned event)
JULY 24	DVJC Slalom, Location to be announced (JCNA sanctioned event)
AUGUST	DVJC tour to "Grounds for Sculpture", Trenton, NJ
SEPT 9 - 18	DVJC GOES TO ENGLAND – visits to Beaulieu, Goodwood, The Jaguar Daimler Heritage Trust Museum and the Jaguar Factory in Coventry.
OCT 22 - 24	Pumpkin Run, N.E. Rally Club, Millsboro, DE (JCNA sanctioned event)
NOVEMBER	Tech session and Directors' meeting
DECEMBER	DVJC Holiday Party

OTHER INTERESTING EVENTS

MARCH 20	Ragtops & Roadsters "First Day of Spring Rally Tech Session. 9 am to 3 pm. Lunch provided. Reservations required 215-257-1202
MAY 2	Jaguar Association of New England. Slalom, Wilmington, MA
MAY 8	Jaguar Auto Group Slalom, NJ
MAY 5-8	Rolls Royce Owners' Club Centennial Celebration of Rolls Royce's 100 years Gettysburg, PA. More Info from rroc.hq@rroc.org
MAY 16	Historical Car Club of Pennsylvania (HCCP) Spring Meet, Linville Orchards, Media, PA
MAY 21-22	Empire Division Jaguar Club, Little Rock Drivers School, Lime Rock, CT
MAY 22-23	ROCKIN' CRUISE IN, Johnstown East Hills Kiwanis First Car Cruise, Flea Market University of Pittsburgh at Johnstown Campus off Route 56, east of Route 219. More info ehillskiwanis@charter.net
MAY 29	"Brits are back" at Hope Lodge, Fort Washington, PA
JUNE 13	Jaguar Club of Southern New England Concours, Berlin, CT (JCNA Sanctioned)
JUNE 19	Concours d' Elegance of the Eastern United States, Lehigh University, Bethlehem, PA. For more information www.concourseeast.org , 800-999-6810 Jaguar Touring Club, Summer Slalom (JCNA Sanctioned)
JUNE 27	Jaguar Drivers of Long Island Concours, Oyster Bay, Long Island
JULY 11	"British Invade Gettysburg", British Car & Motorcycle show organized by LANCO MG Club
JULY 31	Jaguar Association of New England Concours, Sturbridge, MA
AUGUST 1	Jaguar Association of New England Rally, Sturbridge, MA
AUGUST 7	Jaguar Auto Group Slalom, NJ
AUGUST 15	Jaguar Association of New England Slalom, Wilmington, MA
SEPT 12	HCCP Bryn Mawr Rehab Car Show Radnor Hunt Concours – featuring antique motorcycles and Bugatti Buckingham Car Show Nation's Capital Jaguar Owners Club Concours, Rockville, MD
SEPT 19	Hagley Car Show, DuPont Hagley Museum, Wilmington, DE
OCT 17	HCCP Fall Meet, Newtown Square, PA
OCT 23	Jaguar Touring Club, 6 th Annual Jag-O-Lantern Slalom (JCNA Sanctioned)

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DELAWARE VALLEY JAGUAR CLUB
ANNUAL MEMBERSHIP RENEWAL

If you have not yet sent in your membership renewal, please do it NOW !!
To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be received by January 15, 2004.
If you send in your membership renewal now, Steve Kress will ensure that your subscription is re-instated.

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? (Check 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

DELAWARE VALLEY JAGUAR CLUB SHIRTS

Choose from the following models. All shirts are embroidered with the DVJC Logo :

	Jonathan Corey (509)
	Pique with arrow trim and contrasting packet, 100% combed cotton, four buttons, short sleeves, drop tail with side vents. Double needle throughout. Color: White body with hunter green collar and khaki trim. Price: Medium, Large and X Large - \$28.95, XX Large - \$33.95
	Munsingwear (621)
	Sanded twill button down shirt with pocket, 100% Fine cotton. Seven button classic. Long sleeves. Hemmed shirrtail bottom. Left Chest patch pocket. 4.5oz double needle stitching Color: Khaki / black Price: Medium, Large and X Large - \$32.50, XX Large - \$37.50
	Lee (83062)
	Sueded crew fleece with V-notch 80% cotton, 20% polyester Long sleeves. 9.0oz double needle Color: Stone or Ash Price: Medium, Large and X Large - \$28.50, XX Large - \$33.50
	Lee (73195)
	Crewneck Fleece, 50 % cotton, 50% polyester, pill-free fabric. Coverstitched throughout. Color: Natural, Ash or White Price: Medium, Large and X Large - \$18.50, XX Large - \$23.50, XXX Large - \$29.50
	Lee (51080) Ladies / Lee (71808) Men
	Denim, button down shirt with a chest pocket on the left with button closure Woodtone logo buttons, double needle detailing, 3-button placket cuffs. Color: Ladies Natural only, Men Natural and Hunter Green Price: All sizes - \$30.00

Shipping: Orders totaling \$18 to \$50 \$ 7.95
 Orders totaling \$51 to \$100 \$12.95
 Orders over \$100 **12% of cost**

Mail order with check to Thomas Murray Advertising, 15 Hazel Ave., Voorhees NJ 08043
 Phone 856-309-8450, Fax: 856-309-8451 email: Thomasmurrayadv@comcast.net

Name _____ Ship to _____
 Address _____

Phone _____
 Email _____

Qty	Item	Size	Color	Price
Merchandise Total				
Shipping Cost				
TOTAL				

ADVERTISING RATES

Full Page \$300/ year; \$45 / issue
Half Page \$165/year; \$30 / issue
Quarter \$ 85 / year; \$20 / issue

CLASSIFIED RATES

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for three inserts
Non-members \$10.00 per insert

MEMBERSHIP RATES

Family \$45.00 per year
Single \$40.00 per year

DVJC Badge \$10.00
JCNA Badge \$30.00
DVJC License Plate \$ 6.00
Packing & Postage \$ 3.00

DVJC OFFICERS INFORMATION

President	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
Vice President	Jeff Dement	302-798-1819	xfusionfd@aol.com
Treasurer	Steve Kress	215-953-5227	jaguarsteve@comcast.net
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Advertising	Kit Racette	215-646-6299	kitracette@yahoo.com
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	Tom Jones	856-338-1705	jonestr@umdnj.edu
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Concours	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
Head judge	Jeff Dement	610-798-1819	xfusionfd@aol.com
Technical Advisors	Jim Shields	215-643-0937	jim_s@prodigy.net
	Paul Racette	215-646-6299	pracett@comcast.net
Club Merchandise	Tom Murray	856-309-8450	Thomasmurrayadv@comcast.net
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

AREA COORDINATORS

Delaware / MD	Jeff Dement	302-798-1819	xfusionfd@aol.com
Lancaster County	Jack Donahue	610-857-5341	
North New Jersey	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
South New Jersey	Tom Jones	856-338-1705	jonestr@umdnj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net
Willow Grove	Sidney Cark Sr	215 657-3914	

THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

EDITOR: Michael Tate
Box 627
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TO: