

# The Jaguar's Purr©

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**THE DELAWARE VALLEY JAGUAR CLUB**  
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**July 2006**

[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

## The Delaware Valley Jaguar Club 2006 Concours d'Elegance 100 Point Cars



**1960 MK IX Indigo Blue/Silver**  
**Forrest D Doyden**



**1954 XK120 DHC Green**  
**Joan & Tom Wolf**

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## UPCOMING DVJC & OTHER CAR EVENTS

Great Race 2006	June 24 <sup>th</sup> thru July 8 <sup>th</sup>	(in Phila. June 23 <sup>rd</sup> & 24 <sup>th</sup> )
Pittsburgh Vintage Grand Prix	July 15 <sup>th</sup> & 16 <sup>th</sup>	
Pittsburgh Vintage Grand Prix		
Concours	July 15 <sup>th</sup>	
Road Runner TSD Road Rally	July 16 <sup>th</sup>	
<b>DVJC Slalom/G.V. High School</b>	<b>July 29</b>	<b>(Concordville, Pa.)</b>
Pennypacker Mills British Car		
Day Show – Schwenksville, PA	August 5 <sup>th</sup>	
New Hope Auto Show	August 12 <sup>th</sup> & 13 <sup>th</sup> (Jaguars on August 13 <sup>th</sup> )	
Jane Concours/Sturbridge, Mass.	August 13 <sup>th</sup>	
Kendalwood Farm – near Quakertown	August 27 <sup>th</sup> (Restoration of Carriages & lunch)	
The 2006 Mini-Monte	August 27 <sup>th</sup>	
Nations Capitol JOC Concours/Wash. DC	September 10 <sup>th</sup>	
Hagley Car Show	September 17 <sup>th</sup>	
Buckingham Concours	September 17 <sup>th</sup>	
8 <sup>th</sup> Annual Jag-O-Lantern Slalom -		
Randolph, NJ	September 30 <sup>th</sup>	
Nations Capitol JOC Tour/Wash. DC	October 21 <sup>st</sup> & 22 <sup>nd</sup>	
<b>DVJC Fall Rally – Millsboro, Del.</b>	<b>October 27<sup>th</sup> thru 29<sup>th</sup></b>	
<b>DVJC Holiday Party</b>	<b>December 3<sup>rd</sup></b>	<b>(Whitemarsh Valley Country Club)</b>

### ADVERTISING RATES

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

### CLASSIFIED RATES

Members' ads free of charge  
 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

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Willow Grove	Sidney Clark Sr	215 657-3914	





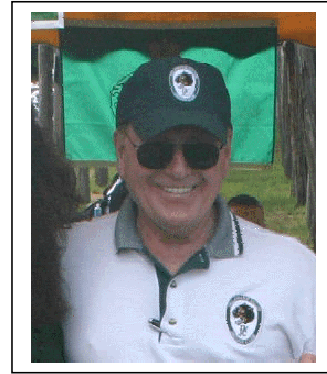
# 41st Annual DVJC Concours & Car Show 2006



*Photographs by Brian Craig*  
There were so many great looking pictures taken by Brian Craig that I had to choose a select few. Betty Kress

I apologize to all the people who cars did not get put in the Purr.  
There were so many great looking pictures taken by Brian Craig that I had to choose a select few. Betty Kress

## **Concours D'Elegance 2006 Chairman's Report**



Weather and whether or not to cancel and reschedule for Sunday our rain date was the dilemma I had to face late Friday evening! I had left the site around 4pm just before it started to rain and I started getting second thoughts on holding the event on Saturday. The weather forecast predicted some showers during the day and an event such as this is unsuitable in bad weather! Several entrants had already arrived from distant locations and it was tough for me to tell them the Concours was postponed till Sunday. For those that were unable to stay I'm sure it was a disappointment!

A Concours D'Elegance is a display of the owner's best Jaguar collections, to be judged in a formal and consistent manner by JCNA certified judges! It's not just a fun time car show, for it's serious business to certify value thru established protocol! A high scoring car brings pride and satisfaction for the time and effort, not too mention the money that the owner have invested. You certainly don't want to see that compromised by Mother Nature!

Sunday, overcast clouds, cool temperatures and sunshine late, made for a comfortable event! Those members that couldn't make it Saturday brought their cars on Sunday and we had a group of 48 cars about evenly divided between Champion and Driven divisions! In addition several cars were placed on display including two Aston Martin's, a 1966DB9 & a 1962 DB4 by member Leonard Fiore. The Jaguar display was a 2007 XJR OTS, supplied by Holman Jaguar in Egg Harbor N.J. thru the efforts of their Jaguar club co-coordinator, Steve Quinn! Many thanks to Tom Murray our Display coordinator for delivering the car to the Concours.

We had two *100-point* cars, one of which was a 1960 Mark IX owned by Mr. Forrest D. Boyden from the NCJOC. The car was also voted *Best of Show* by popular vote of the entrants. Its distinct lines of formal elegance were a salient choice not hard to choose among all the other Jaguars! JoAnne Hawkins, a representative of the Rankokus Reservation, selected the other 100-point car a 1952 XK120 OTS, owned by Tom Wolf for the Chief's Award. In addition we always seem to have an SS-100 OTS entered and this year it was John Murphy who took 1<sup>st</sup> in class C01A with a score of 99.730. Sorry to hear of the illness of Vito Gatto that prevented bringing his SS-100. We all wish you a speedy recovery Vito!! John Mocera from Quebec, Canada won the longest driven distance award. He drove his 69 series II E-Type OTS pulling a light triangular shaped trailer a great looking car, which placed first in the S03 class with a 99.7, but when hooked on to the trailer is a surprising sight for sure!

A complete listing of the 2006 Concours winners is provided on a separate sheet

Steve Kress the Chief Judge gathered the group of judges for an early start to complete the judging early because of the large number of cars to be judged. An admirable attempt, but before the judging was completed it was close to 3pm. As each car was completed a green marker was placed on the windshield and the score sheets were taken by the "runners" to the scoring area where Chris Jordan and Hal Jean compiled the results. Kurt Rappold would do a follow-up and arrange the winners by Division and Class for the presentation of the trophies.

During this time period of waiting for the trophy presentation we held a *Raffle* consisting of donated items by various vendors; Apple Hydraulics, SNG Barratt, Eastwood, Griot, Ragtop & Roadsters, Welsh Enterprises and Zymols. All familiar to most of us and we should thank them for their support by purchasing their products. Some of our members contributed items as well especially Mike Tate. The Raffle is a good moneymaker and it helps defray the entrant's fee. I might add that we have one of the lowest entrants fee for a JCNA sanctioned Concours! An interesting Raffle depends mainly on the items available on the table and toward the end can be "slim pickins"! Next year we plan to have more interesting items available to hold spectators interest, sell more tickets and provide some fun prior to the trophy presentation.

Then it was *Trophy Time* and as our President, Kurt Rappold announced the winners, the Chief Judge, Steve Kress, presented them to each winning entrant while they were photographed by Brian Craig our official photographer for the day We'll try and make them available to each winner upon request. It should be a proud moment for each winner to receive a trophy, most probably to the degree of their expectation! The difference where you place can be a fraction of a point and to receive 100 points is *not*. An aberration, but the owner's dedication to perfection and the scrutiny of qualified judges. The days of marking off points for cleanliness in an arbitrary fashion have been replaced by recording on the judges score sheet the specific area and what was found! Someone once said to me, "that no car is perfect" and I replied "perhaps, but they are for 15 minutes!" I was alluding to the time that judges are allowed to determine that fact!!

For those members that haven't participated in a Concours, you'll find it's an opportunity to discover how your car "stacks up" against the other cars in your Division and Class. For those of you who drive your cars, there's the Driven Division, which doesn't require the bonnet or boot to be examined, therefore a nice looking authentic exterior and interior might score well. If you have a new restoration, the Champion Division is the obvious choice Later model Jags, albeit are driven might do well in either Division. Regardless you'll have a better understanding of your car's value. I hope I've given you an interest to consider participating in our next Concours. If your car is not ready, be a spectator or volunteer to help!

A special thanks to Tom Jones and Steve Poset in arranging and coordinating the location of the cars and handling the logistics for use of the field. Also, to Steve Kress for accepting the responsibility of Chief Judge and organizing the various teams of judges. Of course to Chris Jordan and Hal Jean for compiling the scores from the judging sheets. The Raffle would have been a disaster without the help of Karen Brown and my young assistant Jeffery Dement in drawing the numbers from the fishbowl. Also his Mom, Patty Dement for setting up the raffle prizes and being a great help in the main tent. Now the guy that's the hardest worker, who orders the trophies, sets them up on the table, makes the presentations, checks all the scores –again before making them official, sends out the scores to the entrants and mails the trophies to those that had to leave early, isn't even listed as a staff member- because he's our President Kurt Rappold who leads by example, and I can't thank him enough!!

Finally the success of an event such as this depends on the judges who are responsible for determining the score of each entrant's car on the basis of authenticity and good judgment. It's a difficult task and one I am grateful to you all for doing!

The skies were clear and at that point it was time to "strike the colors" or in our case take down the tent, police the grounds and look for lost items. Flyers with directions to Tom Murray's home for a cookout to all associated with the show, staff and entrants alike for fun food and camaraderie that was a perfect finish for all! *Thank you Tom & Chris for your wonderful Hospitality!!*

Charles Olson,  
2006 Concours Chairman

# ***DVJC CONCOURS D'ELEGANCE 2006 WINNERS REPORT***

## ***Special Awards***

*Chief's Choice - Tom Wolf (100 Point Car)*

*Best in Show - Forrest Boyden (100 Point Car)*

*Longest Driven - John Mocera (from Quebec, 550 miles)*

## ***Champion Division***

C01A	<u>Classics (Pre-XK Engine) Swallow, SS &amp; SS Jaguar</u>		
	1 <sup>st</sup> John & Marte Murphy	99.73	
C02	<u>XK120 (1948-54)</u>		
	1 <sup>st</sup> Tom & Joan Wolf	100.0	
	2 <sup>nd</sup> Amos & Ellajane Kunkle	99.77	
	3 <sup>rd</sup> Bruce Menkowitz	99.66	
C05	<u>E-types Series 1 (1961-67)</u>		
	1 <sup>st</sup> Terence M. & Barbara Smith	99.98	
	2 <sup>nd</sup> Leonard & Frances Fiore Jr.	99.7	
C06	<u>E-types Series 1.5 (1968) and Series 2 (1968-71)</u>		
	1 <sup>st</sup> Franklin Schaffer	99.92	
	2 <sup>nd</sup> Bill Mancini	99.9	
	3 <sup>rd</sup> Bill Beiswinger	99.86	
C07	<u>E-types Series 3 (1971-75)</u>		
	1 <sup>st</sup> Bryan & Debby Edwards	99.92	
	2 <sup>nd</sup> Robert P. O'Reilly	99.75	
	3 <sup>rd</sup> Stephen & Betty Kress	99.44	
C08	<u>Early Large Saloons: MK VII, MKVIII, MKIX, MK10, 420G (1950-70)</u>		
	1 <sup>st</sup> Forrest D. Boyden	100	
C09	<u>Early Small Saloons: MK1 (2.4,3.4), MK 2 Series(2.4, 3.4, 3.8 liter, Daimler V8) 240, 340, S-types 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-59)</u>		
	1 <sup>st</sup> Alex & Ana Johnson Laroche	90.7	
C10	<u>XJ6/12 Series 1 Saloons (1968-73)</u>		
	1 <sup>st</sup> Wayne & Katherine Tubbs	99.82	
C12	<u>Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87)</u>		
	1 <sup>st</sup> Charles W. Olson	99.68	
	2 <sup>nd</sup> Paul Verchinski	99.38	
C13	<u>XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94), XJ6/12/R</u>		
	1 <sup>st</sup> Mike Perino	99.43	
	2 <sup>nd</sup> Kurt & Patricia Rappold	96.13	
C15B	<u>XJS (1991-1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport</u>		
	1 <sup>st</sup> Michael J. & Muriel Tate	91.06	
C16	<u>XK8 Coupe and Conv. (1996 - On) XKR (1999 - On)</u>		
	1 <sup>st</sup> Gary Yetter	99.98	
C17	<u>S-Type Sedans (1999 - On)</u>		
	1 <sup>st</sup> Frederick & Pat Trumpbour	99.99	

## **Driven Division**

D01	<u>All Classes (Pre-XK Engine) and XK120, XK140, XK150</u>		
	1 <sup>st</sup>	Fred & Renate Shabo Mack	9.985
	2 <sup>nd</sup>	Leonard & Frances Fiore Jr.	9.936
	3 <sup>rd</sup>	Robert & Kathleen Costello	9.934
D02	<u>E-types (1961-67)</u>		
	1 <sup>st</sup>	John Jennings	9.995
	2 <sup>nd</sup>	Ray & Carol Giannantonio	9.903
	3 <sup>rd</sup>	Theodore & Joan Ley	9.886
	4 <sup>th</sup>	Chris Jordan & Thomas Murray	9.795
D03	<u>E-types Series 1.5 (1968) and Series 2 (1968-71)</u>		
	1 <sup>st</sup>	Richard & Susan Rosen	9.956
	2 <sup>nd</sup>	Ira Spector	9.665
D04	<u>Series 3 E-types (1971-75)</u>		
	1 <sup>st</sup>	Donald Mullin	9.962
	2 <sup>nd</sup>	Al & Chris D'Orio	9.956
D05	<u>Early Large Saloons: MK VII, MK VIII, MKIX, MK 10, 420G, (1950-70)</u> <u>Early Small Saloons: MK 1 (2.4, 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8)</u> <u>240, 340, S-type 3.4S, 3.8S &amp; Jaguar and Daimler 420 (1955-69)</u>		
	1 <sup>st</sup>	Ken Ruocco	9.833
D06	<u>XJ6/12 Series 1 &amp; 2 Saloons and Coupes (1968-79), Series 3 XJ6, XJ6 Sovereign</u> <u>And XJ6 VDP (1979-87); Series 3 V12 VDP (1979-92)</u>		
	1 <sup>st</sup>	Thomas & Nancy Jones	9.753
	2 <sup>nd</sup>	James & Mary Kilrain	9.664
D07	<u>XJ6 (XJ40) Sedans (1978 – 94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97)</u>		
	1 <sup>st</sup>	Craig Cohen	9.82
D08A	<u>XJ-S/SC (1976-1991 Pre-facelift) Coupe, Convertible, H &amp; E Convertible, Convertible</u> <u>XJR-S Le Mans, XJR-S Jaguar Sport</u>		
	1 <sup>st</sup>	Frederick Bowe	9.983
	2 <sup>nd</sup>	Ann B. Perry	9.835
	3 <sup>rd</sup>	James & Jane Shields	9.697
D08B	<u>XJS (1991-1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport</u>		
	1 <sup>st</sup>	Hal & Wendy Jean	9.981
	2 <sup>nd</sup>	Steve Poset	9.964
	3 <sup>rd</sup>	Harold Russ Hunter	9.961
D09	<u>XK8 Coupes and Convertibles (1996-on), XKR (1999-on)</u>		
	1 <sup>st</sup>	Leonard & Frances Fiore Jr.	9.973
D10	<u>XJ8/R Sedans (1998-2003), XJ8/R Sedans (2004- on)</u>		
	1 <sup>st</sup>	Larry Schear	9.974
D11	<u>S-Type Sedans (1999 – On), X-Type Sedans and Estate Wagons (2002 – On)</u>		
	1 <sup>st</sup>	Brian Craig	9.99

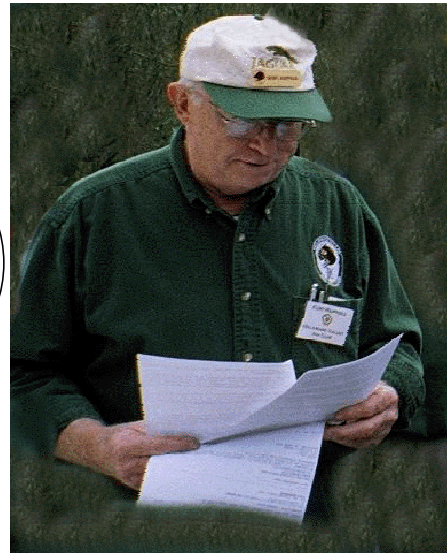
## **Special Category**

S03	<u>Production Jaguar vehicle that have been substantially personalized, modified or customized</u>		
	1 <sup>st</sup>	John Moccera	9.98



# Prez Sez

By Kurt Rappold  
July 2006



Rain - rain - rain. The first weekend in June has been all types of weather over the years. The past four years it has rained on Concours Day. This year was no exception. As we watched the weather channel and forecasts, it became obvious we would have to bump back our concours date to Sunday. At 5:30 a.m., I was outside "cleaning fuses" under a perfect, clear sky. By 7:00 a.m. it was clouding up and stayed that way until about 3:00 p.m. We were able to hold the Concours on the rain date we had planned. Everybody who pre-registered got a phone call about the change. Kit Racette also put the message on the Club website right after the decision was made Friday night.

We are sorry if you showed up Saturday in the rain, but Concours Chairman Charles Olson and Head Judge Steve Kress did go to the site and met several contestants who were "on the road" and did not get the message.

I would like to thank all those contestants and workers who brought out their (over 50) Jaguars and who worked to make it happen. Also Hollman Jaguar for their sponsorship and loan of the beautiful blue XK NEW roadster and many raffle table gifts. Many thanks to Tom and Chris for hosting the after-the-show barbeque, at their lovely Voorhees home. We were able to do all this and still get home before dark.

The Tribal Leader, Pauline, has invited us back for next year and also picked out Tom Wolf's XK120 for the annual "Chief's Choice" award. She had no idea the 120 had achieved "100" and we had no idea she had picked the car as her choice. Same with Best In Show, Dean & Chris Boyden brought their car up from Washington, DC, got 100 points, and the actual people who owned all the show cars picked it. Neither knew the judging results until the end when trophies were handed out. A good show, a lot of work, but worth it!

Now the score sheets have all been mailed out to the owners as we are required to do, within two weeks of the Concours and all their results are posted on the internet by Kit Racette. Should you question something, please don't hesitate to call me and get an understanding clarification.



We did have some display Jaguars and I hope in years to come that this notion will double the size of our field. To encourage this, we charge no fee.

I was hoping to see three SS-100's on the field as we celebrate 70 years since these started production. When Vito Gato did not attend, I called him and found he was very sick. We hope you are better by now, Vito. Last year his SS-100 took first place in the USA. Thanks to Mr. & Mrs. John Murphy who's SS-100 attended and was absolutely beautiful in British Racing Green.

Save August 27<sup>th</sup> for a special "Tour of the Farm" ride to Quakertown in your Jaguar. Tour a special farm, have lunch with the group at a local pub and have fun. One of our members is a Farrier who is world famous. He has arranged for us to tour a special farm that (1) trains carriage drivers from all over the world and (2) restores carriages and (3) collects carriages. I will always remember my aunt who worked in Public Relations for Abbotts Dairy. My sister and I were invited to tour their farm each summer in New Jersey. This would be a good event for the kids and/or grandchildren to see. Leave it to Kit Racette to come up with a unique event, the likes of which you will probably never have an opportunity to see again. Previously we visited the Grounds For Sculpture and toured the Moshulu tall ship and restaurant.

Another special tour being discussed is a trip to the Camden baseball park with special Jaguar parking.

Now that it is the middle of summer, I hope you all take proper precautions to keep cool, keep hydrated with plenty of good water and get lots of rest.

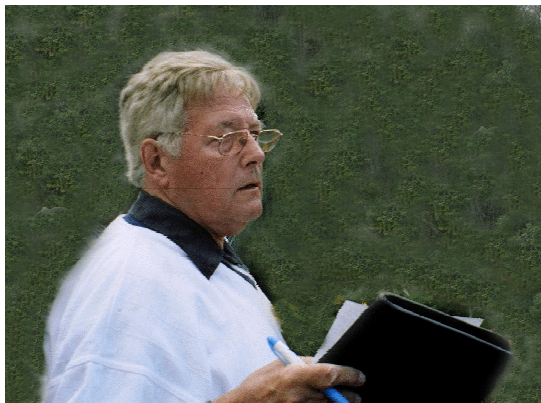
I attended the Fathers' Day "Fathers Fest" on my motorcycle and Fred Mack, my mentor, saw me walking around in the sun and heat with no hat. He gave me his pith hat to wear. He carries a couple hats in his XK120. Thanks, Fred.

The NCJOC Concours is coming up soon. I hope to get the E-Type to this show. Will you join us? Last year we (DVJC) took first place in five classes in Washington, DC.

Happy Motoring. Keep cool.

Your President,

Kurt Rappold



## Roving Reporter By Michael Tate July 2006

The weather is warming up and the car shows are starting to get into full swing. The first one I visited is the Memorial weekend event "The Brits Are Back" held at Hope Lodge (C1770), Ambler under the guidance of The Delaware Valley Triumph Club. This is always a great show and very professionally organized. It is an exceptional venue and attracts a great variety of British cars, this year being no exception, with 137 vehicles parading the field. I did not enter a car but took a truck housing my two sons and two five-year-old grandsons. The girls stayed at home. You cannot get the grandchildren involved too early in the mystique of old cars and you have to make sacrifices hence no entry from me.

There was a very good turnout of Jaguars including the new XK displayed by Great Britain's. Standing beside it was the new Lotus, which is real eye candy. A good variety of Jaguars included XK120's, E-types, and Alex & Anna La Roche with their 420. (They will be Mr. & Mrs. by the time you read this as they get married July 15. Best wishes to you both) our own John Murphy took two top awards with his 1937 2 1/2 liter SS100. First in the Pre-war class and Best in Show Peoples Choice. In doing this he beat out a 1936 Aston Martin 1 1/2-liter Le Mans one of only two built to run in that event. This very rare car was the judge's choice for Best in Show. I was told this car was valued at \$2 million. It is amazing to think that both these historic marques are under the same ownership now.

There was an overriding impression for all the entrants of excellence and pride and I am convinced that the overall condition of the cars entered gets better every year. Well-done DVTC!

### First Sighting

I was driving along route 30 in Devon Sunday morning at 10am on June 11. It was a very bright & sunny day and I spotted in the distance, traveling on the inside lane in the same direction, a green sports car with the hood down and the driver sporting a brightly colored cap and equally colorful shirt. Obviously dressed to attract attention. That I said to my wife is the new Jaguar XK.

"Which...what" she said. Taking a few risks I just got alongside as it turned off. It was my first sighting of the new XK being driven on the open road. It was a real eye catcher and a thrill to see.

## Jaguar Journal

In the current issue of "The Jaguar Journal" Mike Cook discusses English car terms and their US equivalents. EG Bonnet / Hood, Mudguard / Fender. He then poses the question "Who can tell me what the equivalent US term to the English term Nave Plate is?" After consultation with our correspondent PGT we agreed that the US term was "Hub Cap" Now you know. Use it in conversation and confound your fellow Jag lovers.

## Pixar's "Cars" Poses a Question

In the much-publicized movie "Cars" I have noted that one of the lead characters is a little red car that is called "Lightening Mc Queen", a coupe that aims for a big win.

The shape of "Lightening Mc Queen" set me thinking. Surely film star Steve Mc Queen was in the Movie "Le Mans" Therefore he is associated with car racing. More importantly Steve Mc Queen owned one of the rarest Jaguars an XK SS. The front end of "Lightening Mc Queen" is surely based on the XK SS but Pixar do not give any credit to Jaguar or to Steve Mc Queen. Mean!!!

## Diesel Engine Wins

Audi brought their R10 super car to Le Mans. The R10 is a revolutionary turbo diesel racer. Audi won. This is the first time a car with a diesel engine has won Le Mans. This win will even more consolidate the diesel as the engine to have in the average motorists car. That is everywhere else but in America.

Jaguar in Europe is winning excellent sales with their award winning diesel equipped XJ sedan. It is fast, quiet and fuel-efficient. During my recent trip to England I drove a diesel equipped Volvo. The only time I found out it was a diesel was when I filled it up at the pump. The car covered 55 miles on one gallon of fuel. How long will it take us in the USA to understand the benefits of the modern diesel engine?

## Auction News

Topping the sales by H & H Classic Auctions in Cheltenham, England was silver, with black interior, 1937 2 ½ liter SS 100 which went for \$243,165. We were fortunate to have a similar car, owned by club member John Murphy, at our recent Concours. John's car is resplendent in British Racing Green (BRG).

At the same auction a 1955 XK 140 FHC in condition 3 whose engine did not run and the brake pedal on the floor, was sold for \$12,754! It was commented that you would have to have deep pockets to get this car to run!! Another XK 140 FHC Competition model in condition 2 went for \$42,630. Another FHC but this time a 1959 XK 150 in condition 2 sold for \$ 45,828

At the Bonham's Auction in England there were two notable sales. Number one was a 1961 XKE competition roadster with aluminum panels, Le Mans style tank and D-type tach dating from early race years when it was an Auto sport Championship front-runner. In 2005 Lynx did a \$140K mechanical rebuild including building a 350hp 3.8-liter engine with knock off alloys replacing the wires. Sold for \$235,770

The second car of note is a Jaguar Ford-Cosworth R1 Formula One single seater. Driven seven times by Eddie Irvine including 6<sup>th</sup> place finish in the 2000 Malaysian Grand Prix. Carrying a rare Jaguar F1 badge smartly turned out in works team livery, with few marks Condition 1 Sold for \$57,029. I suppose the problem with this is keeping it running but would it not be fun just to look at???

## **Special Interest**

### **Pittsburgh Vintage Grand Prix July 15th & 16th**

Race the weekend in Pittsburgh, Pa. (See flyer) [www.pvgp.org](http://www.pvgp.org)

### **Road Runner TSD Road Rally July 16th**

Mid-Atlantic Rally Series Championship Event, Pitman, N. J. (See flyer) [www.midatlanticrallyseries.com](http://www.midatlanticrallyseries.com)

### **Jaguar Auto Group Annual Picnic, Rally and Popular Vote Car Show July 16th**

Schooleys Mountain Park, Long Valley, N. J. additional info [stuross41@earthlink.net](mailto:stuross41@earthlink.net) or [www.jcna.com/calendar/events.php](http://www.jcna.com/calendar/events.php)

### **DVJC 3<sup>d</sup> Annual Slalom July 29<sup>th</sup>**

Garnet Valley High School Rain Date Sunday July 30<sup>th</sup> (See flyer) [www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

### **Pennypacker Mills British Car Day August 5<sup>th</sup>**

Perkiomen Creek (See flyer) additional info [www.dvcmg.com](http://www.dvcmg.com)

### **2006 New Hope Automobile Show August 12<sup>th</sup> & 13<sup>th</sup>**

New Hope, Pa. (See flyer) for info call 215-862-5665 [www.newhopeautoshow.com](http://www.newhopeautoshow.com)

### **Annual Concours August 13<sup>th</sup>**

Jaguar Association of New England has added a new event Sturbridge Host Inn, Sturbridge MA additional info [eahall@charter.net](mailto:eahall@charter.net) or [www.jcna.com/calendar/events.php](http://www.jcna.com/calendar/events.php)

### **Slalom II August 20<sup>th</sup>**

Jaguar Association of Central New York has added a new event Slalom II, Shopping Town Mall, Dewitt, N.Y. Additional info [cvmead@aol.com](mailto:cvmead@aol.com) or [www.jcna.com/calendar/events.php](http://www.jcna.com/calendar/events.php)

### **Kendalwood Farm August 27<sup>th</sup>**

Restoration of Carriages and lunch at Lime Port Inn (See flyer) more to follow in August Purr more info on Kendalwood Farm visit [www.kendalwoodfarm.com](http://www.kendalwoodfarm.com)

### **Mini-Monte TSD Map Rally August 27th**

Mid-Atlantic Rally Series Morristown, N. J. (See flyer) [www.midatlanticrallyseries.com](http://www.midatlanticrallyseries.com)

### **2006 NNJR SCCA Road Rally Schedule August 27<sup>th</sup> & November 18th**

The Sports Car Club of North Jersey is pleased to announce our 2006 Road Rally schedule.

August 27<sup>th</sup> the Mini Monte is a short Map Rally starting in Morristown, NJ.

The next event will be the Pine Barren Express (PBX), on November 18<sup>th</sup> starting in Presidential Lakes, NJ. And the last event of the year is the Annual Teddy Bear Rally on December 3<sup>rd</sup>.

For more information and to download the event flyers please follow the link to the NNJR SCCA web site at [http://www.scca-nnjr.org/NNJR\\_Rally/Rally.shtml](http://www.scca-nnjr.org/NNJR_Rally/Rally.shtml) Peter J. Schneider NNJR SCCA

Another great issue! Since few take the trouble to express their appreciation may I simply say "Thank you" for so many enjoyable moments enjoying the newsletter. I wish my health permitted me to take an active role in helping but we just enjoy tremendously reading the material whenever it becomes available.

(Thank You from the Editor)

I am sorry to report we lost our XJR special edition in a terrible accident this spring. The aluminum body did perform as advertised, my wife suffered no injuries and while mine were serious, they could easily have been fatal, had not the aluminum body not absorbed so much of the impact. None of the fancy airbags deployed and Jaguar stated there are gaps in the sensors and the insurance investigators are still looking at this. As we were 100% blameless, the insurance company readily repaired the car, which took nine weeks and are pursuing the negligent driver. It is interesting to note the tremendous cost of repairing that type vehicle. While the damage appeared not to be extensive, the cost of near 30k, as the vehicle had to be completely disassembled, repaired with Jag gigs, under close supervision and then painstakingly reassembled. There are apparently only 11 licensed repair facilities for the aluminum body work, the closest being in Rahway NJ. While this does not affect us, we understand the carrier is considering an ever-higher "symbol" to charge for future coverage, given the incredible cost of these types of repairs.

Now, we have had some five XKR and XJR and one Vaden Plas Jaguars. Never did we have any hesitancy with Jaguar, even though the repair record has been atrocious compared to past Lincolns and Cadillacs and even the Fords, which we purchased almost 40 years ago. While we are keeping my wife's XKR Portfolio, we are done with Jaguar. The change in the customer service culture is unbearable. They were willing to build us another special edition, we waited nine months for the other, but this time they insisted on building the car and then shipping: pedals, rear mirror covers chrome wheels etc as accessories, not only adding 10k to a 85k car but delaying it even more. Who needs two steering wheels, two sets of pedals, mirror caps, and wheels! Even our wonderful dealer, Holman Motor Cars, on whom we have depended for over four decades with never a disappointment, thought this was a bit much. In essence, Jag has become an assembly line company, even refusing to place their maroon seatbelts in a maroon interior, insisting that we chose between black and some sort of khaki!

JCNA shall become even more important to us and we continue to drive and joy our XKR Portfolio, but when it comes to jaguar, I must warn: buyer beware!

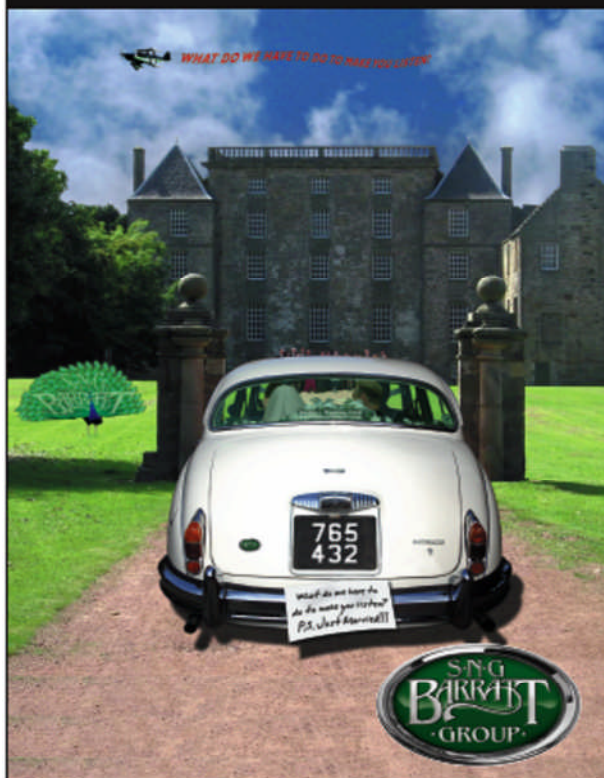
(Editor's note: This is one person's experience and comments about the new Jaguar. Does any one else out there have something to say about these issues?)

Joe Picogna





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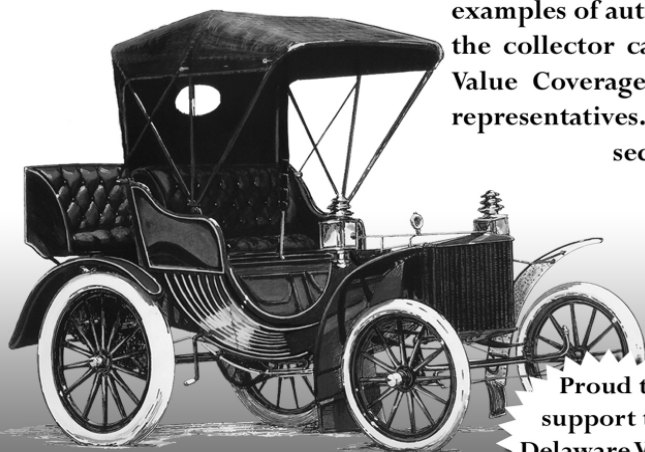
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