

# The Jaguar's Purr©

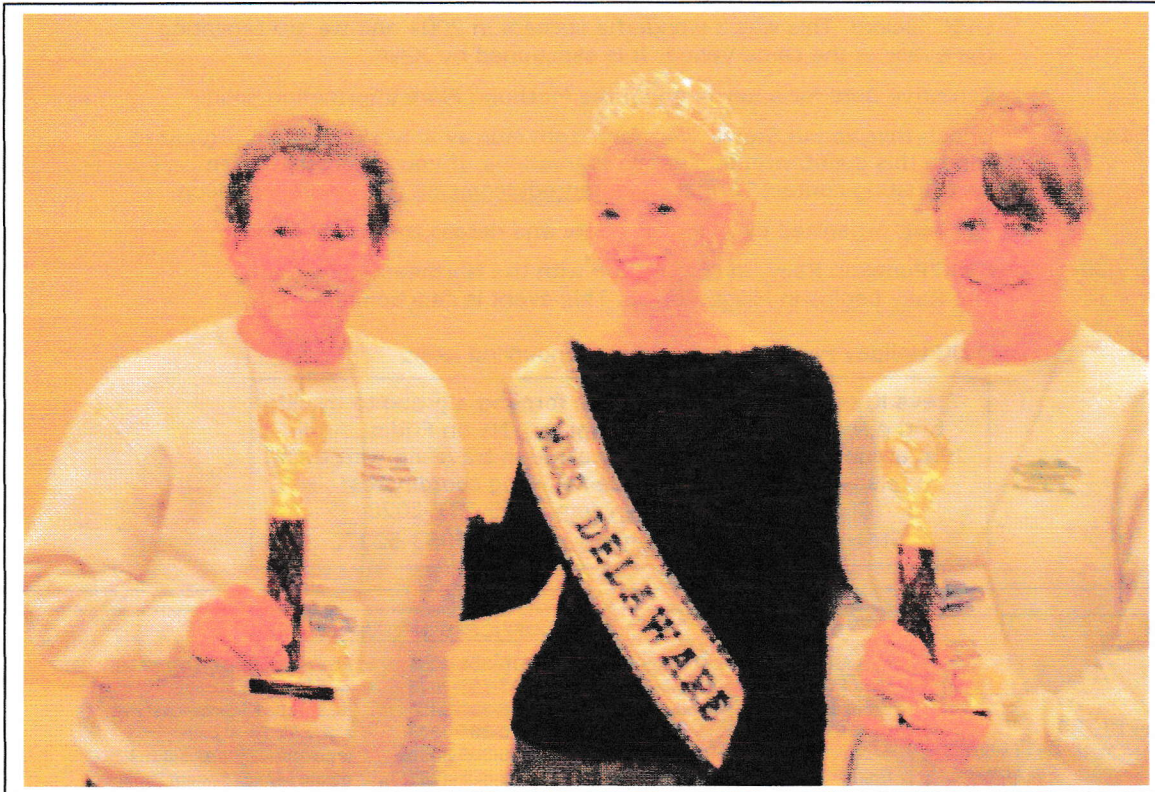
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THE DELAWARE VALLEY JAGUAR CLUB  
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APRIL 2005

**DVJC IS CELEBRATING ITS 40<sup>th</sup> YEAR AS A JAGUAR CAR CLUB!!!**



**National JCNA Rally Champions, Steve and Betty Kress, seen here receiving their trophies from Miss Delaware at the Pumpkin Rally in October 2004**

**CONGRATULATIONS STEVE AND BETTY**

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WE WELCOME BACK  
CLOVERLEAF MOTORS AS  
AN ADVERTISER IN THE  
PURR..  
SEE THEIR NEW AD ON  
PAGE 8

## UPCOMING DVJC EVENTS

- April 10 Cherry Blossom Festival, Media, PA. Car Show organized by Historical Car Club. DVJC members' cars would be on display 9am to 1pm. Call Kurt for information.
- April 17 Board of Directors meeting at the home of Steve and Betty Kress.
- April 29 to May 1 DVJC New York Road Rally, in conjunction with the Northeast Rally Club. More information regarding this event is available at [www.northeastrallyclub.com](http://www.northeastrallyclub.com). This event is sanctioned by JCNA.
- June 4 DVJC Concours d'Elegance, Rankokas Indian Reservation, Mt Holly, NJ. This event is sanctioned by JCNA. An application form and flyer is in this Purr.
- July 30 DVJC Slalom. This was a wonderful success in 2004 and we are repeating the event at the same venue. It is sanctioned by JCNA.
- August 21 Tentative date for a luncheon on the Moshulu. More information soon.
- September 14-16 British Invasion in Stowe, Vermont. Tom Murray is working on an organized trip to this event including hotel reservations. If you are interested in participating contact Tom at [jagmanred@comcast.net](mailto:jagmanred@comcast.net). More info soon.
- Fall Fall Tour organized by Al Pincus (Date and details to be confirmed).
- October 28 - 30 DVJC Pumpkin Rally, in conjunction with the Northeast Rally Club. The Rally begins in Millsboro, DE. This event is sanctioned by JCNA.
- December 4 DVJC Holiday Party. Location to be announced later.

Steve Kress and Charlie Olson are forming a group to travel to the NY Road Rally in Binghamton, NY on Friday, April 29th around 9AM. All those interested in traveling with them please contact them at the following coordinates:  
 Charlie [cjolson11@msn.com](mailto:cjolson11@msn.com) 215-757-2028  
 Steve [jaguarsteve@comcast.net](mailto:jaguarsteve@comcast.net) 215-953-5227.

### 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

### DVJC OFFICERS INFORMATION

President	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
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	Paul Racette	215-646-6299	pracett@comcast.net
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Club Development	Alex LaRoche	908-454-1155	AAL1113@aol.com,
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

### AREA COORDINATORS

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 Clark Sr	215 657-3914	

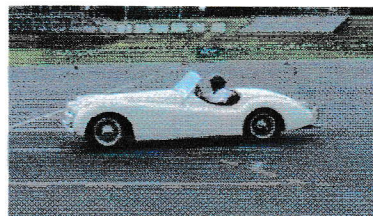
## THE PREZ SAYS

It was with joy that I read in the latest Jaguar Journal all the DVJC names of members who entered the various forms of JCNA competition. With our Concours coming up fast I would like to remind all our members to put aside June 4<sup>th</sup> to bring their Jaguars to the show. It is easy to get to, just over the bridge to New Jersey, up Route 295 and you are right there. The Rancocus Indian Reservation has welcomed us back again on Saturday June 4<sup>th</sup>.

The following is a list of those DVJC members who qualified to be listed in the JCNA finals and whose names were printed in the bi-monthly Jaguar Journal.

### 2004 DVJC Winners in the National JCNA Slalom Championship

<u>Class/place</u>	<u>Name</u>	<u>Car</u>
B 5	Jim Shields	1954 XK140
B 6	Fred Mack	1953 XK120
C 4	Alex LaRoche	1967 420
D 5	Steve Kress	1967 E-type
D 11	Gerry Kunkle	1970 E-type
D 14	Dan Bratton	1967 E-type
D 15	Bill Beiswinger	1969 E-type
D 17	Paul Racette	1967 E-type
D 18	Kurt Rappold	1967 E-type
F 11	Charles Olson	1987 XJ6
J-17	Wayne Tubbs	1987 XJS
J 30	Ann Perry	1985 XJS
K 5	Ron Musselman	1997 XK8



Fred Mack in his XK120

### 2004 DVJC Winners in the National JCNA Rally Championship

<u>Place</u>	<u>Name</u>	<u>Car</u>
1	Steve & Betty Kress	1972 E-type
2	Tom & Nancy Jones	1986 XJ6
3	Tom Murray & Chris Jordan	1963 E-type
4	Jeff & Patty Dement	1956 XK140
5	Ann Perry & John Shirlow	1985 XJS
6	Kurt Rappold & Bob Brown	1967 E-type
7	Mike Tate & Paul Racette	1968 Mk II
8	Charles Olson & Chris Bajkowski	1987 XJ6
9	Alex LaRoche & Ana Johnson	1967 420
10	Carl Enlow & Richard Olff	1958 XK150



Steve and Betty Kress  
At the Pumpkin Rally

### 2004 DVJC Winners in the National JCNA Concours Championship

<u>Class</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
C-2	4	Joan & Tom Wolf	1954 XK120
C-6	7	Bill Beiswinger	1969 E-type
C-7	3	Bryan & Debby Edwards	1974 E-type



Joan and Tom Wolf's XK120

### 2004 DVJC Winners in the JCNA Regional Concours Championship

<u>Class</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
C-5	1	Paul Ashby	1967 E-type
D-2	1	John Jennings	1966 E-type
S-3	1	John Jennings	1956 XK140

Congratulations to all the DVJC members and their families for participation and success in the National Events. Hopefully you all will continue to compete in at least two or three events this 2005 year. You must compete in two events to qualify for a Regional Award in our region. Note: Pittsburgh is considered North Central and not North East. This is not to say it is a bad event – it's a nice event. It just does not count for a Regional Award for members of our Club. Three events are required for the National Championship awards. They can be at any Club event. I would suggest the Concours at Pittsburgh, Washington and our Concours in June if I wanted to go National. Last year JTC of New Jersey did not hold a Concours to the best of my knowledge.

There are three forms of competition: (1) The Concours which has two parts, either Championship or Driven categories. In the Driven class the motor and the boot compartments are not judged. (2) The rally competition of which we have four planned and sanctioned for 2005. The first two will be in New York State and the last two will be held again in Millsboro DE. Last year the Millsboro Fire Co benefited with over \$5,000.00 being donated by the Northeast Rally Association who run the rallies. (3) The third form of competition is the slalom which is scheduled for July 30<sup>th</sup> at Garnet Valley High School. The Garnet Valley "Jaguars" benefited from our donation last year to their Jaguar snack bar fund. Charles Olson and I have submitted sponsorship applications for funds from Jaguar Inc. so that we can donate to these worthwhile organizations who allow us to utilize their facilities to hold our yearly events. In the forty years of our Club's existence we have utilized many venues for our activities and appreciate being welcomed back to each site.

There will be the first car show of the season on April 10<sup>th</sup>. It is a free show; the first 100 cars will get a beautiful dash plaque. It is called the "Cherry Blossom Festival" and will benefit the Media Rotary Club. It will be like an old fashioned fair featuring rides, games, food and entertainment so if you have children (or grandchildren) to entertain, there's an idea for you. It is only from 9 to 1 so it won't take all day like our DVJC car shows. I plan to go. All the Jaguars will be together if we arrive at 9am. There is no judging but I will have three trophies made so that we can do our own DVJC judging based on driven standards - no motor or boot compartments will be looked at. For more information about the Festival you can phone me at 610 358-4055.

I am very sad to inform you of the passing of a member of the DVJC - Phyllis Mullin passed away on Thursday March 17 after a battle with cancer. She and her husband Don were regular attendees at our events and she will be sadly missed. Don and her family are in our prayers.

Kurt Rappold  
President DVJC.

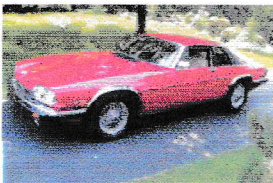
## CLASSIFIED ADS

**FOR SALE:** Complete Interior, E-type Series 1, 4.2, OTS, velour seat backs, tan. New, never installed, in original packaging from SNG Barratt. Includes seat covers, foams, interior panels, console cover, carpeting etc. Less than 1/2 price, \$1,500. John 201-266-4393.

**FOR SALE:** Radiator, XK140, fluted top, original, recently re-cored, works perfectly, looks perfect, Concours. \$600. Less than 1/2 replacement cost. John 201-266-4393



**FOR SALE.** 2002 XJR-100 special edition to celebrate the 100<sup>th</sup> anniversary of Sir William Lyons, founder of Jaguar, 100<sup>th</sup> birthday. One of the most exclusive Jaguar's ever. Only 500 made. 230 stateside. As new only 18,000 miles. Supercharged 390 HP, 5 secs to 60 mph. Cross drilled Brembo brakes. 19 Montreal exclusive wheels. Satellite navigation System. Momo leather trimmed gear knob. All this combined with the elegance of a Connolly Autolux leather trimmed interior, aluminum trim and gray stained bird's eye maple veneer makes the XJR-100 the epitome of everything Jaguar stands for. Price \$46,900. Call Mike 215-628-4961 [mjate1414@cs.com](mailto:mjate1414@cs.com)



**FOR SALE:** 1991 XJ-S V12 "Edition Classic". Only 48,500 certified miles (Car Fax) from new. Special Edition. Red exterior with beige seats and red piping. Chrome bolt on wire wheels with chrome fender flares and chrome sill connecting these. Absolutely 'show room' condition. Asking \$10,500. Call Paul 215-646-6299 [pracett@comcast.net](mailto:pracett@comcast.net)

## EDITOR'S RAMBLINGS

### THE PAST, THE PRESENT, THE FUTURE. WHERE IS JAGUAR NOW?

In the past few weeks there has been a lot of press either praising, criticizing or just questioning Jaguar's future role in the car market.

1. First came the sale of their Formula 1 team to Red Bull who have been more successful in the first two races this year than Jaguar managed in previous years. Jaguar repeatedly fired their drivers (if the horse doesn't win, fire the jockey). Toyota, who joined the F1 circus about the same time as Jaguar, but without the benefit of buying an existing team, are still there and challenging for honors.
2. With the recent release of the Advanced Lightweight Coupe came a mixed bag of press releases. First came *AutoWeek* with a good spread on the new concept car. This was followed in succeeding weeks by publishing letters that the Coupe looked no better than the Ford Taurus. They backed this up with cleverly posed photos of the front end of a Taurus and the Coupe. Obviously these were slanted to look identical to prove their point. Personally I believe *AutoWeek* enjoy publishing material that hurts Jaguar. I know they can be positive because anything to do with BMW is given a major positive spin.

*Road and Track* in contrast to *AutoWeek* gave the Concept Coupe a two page spread extolling its virtues and presenting photos that accentuated its smooth contours. The two heritage aspects of the car are the oval grill and the addition of a rear hatch in place of a traditional trunk, both recalling the E-type. And WOW they say "thankfully the J-gate shifter has been replaced by a proper manual shift automatic with paddles". If you want to see the Road and Track photos go to [www.roadandtrack.com](http://www.roadandtrack.com).

3. In the week starting March 24 Jaguar fired its present advertising agents. If the product doesn't sell then fire the advertising agents. No news if the Jaguar Executives who approved the adverts were fired.
4. Then on March 29 USA TODAY had this headline "JAGUAR SEEKS TO RECAPTURE GLORY". "Money-losing carmaker plans changes to entry-level strategy that could be hurting image of exclusivity". The nub of the story is that Jaguar is killing the cheapest versions of its entry level X-Type sedan and adding more-expensive X-Types and a \$115,000 high power XJ sedan to regain an image of exclusivity and the profit it hopes this will bring. They make the point that "European luxury brands can go too far downscale, or use the wrong products when they do". They say the shift back upscale calls into question Jaguar's 6-year old strategy of offering cheaper, smaller cars. Jag lost roughly \$700 million last year & Ford CEO Bill Ford has called Jag "A financial dog". (Editor: Financial cat please!!!!) He said, "I think that this brand is an exclusive brand that doesn't lend itself to big volumes." I expect everyone who heard that nodded in agreement. Many, I would imagine, responded with "I have always thought that."

So there are lots of arguments about "did Jaguar make a mistake", "What should Jaguar do?", "How do they make a real winner?", "What IS the problem?". To attempt to answer some of the questions I looked in the past and to the July 1999 edition of "*Jaguar World Magazine* Volume 11 No 6". In this edition they publish the results of a survey they conducted amongst their readers to determine which is THE GREATEST JAGUAR. This was a personal choice with selections based upon what turned the voter on. It might be the car's beauty, its sales success, its technical ability, its competition record - or simply the emotional appeal of a particular model.

There were three categories:

1. The greatest Jaguar saloon
2. The greatest Jaguar sports car
3. The greatest Jaguar of all

Eligible were all Jaguar models made by SS Cars or Jaguar Cars from 1935 to March 1999 (therefore including the S-Type) providing they were series production models offered for sale by Jaguar. This, of course, includes C and D-types and XKSS - though they also allowed XJ13 and XK 180. The XJ-S was classed as a sports car and the XJ Coupe as a saloon.

The model acquiring the most votes in each category was the *Jaguar World* readers' choice of greatest Jaguar saloon or sports car. The nomination of "the greatest Jaguar of all" did not have to be 1) or 2)

- it could have been a third model. The survey captured many people's imagination. Responses came from all over the world including the USA, the UK (of course), Austria, Denmark, Finland, France, Holland, Italy, Switzerland, Canada, New Zealand, Australia, Singapore and South Africa.

There was a three page spread, with photos, highlighting the various eligible cars and explanation of the support for each one. The final results were as follows:

THE TOP TEN SALOONS	THE TOP TEN SPORTS CARS	THE TOP TEN GREATEST OF ALL
MK 2	E-type "Series 1	E-type
XJ6 Series 3	XK 120	XK 120/XJ-S
XJR	XJ-S	MK 2
XJ 12	D-type	D-type
XJ8	C-type/XK 150	SS-100
XJ6 Series 1	S3 E-type	C-type
XJ6 Series 3	XK 140/XJ13	XJ6 S3
S-type (1999)	SS 100	XJ13
420	XJ-220	MK V
MK 1/MK V11/MK 1X	XK 8	XK 140

Note; The Series 1 E-type and the XJ-S V12 were the most voted for variants within their model ranges.

So, what is my purpose in showing you all this? It is to try and give some substance to the thoughts I have on why Jaguar have not been successful in the market place. They have tried everything. They have constantly, as is ordained in corporate America when things are not going well, rung the management changes ("Oh I fired that guy last week. Problem solved" says the boss to the chief. End of subject). They have constantly changed the product strategy. They fired the Formula 1 chiefs and the drivers. They have fired their advertising agents. They are again changing their strategy. But are any of those actions getting at the nub of the problem?????

"NO!" say I, and to make my point, if the above survey, completed SIX YEARS AGO, were completed to day the results would be the same. There has been no new OUTSTANDING product which offers Jaguar's style, comfort and performance, at an unbeatable price that would demand a place in the results. Perhaps the XKR Coupe may make it or the XJR-100 but they would only displace the similar models in the selections.

So I believe the facts are that the introduction of products that make you gasp with pleasure (Have the "must have factor") would make all the other problems go away. QED

Let us hear from our members. What do you think Jaguar should do and what do you reckon is the greatest Jaguar Sports Car, Saloon and Greatest Of All? Send answers to [mitate1414@cs.com](mailto:mitate1414@cs.com) or Box 627, Gwynedd Valley, PA 19437.

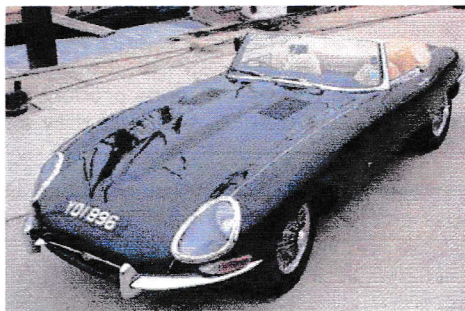
#### THIS AND THAT .EXCLUSIVITY

Larry Schear kindly sent me the following:- "Police Arrest Suspect in Sunroof Shooting. One man was arrested and a warrant was issued for another in the slaying of three people by a gunman who stood up through the sunroof of a Jaguar and opened fire with an assault rifle", police said. Larry asked "Why did they have to identify the car in the statement. They did not identify the shooter or who was shot". Well, Larry this is Exclusivity. Don't forget that the Top Saloon above the MK2 was favored by robbers, bandits and also the police. The Great Train Robbers used it.

And here is another: Tiger Woods goes to an Irish gas station. As Tiger gets out of his Jaguar, two tees fall out of his pocket. "So what are those things for, laddie?" asks the attendant, unaware who the golf pro is. "They're called tees," replies Tiger. "And what would ya be usin `em for now?" inquires the Irishman. "Well, they're for resting my balls on when I drive," replies Tiger. "Aw, well I'll be damned," exclaims the Irish attendant. "Those fellas at Jaguar think of everything." Now, that's exclusivity.

Michael Tate, Co-editor

3.8 E-type open two seater:  
the greatest Jaguar sports car-  
Do you agree?



## MOTOR CARS UNDER THE STARS

### SEE THE ADVANCED LIGHTWEIGHT COUPE CONCEPT

"Motor Cars Under the Stars with Dali" will take place Monday, May 2<sup>nd</sup> at the Philadelphia Museum of Art. This spectacular outdoor/indoor event benefits United Cerebral Palsy (UCP) of Philadelphia & Vicinity. Gold Sponsors are the "Jaguar Dealers of the Delaware Valley".

This year's affair will feature a select group of 24 collectible automobiles, as well as modern day classics from Jaguar & Land Rover, displayed on the East Terrace of the Philadelphia Museum of Art. Inside the Museum, the extraordinary Salvador Dali retrospective will be presented. The exhibition contains over 200 works of art, from private and public collections around the world, many making their first showing in the United States.

Cars expected to be presented: Jaguar's Advanced Lightweight Coupe Concept, 1993 Jaguar XJ 220, 1938 SS 100, 1931 Rolls-Royce Phantom 1, Aston Martin DB4GT Zagato, 1931 Studebaker President Roadster, 1938 4 1/2 Bentley Coupe, 1965 Ferrari 275 GTS, 1930 Packard 745, 1935 Auburn Speedster and 1932 Lincoln KB Convertible Roadster.

The affair also offers guests hors d'oeuvres and drinks served on the East Terrace, open bar and an array of sumptuous gourmet food stations in the museum's Great Stair Hall.

Tickets are \$250 per person. For ticket information & volunteer opportunities contact Willa Kravitz 215-248-7609



### **UBS Financial Services Presents Motor Cars Under the Stars with Dali to benefit United Cerebral Palsy.**

Spring is in the air and beauty abounds on the Parkway. It is the perfect landscape for one of Philadelphia's premier outdoor automobile events. On Monday, May 2, 2005 *Motor Cars Under the Stars with Dali* will take place at the Philadelphia Museum of Art. Featuring 24 rare, collector automobiles along with eight modern day classics from Jaguar & Land Rover on the East Terrace of the art museum, as well as a private showing of the only American exhibition of the Salvador Dali centennial retrospective, this early spring, evening event has something for everyone. Presented by UBS Financial Services and sponsored by the Jaguar & Land Rover dealers of the Delaware Valley, the affair also offers guests hors d'oeuvres and drinks on the East Terrace, open bar and an array of sumptuous gourmet food stations in the museum's Great Stair Hall.

Tickets are \$250 per person. For ticket information & volunteer opportunities contact: Willa Kravitz at (215)248-7609

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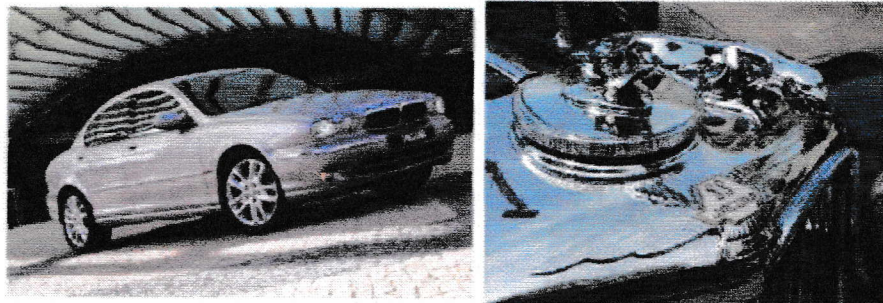
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DVJC TREASURER'S REPORT FOR 2004  
CHRIS JORDAN AND STEVE KRESS

**INCOME**

2003 Dues	89.00
2004 Dues	7,719.17
Donations	560.00
Advertising	877.50
DVJC Badges	13.00
Jack Sanft Auction	58.00

Events:

Brunch	1,890.00
Concours	1,368.00
Holiday Lunch	2,574.00
Slalom	255.00

**TOTAL INCOME      \$15,403.67**

**NET INCOME      \$261.63**

**Bank Balance as of January 1,2005 \$5,839.93**

**EXPENSES**

2004 AGM	1,237.59
Calendars	231.20
Donation Expense	250.00
JCNA dues	3,428.00
Name tags	110.00
Postage	196.00
The Purr	1,742.17
Membership retention	125.01
Retirement expense	140.75 **

Events:

Brunch	1,957.98
Concours	2,742.51
Holiday lunch	2,447.24
Slalom	333.46
Rallye	199.36

**TOTAL EXPENSES      \$15,142.04**

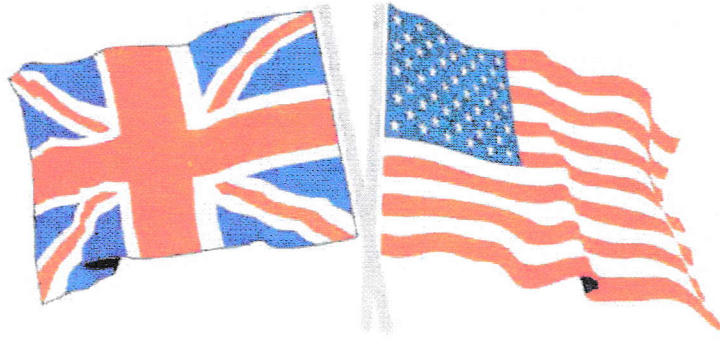
\*\*Past Presidents do not pay annual dues. Therefore the Club pays their contribution to JCNA.

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**PHILADELPHIA AREA  
THE DELAWARE VALLEY JAGUAR CLUB  
CONCOURS D'ELEGANCE 2005  
40TH ANNUAL DVJC CONCOURS & CAR SHOW**

This event will be held Saturday, June 4th, 2005 (raindate Sunday, June 5th) from 9:00 am - 5:00 pm to benefit the Rankokus Indian Reservation and its community outreach programs. The Rankokus Indian Reservation is located on Rancocas Road, Rancocas, New Jersey, just miles off the NJ Interstate 295 exit 45A and New Jersey Turnpike Exit 5, Mt. Holly. Only 30 minutes from Philadelphia, and 1 hour from New York City. (For detailed directions and local accommodations see map on reverse side.)

Collectible dash plaques for the first 50 registered cars  
Food Pavilion, including American Indian Cuisine  
350 Acres of woodlands with Nature Trails, Animals, Museum, Gallery and Gift Shop  
Convenient to Hotels and Restaurants; NJ State Aquarium, Tweeter Center and Battleship New Jersey  
in Camden; Philadelphia Attractions; Atlantic City  
Ample Parking



**PLACE JUNE 4TH ON YOUR CALENDARS NOW!**

**REGISTRATION AT GATE WILL BE \$40.00**  
Discount Fee of \$25.00 expires May 20, 2005

*Please Call ahead if you wish to participate in judging. Contact Steve Kress 215-953-5227*

**Contact: Charles Olson, DVJC Concours Chairman**  
**215-757-2028 email: cjolson11@msn.com**

J.C.N.A. rules of judging will be followed as per the latest rules agreed to at JCNA AGM 2004.

J.C.N.A. official trophies to be awarded.  
Value \$1,100.00



- Raffle Prizes
- Longest drive award
- Awards for Driven in 11 classes 1st, 2nd 3rd
- Awards for Champion 23 classes 1st, 2nd, 3rd
- Chief's Choice Award
- Best in Show, People's choice

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**D.V.J.C. Concours & Show**  
Saturday - June 4, 2005

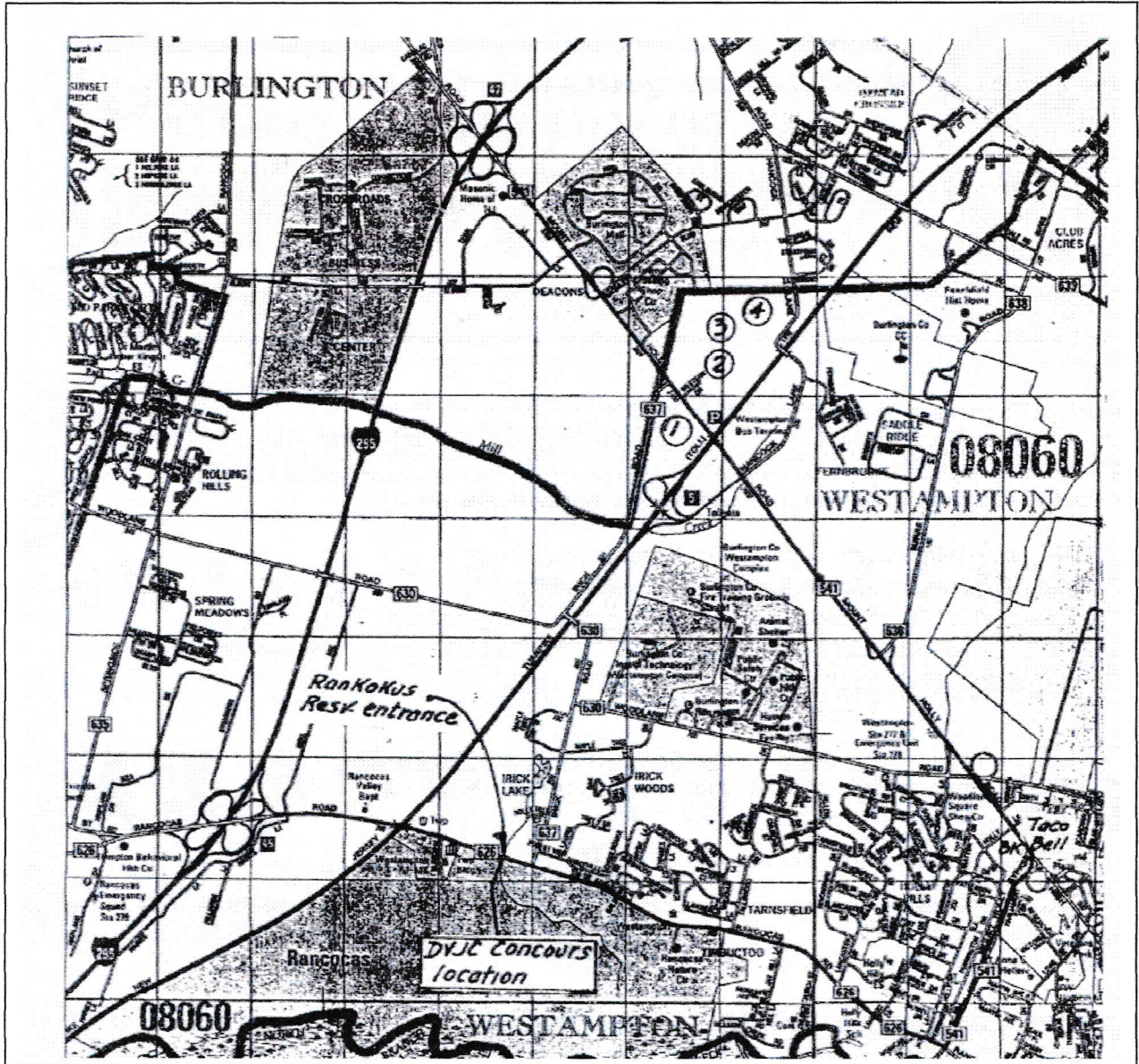
Name _____	Serial# _____	Model _____	Class _____	Year _____
Address _____				
City _____	State _____	Zip _____	_____	
Phone # ( _____ ) _____				
JCNA #1 _____				

**Division** - Please check one only:  Champion  Driven  Display

**Release Statement** - I hereby agree to enter the car(s) described in the Concours D'Elegance on June 5, 2004. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, Concours Committee, D.V.J.C. Club, and Rankokus Indian Reservation from any and all liabilities for injury, damages, or loss arising from my entry, attendance, or participation in these activities.

Signed: \_\_\_\_\_

Dated: \_\_\_\_\_



**Directions to the Rankokus Indian Reservation**

- . From the Walt Whitman Bridge: Take I-295 North.
- . From the Ben Franklin Bridge: Take 676 East to I-295 North.
- . From the Tacony I Palmyra Bridge: Take 73 South to I-295 North.
- . From I-295: Going either North or South, take Exit 45A. Bear right off the exit. The Reservation is ¾ of a mile from that exit on the right hand side.

. From the New Jersey Turnpike: Take Exit 5. Bear right off that exit, and you'll be on Route 541. You'll then come to an intersection with Taco Bell and a Burger King - make a right. At the next traffic light, make another right onto Rancocas Road. The Reservation entrance is 2 miles down on the left hand side.

**Hotel Recommendations: (Numbers refer to numbers on the map)**

1. Howard Johnson Inn 609-267-6550 - \$79.00 per night
2. Best Western Burlington Inn 609-261-3800 - \$ 116.00 per night
3. Econolodge 609-702-1000 - \$ 85.00 per night
4. Holiday Inn Express 609-702-5800 - \$109 per night (Special price available up to May 21).

## OTHER INTERESTING CAR EVENTS

May 2, 2005	Motor Cars Under the Stars, Philadelphia Museum of Art
May 7, 11am to 3pm	Lewes British Motorcar Show, Lewes, DE organized by the British Car Club of Delaware. <a href="http://www.leweschamber.com">www.leweschamber.com</a>
May 15, 2005	Jaguar Association of New England Slalom, Wilmington, MA
May 21, 9 am to 4 pm	Ragtops and Roadsters "Open House", Perkasie, PA.
May 21, 2005	Jaguar Auto Group Spring Slalom, Randolph, NJ
May 28, 2005	Delaware Valley Triumph Club British Car show at Hope Lodge. <a href="http://www.delvaltrs.org">www.delvaltrs.org</a>
June 3 & 4, 2005	Empire Division Jaguar Club High Performance Driving Event Lime Rock Race Park, Lime Rock, CT.
June 11, 2005	Jaguar Club of Southern New England Slalom, Berlin, CT.
June 12, 2005	Jaguar Club of Southern New England Concours, Berlin, CT.
June 18 & 19, 2005	Concours d'Elegance of the Eastern United States in aid of the Burn Prevention Foundation, Bethlehem, PA.
June 18, 2005	Jaguar Touring Club Summer Slalom, Randolph, NJ
June 19, 2005	Fatherfest 2005, Special Event at the American Helicopter Museum, West Chester, PA. More information 610-436-9600
July 10, 2005	"The British Invade Gettysburg", a British Car & Motorcycle Show organized by LANCO MG Club. Information <a href="mailto:Ralph_eriksen@yahoo.com">Ralph_eriksen@yahoo.com</a>
July 23, 2005	Jaguar Club of Pittsburgh Concours, Dawson, PA.
August 6, 2005	Jaguar Auto Group Summer Slalom, Randolph, NJ.
August 13, 2005	Jaguar Association of New England Concours, Worcester, MA.
August 13, 2005	Delaware Valley Classic MG Chapter British Car Day at Pennypacker Mills.
August 28, 2005	"Taste of Britain", British Car and Motorcycle Show organized by LANCO MG Club, at Rothsville, PA. Information <a href="mailto:Ralph_eriksen@yahoo.com">Ralph_eriksen@yahoo.com</a>
September 10, 2005	Nation's Capital Jaguar Owners Club Concours, Rockville, MD.
September 11, 2005	Buckingham Auto Show, Buckingham, PA.
September 21, 2005	JCNA Challenge Championship, Chateau Elan, Braselton, GA.
October 22, 2005	Jaguar Touring Club Jag-O-Lantern Slalom, Randolph, NJ

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## CRUISE CONTROL PROBLEMS

BY

TECH ADVISOR JIM SHIELDS

Many owners of XJ6s and XJ5s have experienced problems from time to time with their cruise controls. It turns out these cars are notorious for having problems with this desirable accessory. It is one of those items that can be very expensive to have repaired, not only because of expensive parts, but because of the labor required to track down the source of the problem. Since it is not needed for normal driving, the cruise control will be left unfixed and many times will not be working on a car when purchased used. I've pulled together some information from various sources on the Internet which give some troubleshooting ideas. I'm hoping to use these ideas on my own cruise control which needs fixing so maybe there will be a follow-up in the future.

The cruise control system in these cars has a few common problem areas which will render the system inoperative. Fortunately, they can be easy and inexpensive to repair. If your cruise control doesn't work, check the following:

1. Make sure the rubber bellows of the vacuum unit isn't cracked or split. If it's OK, then make sure it seals around the metal endplates. Use silicone sealant to really seal it up.
2. Check the disconnect switch at the brake pedal. The wires may have broken or become disconnected. This is the switch that deactivates the cruise control when the brake is pressed.
3. Check that the vacuum supply hose to the bellows unit is intact, and is plugged into the intake manifold.
4. The "set switch" at the end of the turn signal stalk sometimes loses its electrical ground. You can restore

the electrical ground by removing the cover under the steering column just behind the steering wheel, and wrapping a small piece of wire around the turn signal stalk. Connect the other end of the wire to a suitable grounded screw. Replace the lower column cover and your repair is invisible.

5. The solenoids at the end of the bellows unit sometimes stick. Remove the black caps and spray penetrating oil into the solenoids. Allow the oil to sit and work for a while before attempting to use the cruise control. If you've taken these steps and your cruise control still doesn't work, then you're probably looking at something expensive.

6. One of the most important checks: The combination Reverse Lamp / Start Inhibitor / Cruise Control Activator Switch which is mounted in front of the gearshift, (under the Ski Slope cover), and which is activated in conjunction with the ON-OFF Switch mounted behind the Gearshift Lever; If this combination switch is not properly adjusted in relation to the gearshift-position "D", the Cruise will NOT come ON.

In fact, this switch is reverse-wired, so that "off"(open contacts) is really "ON" for the purpose of the Cruise Control.

7. The ON-OFF/Resume switch mounted behind the gearshift could have dirty contacts if it has not been used for a while. This switch is similar to the window operating switches which are known to fail in this manner.

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	<p><b>Ultraclub 8536 Pique Golf Shirt</b>                      White body pique golf shirt with multi-stripe trim                      Colors: White w/Green Trim                      Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50</p>
	<p><b>Lee (83062)</b>                      Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle                      Colors: Stone, Moss                      Price: M-XL: \$28.50    XXL: \$33.50</p>
	<p><b>Lee Ladies (51080), Lee Mens (71808)</b>                      Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs                      Colors: Ladies – Natural only; Men’s – Natural, Hunter Green  <b>NEW LOWER PRICE!!</b> All sizes: \$28.50</p>
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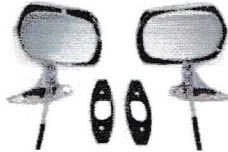


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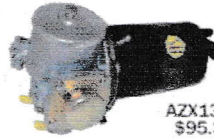


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