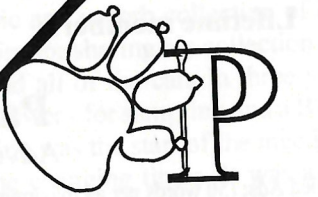


JAGUAR CLUB OF AUSTIN

April 2007

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Jaguar Web Sites
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www.jcna.com
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www.motorcarsltd.com

Newsletter

JAGUAR CLUB OF AUSTIN

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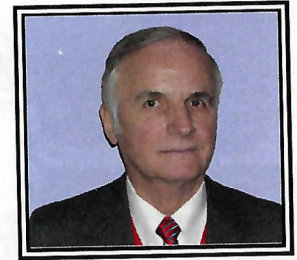


The PAW PRINT is published by the Jaguar Club of Austin (JCOA). The intent of the publication is to provide a source for and distribution of information, both technical and general for all Jaguar enthusiasts. All technical articles and tips published are the opinions of the authors. Because author's opinions often vary from factory procedures, the person performing said procedure must accept the consequences. Use tips published in the PAW PRINT at your own risk. The officers of the JCOA or the editors of the newsletter cannot be held responsible for errors in judgment or skills of those performing any procedure outlined in the newsletter.

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From the Driver's Seat by Tony Temple



The AGM (Annual General Meeting) hosted by the Houston Club was fantastic. Betty and I arrived Friday afternoon and went directly to the Hospitality Suite where we saw Dean, Doris, Bob and Joan and a host of other people from Jaguar Clubs across the United States. From there we were transported by private coach (bus) to what I consider to be the finest automotive collection I have ever seen, Mr. John O'Quinn has amassed the most eclectic and superb collection of cars. The quality of restoration is terrific. We thank him for sharing his collection with us! And the most amazing part--he has collected all of the cars in three years. Next we were transported to a very nice Micro-brewery for sampling and a B-B-Q feast to wind down the evening. Saturday morning was the start of the meetings.. The main changes were in verbiage to echo the changing times. It was a very interesting meeting. Our club representative, Rufus Coburn, was worth his weight in gold. Nothing gets by Rufus! Saturday evening brought about the banquet and presentation of National JCNA Awards. It was an excellent program. We were shown aspects of the new Jaguars, which was narrated by a representative from Jaguar cars of North America. Then it was good night to all. Sunday was breakfast and goodbyes. The girls amused themselves by shopping, lunching and some visited the Houston Art Museum to see the traveling exhibit of the works of French artists.

Please remember the gathering of the WWII B-25's to commemorate the 65th reunion of the Doolittle Raiders to be held at the San Marcos Airport, April 15th. This will probably be the last time this many B-25's will be seen at one place at the same time. After the gathering at the airport, we will caravan to the Three Dudes Winery for a taste of the grape! We will be hearing more from Ron Butler as this date gets closer.

Another important date this month is Saturday, April 28. We have been invited to the Sudduth residence for an Italian Extravaganza. We will experience fine Italian cuisine and we are to bring a bottle of wine from Eric's list for a wine tasting event. More information to follow.

See you at the meeting Thursday, April 5. The board will meet at 6:30 with the social starting are 7:00 at Joe's Crab Shack at 183 and Duval.

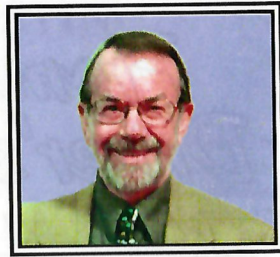
Keep the rubber side down.

Tony

Kitty Litter

by

Tom Thornton



Crossing the 't's, dotting the 'i's..... And hyphenating the S!

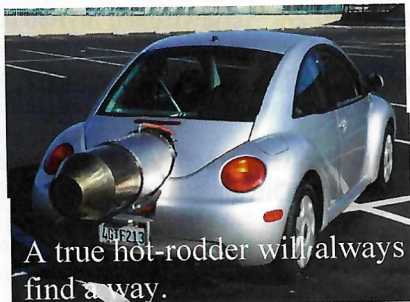
During it's development, the original XJ-S was known internally as the XJ27, but behind the scenes there was some discussion as to the official designation.

The last prototype car had the boot-lid drillings for the letters XK-F, continuing on the American designation XK-E for the E-Type. A photo in Rivers Fletchers book on the XJ-S, of a car in the wind tunnel, confirms this (and one car so adorned still survives in Sweden). In the end the name XJ-S was chosen, quite fittingly as the car shared almost all its mechanical components with the XJ saloon and was in effect its sporting cousin.

The years passed and plastic, as usual, replaced chrome badges, and a 'C' was added for the cabriolet model, but still the hyphen remained, even though the car was always referred to in conversations as an 'XJS'.

Finally, with the launch of the re-bodied 1992 model year car, the new style (chrome) badge reflected what the car had been known as all along, the XJS without the hyphen.

In general, only official Jaguar publications will use the hyphen when referring to models prior to what is called pre-facelift, 'XJ-S'. Post facelift models will be written as 'XJS'. You can be sure though that among all Jaguar enthusiasts, simply 'XJS' is enough of a description.



A true hot-rodder will always find a way.



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CHROME TRIM NOT INCLUDED..
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GSL-125 XKE leather shift knob \$34.95 ea
C-31228-W XJS, XJ6 2 pc burl shift knob \$29.95 ea
JAG-162 XJ (88-04) silver catface knob \$69.95 ea
JAG-164 XJ (88-04) gold catface knob \$69.95 ea
C2C-15321LEG XJ (88-04) leather/chrome "R" \$55.95 ea
XR8-38921LEG XJ (88-04) leather/chrome knob \$45.95 ea
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Gus joined some of his buddies and formed a Country and Western Band. Of course Gus is the star of the show as he writes and sings most of the songs. He's had a real problem with the microphone at the last two shows, the cotter key that holds the mike up is missing and his fans have had trouble hearing his singing. Gus needs to replace the missing cotter key and get that mike back up where it belongs.

Can you help Gus find the elusive cotter key so the fans can hear his lyrics? The cotter key is hidden somewhere in the pages of this newsletter.

FOUND IT?

There just may be a prize for you. Call or e-mail after 10:00 a.m. on Tuesday April 3rd.

tthornton@suddenlink.net

512-989-2408

Web Talk by Mark Atkinson



Back to the Basics

1. FIRST! Turn on your computer
2. Click on your browser. Most of you probably use Internet Explorer (the "E" with the gold ring)
3. Go to the address inset in the menu bar at the top of the page.
4. Delete the address that is there and insert:
<http://www.jcna.com/clubs/austin>
5. Click on the green arrow or the "GO" icon and wait a moment.
6. VOILÀ!... you are now at the JCOA web site... but you are not done.
7. Up on top in the menu bar you should see "Favorites" somewhere. The older operating systems use the term "**Bookmarks.**" Click on it.
8. A menu will drop down. Click on "**Add to Favorites.**"
9. A dialogue box will open and ask you again if you really want to add this to your favorites. Well of course we do so we click "**Add**".
10. The JCOA Web Site has now been added to your favorites. Close out the web site and click on favorites and scan down the list until you come to "sc37 Home Page." That's us. If you want to change the page name just follow the instructions under "**Organize**".

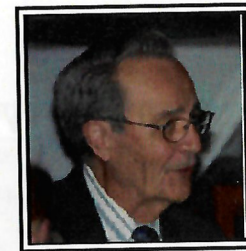
NOW... Try This!

ReOpen the web site... On the top of the page is a green menu bar. Click on "**Club Home**". The page will go blank for a moment and reappear as our home page.

Now, click "**Officers / Contacts**" and everything you ever wanted to know about the club is right there: Names, phone numbers, and email addresses.

(continued on page 11)

The Toolbox by Merl Reed



V-12 Down to 6

If you drive a Jaguar V-12 with a Marelli ignition system, the chances are probably more than 50/50 that your V-12 will all of a sudden start running on only 6 cylinders. The best advice, if this happens to you, "**Don't drive the car on only 6 cylinders**". Even driving the car a short distance can cause expensive damage.

There are two common causes of the one-bank failure on Marelli cars. One is a failure of the distributor rotor, which always results in the right side cat getting baked. If this is the case, your mechanic will want to replace cap and rotor for an outrageous cost, and it might do it again in five miles. Better idea is to replace the entire distributor with an earlier Lucas distributor, which can be purchased used for less than the cost of the Marelli cap. Then connect up the two Marelli ignition coils to the Lucas distributor using an MSD "Automatic Coil Selector". It requires a few minutes longer to change out but you never have to worry about that particular failure mode again -- and from then on replacement caps and rotors will be much cheaper.

The other common cause appears to be a coil failure, which can involve either side. So far apparently most have opted to just buy a new coil and press on. It shouldn't be too difficult to find aftermarket coils of similar specification these days, but I dunno if any of them are any more reliable than the OEM Marelli.

If you are forced to drive on only 6 cylinders for any distance, other components on the car can be affected and should be checked out. Note that there might be a problem with the flywheel sensor for the Marelli ignition. It's nearby and can get cooked. You might also want to replace a couple of fuel lines that might have gotten hot. If your car has a vacuum modulator on the transmission, it might need replacing as well as the vacuum hose to it. If the cat and exhaust system gets really really hot, it could very easily fry the starter also. Keep that in mind. You know the old saying "**Stuff Happens**".

You Know Your Cars

How About Car Logos

Test your knowledge. Name the car or manufacturer represented by The logos below. Answers on page 11



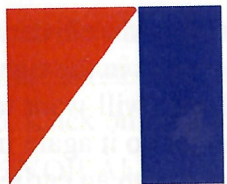
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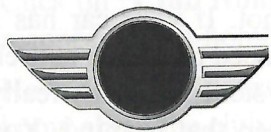
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Top Dead Center by Mike Schafer



Thanks for all the positive feedback on the February tech session at Dean Davis' house. A special thanks to Dean and Doris Davis for allowing the use of their beautiful garage (House). I had a great time doing the tech session along with my friend Chris Lum who helped make it a success. I can't wait for the next one, possibly in May or June to coincide with the opening of our new Jaguar service business here in Austin.

I requested suggestions from the club members and it looks like the removal of an E-Type independent rear suspension is going to be the subject. Do I have any E-type owners willing to give up their car for such an exorcism? I will need the car for a few days prior to the tech session and probably a couple of days afterward. If you are willing, contact me at mjsjagman@earthlink.net please put "Jaguar tech session" in the subject line. Also note, you will be responsible for any parts needed to put your car back together, the labor is on me.

On another subject, did you know it is my responsibility to answer technical questions from our members? I read about Merl's escapades with his coolant sensor on his Jaguar XJ8. Although it made for a great story and fun reading, I could have saved him a lot of time and some money as well. Just send me your technical queries at the above email, and I will get back to you with an answer as quick as I can.

While I have your attention, I have noticed a lot of rumblings about the new products that might be coming out of Jaguar. Like it or not, in order to be competitive in a huge luxury car market, Jaguar has to be on the cutting edge of styling and technology. They have the technology and reliability, and have had it for a number of years. The complaint from the public and the media has been dated styling: the car looks the same as the older models. Well, I don't care what anybody says, I have always liked the styling until XJ40. I really thought the X300 was a

(continued on page 11)

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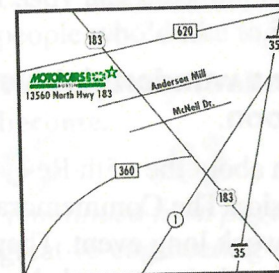


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April 15, 2007

Get out your Jags and shine them up for a wonderful drive, show and wine tasting...all in one afternoon.

The link below will give you all the information about the 65th Reunion of the Doolittle Raiders great WW II mission. The Commemorative Air Force in San Marcos is sponsoring the week long event. They have invited car clubs from Central Texas to bring their cars and show them AND get a photo of YOUR car in front of a WW II B-25. This is a once in a life time chance. You will also have a chance to fly in a B-25 if you want. www.b-25yellowrose.com/reunion/index.htm

We will meet:

11:30 AM

April 15, 2007

Joe's Crab Shack at 600 East Riverside (Old Magic Time Machine for the old timers)

If you can't meet us then, come on down to the San Marcos Airport to the Commemorative Air Force Hangar. After the Display we will hop the short distance to the [Three Dudes Winery - Meet the Three Dudes](#) for a little wine tasting.

(continued from page 4)

Next, click on **“Upcoming Events.”** This will update you, in detail, on what’s happening locally as well as regionally.

Then click on **“Event Results.”** This will take you back to concours winners of the past.

“News & Articles” is a repeat of Col 1 on the home page. Hopefully an archive.

Now try **“Club Forum.”** If you have a question and want answers, this is the place.

“Classifieds,” may be one of the valuable areas of the web site. Your classified ad goes out to all JCNA Clubs at no cost. If you need something, take a look here.

“Image Gallery” is a great place to visit on occasion. As new pictures come in, I post them for everyone to see. (JCNA too.)

Lastly and most importantly is the **“Membership Application”** for people who’d like to join us.

This is your web site, the more you use it, the more valuable it will become.

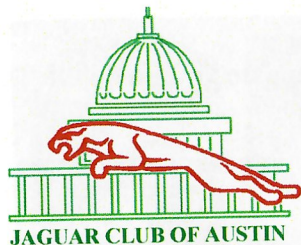


(continued from page 8)

great re-engineering and re-styling of the car. The X350 is a completely different car: styling, technology, aluminum structure and skin, yet it still looks like its predecessors. If you park them side by side there are big visual differences: the X350 is a bigger car. The point is very few of us are tired of the so-called dated styling. Who cares? The luxury car buyer of today! I think it’s going to be okay. The new concepts are leading edge and will leave the others scrambling to follow the most reliable, best looking and driving cars in the world. Jaguar will remain a leader in styling and technology, and I guarantee they will not look like the cookie cutter cars those other so called luxury car manufacturers are building!! I like them, and I can’t wait to drive one!!

Name that Logo Answers *(from page 6)*

- A. Morgan B. Abarth C. Acura D. American Motors E. Audi
- F. Mitsubishi G. Nissan H. Sunbeam I. Austin Healy J. Mini
- K. Aston Martin L. Peugeot



JCOA 2007 Calendar of Events

- April 5, Officer's meeting and social (**Joe's Crab Shack**)
- April 15, Driving tour to Commemorative Air Force Show
And tour of Three Dudes Winery in San Marcos
(details on page 10)
- April 28, Spaghetti Dinner, **Eric and Lupe Sudduth's**
(details on page 12)
- May 5&6, Keels and Wheels Show, **Houston**
- May 6, Fun Rally, (maybe a poker rally) *(location TBA)*
- May 12, Sun City Car Show, Sun City, Georgetown, TX
(details on page 13)
- June 7, Officer's meeting and social (TBA)
- June?? Driving tour, *(location TBA)*
- July 5, Officer's meeting and social (TBA)
- July 21, JCOA Birthday Party, (**Dean and Doris Davis**)
- August 2,, Officer's meeting and social (TBA)
- September 6, Officer's meeting and social (TBA)
- September 14,15 Concours, **Dallas**
- September 29,30 Texas All British Car Days, **Round Rock**
- October 4, Officer's meeting and social (TBA)
- October 12,13 Concours, **Austin**

April 28

A Taste of Italy Under the Stars *(If it's not raining)*

Eric and Lupe Sudduth will be hosting a simple Italian meal outside their little home at 103 Rim Rock Cove located in Georgetown beginning at 6:30pm and lasting until all the wine bottles are empty. Please bring a bottle or two of your favorite ITALIAN wine. For those unfortunate individuals who do not partake of the nectar of the gods, please BYOBeer. Directions will be provided at time of RSVP, (please include name and phone number), which we request no later than April 15th by contacting Eric at sudduthe@msn.com or calling him at 512-686-0587 and leaving a message.



SUN CITY TEXAS MODEL HOME PARK
1501 Sun City Boulevard
Georgetown, TX
Saturday, May 12th
10a.m. – 2 p.m.
Rain or Shine

You are invited

to participate in the 7th annual Sun City Texas Car Show.

Space is limited - pre-registration is encouraged.
\$25.00 registration fee.

Entry fee includes Driver's lunch. Additional lunches available for \$5.00.

Driver's choice voting. Trophies will be awarded to the Top 3 entries in each class.
Move-in time 8am-10am Saturday Move out 2pm-4pm

Contact Tom Thornton or Mark Atkinson for registration forms.

This is a fun show. Lets have a super Jaguar turnout.



Happy Birthday!

from
JCOA

- Carolyn Leeder April 5
- Clark Wilson April 6
- Howard Hodgson April 14
- Roy Cannon April 19
- Joe Foster April 26





Dr. Seuss's Philosophy

A lot more than Green Eggs and Ham

Today you are you, that is truer than true. There is no one alive who is youer than you.

Dr. Seuss

You have brains in your head. You have feet in your shoes. You can steer yourself, any direction you choose.

Dr. Seuss

So the writer who breeds more words than he needs, is making a chore for the reader who reads.

Dr. Seuss

Sometimes the questions are complicated and the answers are simple.

Dr. Seuss

Be who you are and say what you feel, because those who mind don't matter, and those who matter won't mind.

Dr. Seuss

Think left and think right and think low and think high. Oh, the thinks you can think up if only you try.

Dr. Seuss

Unless someone like you cares a whole awful lot, nothing is going to get better. It's not.

Dr. Seuss



Name
that
Car

Probably the most impressive and far-sighted car that **never** was. If this car had succeeded, it would have made all the cars

produced by the big American manufactures look out of date overnight. The engine was positioned at the back of the car, rather than the front, and it was like no other power-plant to any other car at the time. At launch, it was going to be a 9.7 litre (592 cu in) engine developed from a helicopter unit. Although the original unit as used in helicopters was air-cooled, a sealed water cooled system was devised for the power-plant's new application - something that had never been done before. But making everything work proved to be more of a challenge than anticipated and financial and legal problems eventually caused the production to be dropped. Over 300,000 orders were waiting to be filled but only 37 cars were made, although a further 14 cars were built from the parts which remained.

The final build was powered by a 5491 cc (335 cu in) 6 cylinder engine pumping out 166 hp. Zero to sixty times were 10.1 seconds with a top speed of 120 mph. Hollywood even made a movie about the car and its designer. Naming the year and manufacturer of this famous car should be a piece of cake if you are any kind of a car buff at all. If you're still stuck, zip over to page 16 for the answer. Now that you know the answer don't you feel silly?



You Think you're all screwed up?

Jaguar has this thing about threads. Why use one type when two or three will do just as well. The more the merrier, so to speak. You can dismantle most Japanese cars with a handful of metric spanners, while the average American car requires only a half-inch wrench and a medium sized hammer. The Jaguar XJ-S, however, manages to squeeze in UNF, UNC, Metric coarse, Metric fine, Whitworth, BA and BSP. Not only that but some components changed threads midway through the production run. The rear anti-roll bar mounts changed from UNF to Metric coarse, while the V12 engine entered the 1990's with Imperial threads in the block and Metric threads in the heads. At least the Metric wheels from the XJ40 never found their way onto the "S".

In 1962 was the Jaguar E-Type really an inexpensive car?

A recent post in one of the Jaguar web-based forums, repeated the oft-heard claim that the E Type was an inexpensive car. Was it really? In 1962, a new OTS cost \$5,800. In comparison, a TR 4 was \$2850, and a Healey 3000 was \$3500. A really nice XK 120 could be had for around \$450 and a very used Hillman Minx, say \$200. A teacher made \$4,000 to \$4,500 a year, a good mechanic \$1.80 to \$2,00 an hour. You could buy a decent house in most cities, for \$8,000 to \$10,000. So a new E Type was twice the price of a TR, 75% more than a Healey, ten times the price of a good used sports car, a year and a half's salary for a teacher and two years for a mechanic. And 70% as much as a house. Teachers now make \$70,000 a year, mechanics \$40,000, and that same house costs \$600,000. (And I do mean the exact, same house, with a bit of upgrading in the kitchen.) So was the E Type inexpensive? I don't think so. How many teachers would spend \$100,000 for a car? How many mechanics would spend \$80,000? In their day, the E Type was an expensive car.

Editor's note: I recently went to a car show and a 1962 Cadillac displayed the 1962 invoice of \$6,267. That's only about \$400 more than an E-Type and I certainly doubt if anyone of that era considered the Cadillac Brougham an inexpensive car.

Name That Car Answer
1948 Tucker Torpedo

JAGUAR CLUB OF AUSTIN

The Jaguar Club of Austin was established in 1974 for the purpose of preserving the future and enthusiasm of the Jaguar marque. Being a Jaguar owner is encouraged, but not a prerequisite for membership in JCOA. All we ask is that you share our love for the Jaguar Motor Car. The JCOA sponsors monthly meetings, social gatherings, rallies, road trips, technical sessions, and an annual Concours d'Elegance, rated as one of the best in Texas. Our members own, or have expertise in Jaguars, ranging from the most rare to the latest models and are always eager to offer help, advice, and share experiences.

The Jaguar Club of Austin is an official chapter of the Jaguar Clubs of North America, incorporated in 1954. JCNA has become the hub of Jaguar enthusiasts from around the world. As a member of our local organization, you are automatically enrolled as a member of the national organization.

The Jaguar Club of Austin is incorporated as a non-profit organization. Any proceeds of our club, other than needed for the expansion and normal operating expenses are donated to local area charities. Both JCNA and our local club strive to provide members with a wide range of services and activities. The entire family participates in many events because activities span a large cross section of interests and are not limited to competitions and shows.

As a member of the local Jaguar Club of Austin and the Jaguar Clubs of North America, you haven't just joined a group of car people, you have initiated a friendship with thousands of Jaguar owners all across the United States and indeed the world.


www.jcna.com/clubs/austin

See what you've been missing

The objective of the Jaguar Club of Austin is to promote and encourage individual and group interest in Jaguar Motor Cars and to provide a social environment for Jaguar enthusiasts to share and exchange information and experiences. The club hosts rallies, technical sessions, and social gatherings. We strive to bring our members at least one event each month. Our annual Concours d'Elegance is held each Fall and attracts Jaguar enthusiasts and their Jaguars from the entire state of Texas.

If you would like more information about the Jaguar Club of Austin, please contact our Membership Chairman Tom Thornton at 512-989-2408 or e-mail at tthornton@suddenlink.net If you wish, you may fill out the form below and send it to: Tom Thornton, JCOA Membership, 18601 Wm. Anderson Dr., Pflugerville, TX 78660 and you will be contacted.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Jaguar(s) you own: _____

Phone(day): _____ Phone(evening): _____

E-mail address: _____


JAGUAR CLUB OF AUSTIN