



Compiled &  
Edited by  
Harry  
Frantz

# *Cat Tracks*

Central Oklahoma Jaguar Association  
October 2021

## Tour of the National Cowboy & Western Heritage Museum on September 18<sup>th</sup>

By Sarah Baxter

We had a small group for touring the National Cowboy & Western Heritage Museum. We had 11 COJA members and 10 members of the Tulsa Jaguar Club. Everyone was to meet at the front entrance at 11:15 so that we could get a discounted rate for the Museum. I was unaware of the interview with Robert Duvall at the entrance hall when we arrived so there was a huge crowd of people. After everyone arrived, we went to the Museum Grill to eat lunch and visit for a while prior to the tour thru the Museum at 1:00. The tour started at the Puma sculpture more commonly known as the Canyon Princess sculpted by Western artist Gerald Balciar from a single 31-ton block of Colorado yule marble. It took more than a year for the actual sculpting process and weighs more than 8 tons. The finished piece is twice life-size of an actual cougar, soaring 15 feet above its base. You can see how massive it is in comparison to Colton and Allyson standing at the base of the sculpture.



We did not have a private tour but our docent was a member from our church who volunteers at the Museum. I missed most of the tour as it was naptime for Colton and Allyson, so they were needing to get outdoors to run off some of their energy and also to keep awake. Jess said that Mike touched briefly on the various exhibits and suggested that people could spend hours just in one area. It is a wonderful collection of exhibits of our western heritage, and they have done an excellent job displaying the art and artifacts. Most people remember the well-known sculpture at the entrance of the Museum, the End of the Trail of Tears, signifying a Native American and his horse, both weary in body and spirit at the end of

their journey. The End of the Trail was sculpted by American-born artist James Earle Fraser.



## Upcoming Events

**Christmas Party**  
**By Susan Frantz**

**!! SAVE THE DATE !!**

'Tis the Season.....December will be here before we know it, which means our annual Christmas Dinner is coming up! Mark your calendars and plan to join us. We hope that we will have a larger group this year than last, since most of us are vaccinated and feeling comfortable about getting out. While the location has changed, we will be coming to Norman again this year and will still have a room--and a building--all to ourselves. We will also have the same caterer as last year.

**DATE: DECEMBER 11, 2021**

**LOCATION: LEGENDS TIMES TWO**  
**(1313 W. Lindsey, Norman)**

Details will come later. See you there!!!

*Susan Frantz, Sarah Baxter, Marsha Lietz*

## Miscellany

### Auto/Biography

#### *Editors note*

*The following article is the fourth in a series from Robert Drummond highlighting his numerous forays into British Iron. This fourth article is on several European models.*

So we now (*ca.* 1995) have the MGC-GT, the XJ-6, the purple Midget, and the XJS. The Midget and XJ-6 were my wife's, the MGC-GT and XJS were mine. Of course, we each drove all the cars pretty regularly so the "ownership" was largely symbolic.

On my way to work one morning in the MGC, I was followed the last mile or so to the office by a black Series III XJ-6. As was my habit, when I arrived at the office I parked at the farthest corner from the building in order to get a little extra walking in my day. The XJ-6 followed me into the parking lot, and pulled up directly behind me. At this point I was beginning to go from curious to concerned. This transition was completed when the two front doors on the car opened simultaneously and two gentlemen dressed in black suits got out in perfect unison and began to approach. Certain that my wife had ordered a hit on me, I got out of my car, determined to meet

my fate bravely. Turns out the two gents were attorneys that worked just down the street from my office and had seen me driving the MG regularly. MG T-series owners, they had stopped to invite me to join the local MG club. Whew! I dodged a bullet that day!

I once decided to see if the MGC would reach its advertised top speed of 120 miles per hour. I'm happy to say that, although it took some time, the car topped out at 123 and maintained that for several minutes. Then, worried about speeding fines, I lost my nerve (or came to my senses, depending on your point of view). Although I avoided a ticket, this was still an expensive test. The next morning the car dropped a valve seat while backing out of the garage. Rebuild time!

The XJ-6 proved to be a good, reliable car, albeit not aesthetically perfect. Other than routine maintenance it was relatively trouble-free. One time on arriving home, we noticed a strong smell of gasoline. When we opened the hood the source was obvious: a split in one of the fuel injector hoses. At the time I don't think we realized how lucky we were to have avoided a fire! The only other significant issue was loss of the transmission front seal (spoiler alert – you're going to read about this again later on another car). Of course, this happened on a trip out of town. We were close enough to home to limp back before the seal totally failed.

I confess we did fall victim to the "oh, crap! We're out of gas!" trap once. We'd been driving along and, uncharacteristically, not watching the fuel gauge. When the engine sputtered and died with the gauge reading empty, we thought we were stranded in the middle of nowhere. Of course, by the time we'd coasted to a stop we looked at each other, said, "well, duh!" and started

laughing. Switched to the other tank and continued on towards home. Never before or since had we unknowingly run a gauge down to empty.

The XJS was, well, an XJS. Black with a gray interior, it was a beautiful car. When I bought it, it had bolt-on chrome wire wheels. I wouldn't have chosen them myself, but they looked okay and were true. The cooling fan clutch failed and that wasn't much of a challenge. When the heater core started leaking, I decided to tackle it myself. This dubious decision was based on my experiences with the XJ-6 and the MGs, and a best-not-disclosed amount of Glenlivet. I don't recall now whether the leak was from the core itself or the o-rings sealing the inlet/outlet tubes to the core. I do recall having to pull the center console, dash, and drop the steering column, so I believe it must have been the core itself.

Removing the steering wheel required disabling the air bag. Naively, I thought I'd pop over to the auto parts store and buy the tool to disable the airbag. Once learning that was not an option, I decided to beg for mercy with the Service Manager at the Tulsa dealership. Not surprisingly, I was on a first-name basis with one of the parts guys, and he vouched for me with the Service Manager.

Service Manager agreed to let me borrow the tool, and gave me this advice. "After you disable the airbag, be very careful removing the steering wheel. Set it down gently with the airbag facing up, don't put anything on top of it, and do NOT drop it." I considered this advice and said, "So, what you're telling me is that when the airbag is disabled, it's not really disabled." He clearly was trying to suppress a grin, or was having severe gas pains, as he replied "That's not what I'm

telling you. I'm just telling you to be careful."

The big moment arrived. I disabled the airbag and gingerly removed it. Slowly I moved across the garage, holding my breath, treating it as though it were a motion-sensitive grenade. I very carefully set it on the workbench, backed slowly away, let my breath out, and thought, "Well, that's done; I'm still alive and haven't lost any fingers. I'll call this a win!"

As the shop manuals like to say, "assembly is the reverse of disassembly." As usual, it was not, but I'll give those fine writers the benefit of the doubt and assume that I am to blame for having to make some minor procedural variations. At any rate, I'm happy to report that the project was a success with no more leaky heater and no airbag explosions. And I still have 10 fingers.

Speaking of shop manuals, the most endearing aspect of them has to be the charming use of the word "whilst," as in this example: *Using a suitable trammel, simultaneously adjust the six gobstobber adjustment bolts and the shims on the blartfast to obtain the correct alignment whilst simultaneously rotating the wonka housing anti-clockwise with the use of service tool 100-012-01.* So poetic, and easily accomplished by anyone having at least three arms!

At this point I need to tell you a quick story that isn't directly related to cars, but will come into play shortly. One year at our company Christmas party, a single coworker, Lee, brought a long-time friend, Robin, as his date. We met briefly and she made an impression on me. As the evening

wore on, another married coworker and I were having a great time. Our wives, however, were getting tired and refused to dance with us anymore. Most folks had left by this time, and we were unable to find any other partners, so we danced with each other. The more we danced the more daring and creative our moves became. Ah, good times.

It was around this time that my divorce occurred, with the XJ-6 and Midget leaving with my ex. The MGC remained my daily driver, with the XJS used for days when air conditioning was a must, and most out-of-town trips.

About a year later, Lee told our boss that his friend Robin worked for a state agency that was going to issue an RFP for a new systems development project. Our boss reached out to Robin and our company was one of those that received the RFP. I was selected to visit the agency, determine their needs, and lead the development of our proposal. Since Robin would be the customer contact, my boss scheduled a call with her to introduce me.

I'm sitting in Karl's office with Robin on the speakerphone and Karl introduces me. After a brief exchange of pleasantries, Robin pauses and says, "Robert Drummond... have we met?" "Yes," I replied. "At the Christmas party when you came with Lee." "Oh yes," she exclaimed. "You were dancing with another guy." Karl, who'd left the party prior to that, about fell out of his seat in surprise. After the phone call, I had some explaining to do!

I began commuting from Tulsa to OKC daily in order to interview the agency staff and analyze their needs. The XJ-S

performed well on these trips, but was, of course, unable to make the round-trip on a single tank of fuel. Robin and I quickly became friends, and by the time the project was over we were engaged.

On the way to OKC one morning, I was last in a group of four cars that were passing a slower vehicle in the right lane. For some reason, as I was just pulling abreast of him, the driver being passed decided to move over into the left lane. I moved left onto the shoulder as I braked, but dropped a wheel off on the grass and that sucked me into the median. I came to rest after rotating 90 degrees but with no apparent harm. The next morning I backed out of my parking spot and the left front wheel collapsed. So thankful that didn't happen on the highway!

After our marriage I'm afraid that living in proximity to each other led to Robin also becoming afflicted with British Automobile Acquisition Disorder. This first manifested itself when Robin suggested that, while she loved the XJS, she felt a bit claustrophobic in it and suggested that perhaps a 4-door might be more to her liking. This led to a search that resulted in a trip to Florida to bring home a 1973 XJ-12L. This was the last year for the Series I and only 754 (if you trust Wikipedia) were built with the V12.

The car was running and driveable, but with significant oil leaks. The green paint was in fair condition, still original, but the interior was pretty sad. We'd been confident enough to drive to Florida pulling a trailer and after the formality of a brief test drive, the car came home with us. This would have been a stunning car once fully restored. The worst of the oil leaks were relatively simple to fix, and car ran well. We enjoyed it.

The vacuum controls for the Delanair system were a nightmare. I found one mechanic in Tulsa willing to work on the system, but only grudgingly. By searching the internet and making lots of phone calls I managed to source working examples of the failed components we needed to get the system operational. The car spent more time sitting in the back of the shop than being worked on. "My guys don't like to work on it," the owner told me. It seemed they liked to work on newer cars because they tend to be less grimy under the hood. They also hadn't had any training on the older models. This was turning into a bad situation.

After some soul searching we realized that the car needed more than we were capable of giving it at that time. If only we'd known James and Katie in those days! We debated about storing it until we could get to it, or selling it. Eventually we sold it to a retired Jaguar mechanic in Norway who was looking for a Series I XJ to restore. He was very happy when it arrived. A couple of years ago we reached out and Bengt confirmed that he'd restored the car, won several awards with it, but ultimately sold it. He still sees it at the occasional car show. We're happy that it found a new lease on life.

Shortly after this, Michael Jones at Interwest Restoration called with an offer I couldn't refuse. He'd found two MGB roadsters that needed rescuing. One had a mostly solid body but most of the mechanical/electrical components had been stripped. The other had a very poor body but all the components were present. This car was right hand drive. His proposal was that I purchase them both and together we'd build one car out of the two. For \$500 Robin and I now owned two more MGs.

In order to help fund the MGB project, and “thin the herd,” we decided to sell the MGC. With a heavy heart, I hauled it to Washington D.C. to its new home. The guy who bought it was a prior MGC owner, so I felt good about that. However, like a father judging his daughter’s first boyfriend, I wasn’t convinced he truly deserved our baby.

The MG body shells are symmetrical and thus can be left or right hand drive. The only significant differences are the steering rack, dashboard, and location of the pedal box. We opted to build the car as right hand drive. Driving from the right seat was not an issue, as many people seem to suspect. However, it took a bit of time before I could smoothly shift between 2<sup>nd</sup> and 3<sup>rd</sup> with my left hand.

The photo was taken in July, 2002, at the conclusion of the first test/shakedown run. At this point the grill, bumpers, and interior are not yet installed. I believe I was sitting on a phone book.

The first time I went to a drive through an ATM I realized that sitting on the right side was a disadvantage in that situation. By this time we’d moved to an acreage in Lincoln county, between Meeker and Prague. One of the advantages of small towns is that there was never a line at the ATM, so I could drive through in the wrong direction. Problem solved! A Pike Pass prevented any awkward toll booth change tossing. The MG became my daily driver, except in the very hottest and wettest weather.



The painted wire wheels didn’t look as pretty as chrome to me, and seemed to frequently require spoke adjustment. I have since replaced them with Minilite style knock-offs. It’s built on a ‘62 body but is titled as a ‘65. Those who are legal sticklers may skip the rest of the paragraph. Only one of the two bodies had a VIN plate. Of course, it was on the body we discarded. Since they were screwed on in those days, it was easy enough to move it. Or, rather, it would have been easy, had someone been unscrupulous enough to do so.

By no means original, this was built to be a more modern daily driver, although all the changes could be reversed. It has the later 5-main engine mated to the early 3-synchro gearbox with type D electric overdrive, a Crane street cam, sport coil & electronic

ignition, custom curved distributor, alternator & negative ground conversion, boot & bonnet gas struts, polyureth

ane suspension bushings, and a ¾ inch front sway bar. Really a fun car to drive on the twisty bits.

Dear, faithful readers, thank you! We are nearing the end of our journey. Next month will see the influx of the final three Jaguars, and the neurological disorder that very nearly ended my driving days.



REMAINDER OF 2021 CALENDAR OF EVENTS

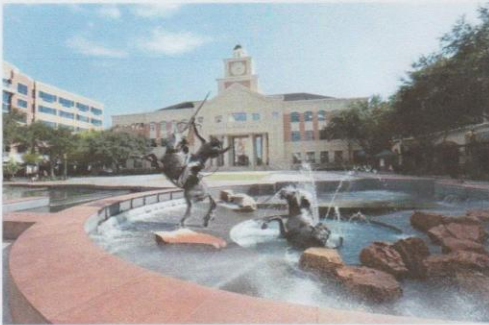


Month	Date	Activity	Coordinator
Jan. – Dec.	1 <sup>st</sup> Sat.	Coffee & Cars	Chisolm Creek Shopping Center
August	28 <sup>th</sup> 7 <sup>th</sup>	Ladies' Luncheon Coffee & Cars – COJA group participation	S. Laurence/Susan F. R. McCormick
September	18 <sup>th</sup>	Natl. Cowboy & Western Heritage Museum – Possible Jt. Event w/Tulsa Jaguar Club	S. Baxter
October	TBD 3 <sup>rd</sup> -5 <sup>th</sup> 30 <sup>th</sup>	Ladies' Luncheon & Guy's Outing Fall Fling – Mt. Magazine Lodge in Arkansas Annual Mtg/Calendar of Events for 2022 & Lunch	S. Laurence/?? A. & M. Lietz R. McCormick
November	6 <sup>th</sup>	BBQ in Blanchard at Short's daughter's home & Kyle Dillingham as special guest	G. & J. Short, B. & S. Parker, J. & S. Vaughan
December	11 <sup>th</sup>	Legends Times Two – Christmas Party	S. Baxter/ S. Frantz/ M. Lietz



## 44th ANNUAL CONCOURS D'ELEGANCE OCTOBER 16, 2021

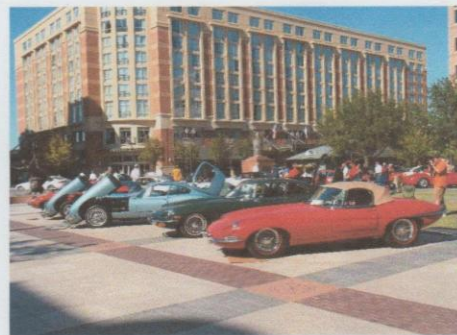
The Jaguar Club of Houston invites you to participate in the 44th annual Concours d'Elegance. We will be showing just off the beautiful Town Square in Sugar Land, Texas...a fitting spot to exhibit extraordinary motorcars. We are excited to be back in this popular location, surrounded by shops and restaurants, and we want YOU to be a part of it!



Host Hotel :  
Marriott Sugar Land Town Square  
16090 City Walk  
Sugar Land, TX 77479  
1-800-228-9290

Awards Banquet:  
TBD

Friday Night Reception:  
Baker Street Pub  
15970 City Walk  
Sugar Land, TX 77479  
281-494-0774



Photos of past Concours





## ANNUAL CONCOURS d'ELEGANCE October 16, 2021

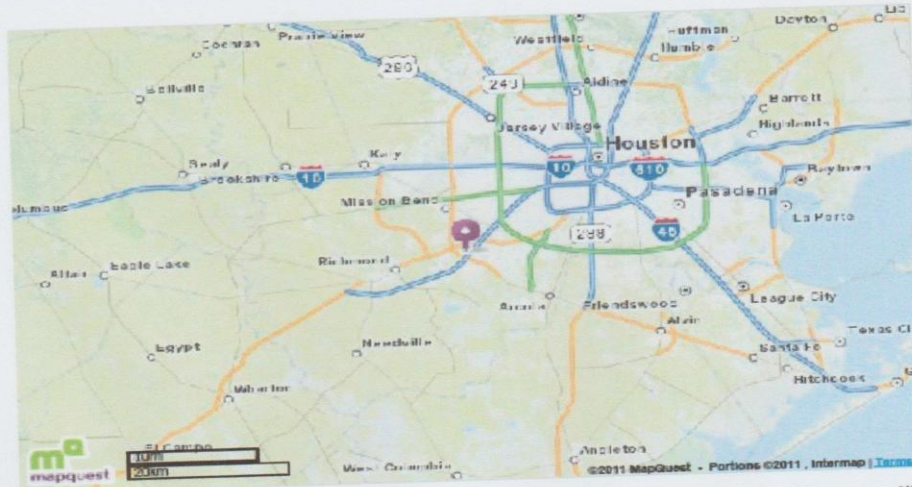
The Jaguar Club of Houston invites you to participate in the annual Concours d'Elegance. We will again be showing at the beautiful Town Square in Sugar Land, Texas...a fitting spot to exhibit extraordinary motorcars. This promises to be one of our biggest shows to date, and we want **YOU** to be a part of it!



**Host Hotel: Marriott  
Sugar Land Town Square**  
16090 City Walk,  
Sugar Land, TX 77479, 1-888-269-  
2196

**Awards Banquet: The  
Rouxpour Restaurant & Bar**  
2298 Texas Dr., Sugar Land, TX 77479  
281-240-7689

**Friday Night Reception:  
Baker Street Pub**  
15970 City Walk  
Sugar Land, TX 77479  
Phone: 281.494-0774



## SCHEDULE OF EVENTS

**Friday, October 15th: 6 pm Reception at Baker Street Pub**  
**Saturday, October 16st: 8:00 AM Concours d'Elegance**  
**Evening, October 16st: 6:00 PM Awards Dinner at Rouxpour Restaurant**



8:00 until 11:00 am Placement of cars and mechanical checkouts begin. All vehicles must first report to the tables behind City Hall for check in and to receive judging packet. Each car will be escorted to their spot after mechanical checkouts by concours staff.

10:30 am Close of registration.

11:00 am Close of placement of vehicles.

11:00 am Judges' meeting / Lunch (Rouxpour Restaurant & Bar).

12:00 noon RAGS DOWN! All preparations must cease. Judging of cars commences.

4:00 pm Cars can only commence movement out of the area as directed by staff.

6:00-7:00 pm Cocktail reception at Rouxpour Restaurant & Bar on Texas Drive.

7:00- 9:00 pm Dinner and awards presentation at Rouxpour Restaurant & Bar.

### JCNA CHAMPION DIVISION CLASSES

Class	Description
C1/PRE	Classics (Pre-XK engine) Touring and OTS:DHC & Saloons, Swallow, SS & SS Jaguar (1927-51)
C2/120	XK-120 (1948-54)
C3/140	XK-140 (1955-57)
C4/150	XK-150 (1957-61)
C5/E1	E-Type: Series 1 (1961-67)
C6/E2	E-Type: Series 1½ (1968) & Series II (1968-71)
C7/E3	E-Type: Series 3 (1971-74)
C8/SLS	Early Large Saloons: Mk.VII, Mk. VIII, Mk. IX, Mk. X, 420G, Early Small Saloons: 2.4 & 3.4 (Mk. 1), Mk. 2, Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340, S-Type, 3.4S 3.8S, and Jaguar & Daimler 420 (1955-69)
C9/XJ	Series 1 XJ6 & XJ12 Saloons; (1968-73) Series 2 XJ6 and XJ12 Saloons & Coupes; (1973-79) Series 3 XJ6, XJ6 Sovereign, and XJ6 VDP (1979-87). Series 3 V-12 and V-12 VDP (1979-92)
C10/XJ	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94), XJ6/12/R; (X300) (1995-97) <b>Note 1</b>
C11/J8	XJ8/R Sedans, (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) <b>Note 1</b>
C12/J5	XJ-S/SC (1976-1991 Pre-Facelift) Coupe, Cabriolet, H&E Conv., Convertible, XJR-S Jaguar Sport, XJR-S
C13/J5	XJS (1991-1996 Facelift), Coupe, Convertible, XJR-s Jaguar Sport
C14/K8	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK	XK and XKR Coupe & Conv., (2007-On)
C16/SX	S-Type Sedans(1999-2008) X-Type Sedans and Wagon (2002-2008)
C17/PN	Preservation Class; more than 35 years old
C18/PN	Preservation Class; 20-35 years old
C19/FJ	XF Sedans (2008-On),XJ Sedans (2010 (as 2011 model year) - On)
C20/F	F-Type (2013-On)
C21/FP	F-PACE (2016-On)

### SPECIAL DIVISION CLASSES

S1/PD	Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition
S2/MOD	Modified
S3/REP	Replica (non-production, Jaguar powered)

### JCNA DRIVEN DIVISION CLASSES

Cars will be judged in accordance with JCNA rules. The cars in this division are not judged under the bonnet or in the boot area. The judging is limited to the interior and exterior. Authenticity is very important in the areas that are judged. Even though the engine is not judged, cars must be Jaguar powered and verified by judges.

D1/PRE	All Classics (Pre - XK engine) and XK-120, XK-140, XK-150
D2/E1	E-Type: Series 1 (1961-67)
D3/E2	E-Type: Series 1½ (1968) and Series II (1968-71)
D4/E4	E-Type: Series 3 (1971-74)
D5/SLS	Early Large Saloons: Mk.7, Mk.8, Mk.9, Mk. 10, 420G Early Small Saloons: 2.4 & 3.4 (Mk. 1), Mk.2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340, S-Type 3.4S, 3.8S, and Jaguar & Daimler 420 (1955-69)
D6/XJ	XJ6/12 Series 1 & 2, Saloons & Coupes (1968-79); Series 3 XJ6, XJ6 Sovereign and XJ6 VDP (1979-1987); Series 3 V-12, and V-12 VDP (1979-92) <b>Note 1</b>
D7/XJ	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94), XJ6/12/R, (X300) (1995-97) <b>Note 1</b>
D8/XJS	XJ-S/SC (1976-1991 Pre-Facelift) Coupe, H&E Convertible, Convertible, XJR-S XJR-S Jaguar Sport
D9/XJS	XJS (1991-1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport
D10/K8	XK8 Coupes and Convertibles (1996-2006), XKR (1999-2006)
D11/XK	New XK & XKR Coupe & Conv., (2007-On)
D12/J8	XJ8/R Sedans, (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) <b>Note 1</b>
D13/SX	S-Type Sedans (1999 -2008), X-Type Sedans and Estate Wagons (2002-2008)
D14/FJ	XF Sedans (2008-On) XJ Sedans (2010) (as 2011 model year - On)
D15/F	F-Type (2013 - On)
D16/FP	F-PACE (2016 - On)
	<b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ, and D12/J8 according to their years, engines, and body styles.

**ANNUAL CONCOURS D'ELEGANCE**  
 October 16st, 2021, Sugar Land Town Square, Sugar Land, Texas



Vehicle Entry / Awards Dinner Registration Form

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ BEST PHONE: \_\_\_\_\_  
 CITY: \_\_\_\_\_ STATE \_\_\_\_\_ ZIP: \_\_\_\_\_  
 E-MAIL: \_\_\_\_\_  
 CLUB AFFILIATION/DESIGNATION: (circle below) \_\_\_\_\_ JCNA NUMBER: \_\_\_\_\_

Houston: SC-38 JOANT: SC-35 Austin: SC-37 San Antonio: SC-50 Tulsa: SC-30 Okla. City: SC-31

**Please Check One:**    ( ) JCNA Entry                    ( ) Display-Only                    ( ) Special Interest

	Year	Make <i>(Jaguar, Bentley, MG)</i>	Model <i>(E-Type, XJ6, XK- 120, etc.)</i>	Style <i>(Roadster, coupe , 2+2.)</i>	Car Color <i>(e.g. Red/Black)</i>	JCNA Class # and Category <i>(e.g. C-5; D-4; Spec. Interest)</i>
1 <sup>st</sup> Car						
2 <sup>nd</sup> Car						

Did you show a car at the 2016 Concours at Sugar Land last year?    [ ] Yes                    [ ] No

**JCNA Members**

**JCNA Championship (Judged; Jaguars Only):**

Advance (before Oct. 15<sup>th</sup>)..... \$45 First Car                    \_\_\_\_\_  
 Day of Show (Oct. 16st)..... \$55 First Car                    \_\_\_\_\_

**JCNA Driven Division**

Advance (before Oct 15<sup>th</sup>)..... \$45 First Car                    \_\_\_\_\_  
 Day of Show (Oct. 16st)..... \$55 First Car                    \_\_\_\_\_

**Non-JCNA Members**

**Championship Division**

Advance (before Oct 15<sup>th</sup>)..... \$50 First Car                    \_\_\_\_\_  
 Day of Show (Oct. 16st)..... \$60 First Car                    \_\_\_\_\_

**Driven Division**

Advance (before Oct 15<sup>th</sup>)..... \$50 First Car                    \_\_\_\_\_  
 Day of Show (Oct 16st)..... \$60 First Car                    \_\_\_\_\_  
 --Non members must pay insurance per car ..... \$40 per Car

**ARE YOU A QUALIFIED AND CURRENT JCNA JUDGE, AND IF SO, CAN YOU HELP JUDGE CARS?**

( ) yes    ( ) no    Judge Number: \_\_\_\_\_

**All above entries will be judged by guidelines set forth by Jaguar Clubs of N. America.**

**Display-only Jags and Special-Interest Entries (British & European)**

\$25 per car (Pre-registration is requested for car staging purposes)..... \_\_\_\_\_



TOTAL Car Entry Fees This Page: \_\_\_\_\_

**Host Hotel:**

**Marriott Sugar Land Town Square– Jaguar Club Room Rate is \$130.00 + Tax (MUST BOOK by Sep. 16 for special rate!!!) Book Now!!!**

16090 City Walk  
Sugar Land, TX 77479, USA  
Reservations: Toll Free 1-888-269-2196 ask for Jaguar Club rate

**Lunches:**

There are several fine restaurants within walking distance to the show site, from fish 'n chips and burgers to gourmet southwestern dishes.

**Awards Dinner**

This year's Awards Dinner will be held at the Rouxpour Restaurant & Bar, located on Texas Drive close to the parking garage. The cocktail reception begins at 6:00 pm and it is a cash bar. Dinner will begin at 7:00 pm. Please include with your check the number of dinner reservations along with entrant fees.

**If you plan to register/pay on the day of the show, and plan to join us for dinner, please give us a verbal reservation prior to October 14<sup>th</sup>. Contact Tony Lucci 713 202 1410 or Tinmanworks4@gmail.com.**

**Please reserve \_\_\_\_\_ place(s) for dinner**

**Make checks payable to Jaguar Club of Houston and mail to Tony Lucci:  
PO 90774  
Houston, TX 77209**

For additional information or questions, contact Tony Lucci 713 206 1410 tinmanworks4u@mail.com

**Last But Not Least**

If you are showing a vehicle, you MUST sign the following release:

**RELEASE OF LIABILITY:**

In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., the Jaguar Club of Houston, and the Sugar Land Town Square Management from any and all liability for injuries, damage, or loss arising from my entry, transportation, and attendance at this event.

Signature \_\_\_\_\_ Date \_\_\_\_\_

To Victoria  
←

US 59

To Downtown and  
Bellevue 8 →

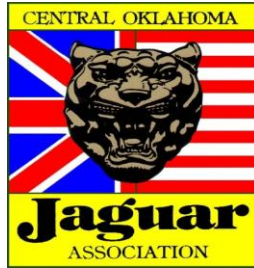


- 1 Marriott Hotel
- 2 Show Site... Town Square
- 3 RV Parking & Registration
- 4 Reserved Parking For Trailers, Show Cars, Car Wash Area (uncovered)
- 5 Sugar Land City Hall
- 6 Perry's Steakhouse
- 7 Covered Parking (and possible additional wash area)

**DRIVING INSTRUCTIONS TO SUGAR LAND TOWN SQUARE**

Roughly speaking, the SLTS is located at Interstate 59 South and Hwy. 6. As you come off on US 59, exit Hwy. 6, make a left under the freeway, and staying in the right-hand lane. If you see of Irving your Jaguar, make your first right onto CITY WALK DRIVE. This will take you to the Marriott and show site. (please refer to enclosed map).

If you are driving a trailer, go down one more street to the stop light (signs read "City Hall"), and make a right onto N. TOWN CENTER. You will see the reserved parking space for trailers one block down on the right, adjacent to the backside of City Hall where the registration RV will be. Hopefully we'll have some signs up and even a volunteer to help guide you.



### Officers

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Annual membership is \$60. Note, this includes membership in Jaguar Clubs of North America.

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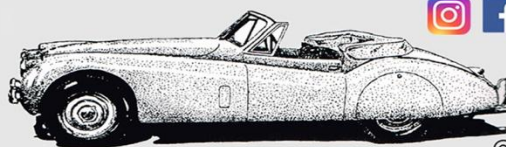
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