
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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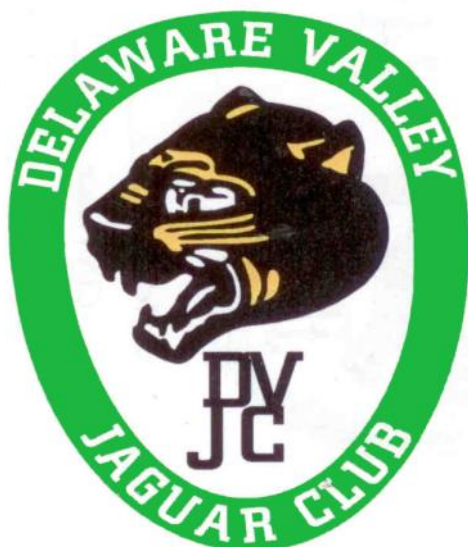


August 2016

2016 DVJC Slalom Is A Success



The 2016 Delaware Valley Jaguar Club Slalom was held at the Garnet Valley High School, home of the Jaguars. Pictured above are participants and helpers who made the day a great event. They are Rich Rosen, Charles Kosiek, Clara Saxton, Pauline Craig, Ann Perry, George Crosby (NCJOC), Kurt Rappold, Steve Schultheis, John Larson (kneeling, NCJOC), Peter Daniel, Robert Hedin and Gary Feldman. Results are posted on page 11.



Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
President's Mewsings	5
Roving Reporter.....	7
DVJC Breakfast Socials	10
DVJC Slalom Results	11
Jaguar You Tube Videos	11
Membership Renewal Time has Passed	12
Classifieds	13
Pumpkin Run Rally Entry Form	14-15

NOTICE—It's never too late to renew your membership in the Delaware Valley Jaguar Club. The membership fee is \$55.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please Let Ann Perry know of the changes. Please remember the membership directory and listing of vehicles owned is shared only with active members.



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CloverLeaf	2
Auto Appraisal Group	3
Ragtops and Roadsters.....	12
Triumph Rescue	12
British Wiring	12
K&T Vintage Sports Cars	12
Jaguar Main Line and Jaguar Willow Grove.....	16
American Collectors Insurance	17
Lindley Motors	17
Welsh Enterprises	17
SNG Barratt	18
JC Taylor	18
West Chester Jaguar	19
XKs Unlimited.....	20



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JCNA Badge	\$30.00
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Packing & Postage	\$ 3.00

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Upcoming DVJC Events

August 13, 2016

**Gimmick Rally, Dinner and "Postcards from Abroad"
A Concert by the Kennett Symphony Orchestra
Longwood Gardens Open Air Theater
*See page 6.***

**August 21, 2016
September 18, 2016**

**DVJC Breakfast Social (see p. 11)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477
*Contact: Paul Merluzzi pawlym@aol.com Please RSVP***

October 14–16 ,2016

**Pumpkin Run Rally (see pages 14–15 for forms)
Millsboro Volunteer Fire Co., Millsboro, DE
*Contact: Kurt Rappold 610-358-4055***

Other Interesting Events

August 13–14, 2016

**New Hope Automobile Show
New Hope—Solebury High School
New Hope, PA
*Contact: www.newhopeautoshow.com***

October 2, 2016

**The Classics at Brantwyn
If you have an interesting car to enter in the show,
call or write Paul Merluzzi, (610-220-9607 or paw-
lym@aol.com).
*For tickets: www.kennettsymphony.org—click on the
Classics icon***



President's Mewsings *August 2016*

Formula E

For the first time since leaving Formula 1 after the 2004 season, Jaguar will field a factory motorsport team this autumn. They are joining the all-electric Formula E racing series when the third season gets underway in Hong Kong on October 9, 2016. The Jaguar team will take the place of the Trulli Formula E team, which ceased operation after the third race of the second season. The North American debut for the Jaguar team will be in Rounds 11 and 12 on July 15 and 16 in Montreal and Rounds 13 and 14 on July 29 and 30 in New York. Being new to the sport, Jaguar has partnered with the Williams Advanced Engineering team in order to get up to speed. Williams was instrumental in creating the first Formula E cars, and currently supplies batteries to the Formula E teams.

Ten teams will take part in the third season with eight of the 10 teams having been involved right from the very beginning of the world's first fully-electric single-seater series – though some have undergone a name change since then. In addition to Jaguar, the other new entry is the Chinese Techeetah team that took over Team Aguri's entry and is owned by China Media Capital, a public equity and venture capital firm based in Shanghai. The 10 teams entered are:

- o ABT Schaeffler Audi Sport
- o Andretti Formula E
- o Faraday Future Dragon Racing
- o DS Virgin Racing
- o Jaguar Racing
- o Mahindra Racing
- o NextEV NIO
- o Renault e.Dams
- o Techeetah
- o Venturi Formula E

Nick Rogers, Group Engineering Director for Jaguar Land Rover, said: "I am proud to announce Jaguar's return to racing with an entry into the innovative FIA Formula E championship. Electric vehicles will absolutely play a role in Jaguar Land Rover's future product portfolio and Formula E will give us a unique opportunity to further our development of electrification technologies. The

Championship will enable us to engineer and test our advanced technologies under extreme performance conditions.

It is my belief that over the next five years we will see more changes in the automotive world than in the last three decades. The future is about being more connected and more sustainable; electrification and lightweight technologies are becoming more important than ever as urbanization continues to increase. Formula E has recognized and reacted to these trends and the championship's exciting and pioneering approach is the perfect fit for our brand."

Jean Todt, President of the FIA and former Ferrari team principal, said: "The FIA is pleased to welcome Jaguar as a new manufacturer to enter the FIA Formula E Championship. We built this series to offer an alternative competition for manufacturers to step into the sport and develop road-relevant electric technologies. The choice of Jaguar to come back to motor racing with Formula E is a proof of success. As it forges a path forward for the future of the electric car, Formula E managed to attract one of the most prestigious and historical brands across the automotive industry. I wish them success ahead of their arrival in 2016/2017".

Alejandro Agag, Chief Executive Officer for Formula E, said: "We are delighted to welcome Jaguar into Formula E. Jaguar is a brand with a rich sporting heritage and the fact that it is returning to global motorsport with Formula E is a huge endorsement of the championship and its ability to influence the development of electric cars. Jaguar brings with it a passionate fan base that will drive the popularity of the championship across the world and once again shows that Formula E is the future of motorsport."

The team, like the others, will have two drivers, but Jaguar has not yet revealed their identities. It is understood the driver line-up may not be officially confirmed until after the pre-season tests at Donington Park in August and September. Rumors have swirled that Toyota World Endurance Championship driver Anthony Davidson and GP2 race winner Alex Lynn are among those being considered, along with inaugural FE drivers' champion Nelson Piquet Jr.

President's Mewsings *August 2016 (continued)*

The series boasts some well-known driver names including former F1 drivers Lucas di Grassi, Bruno Senna (nephew of Ayrton Senna), Nick Heidfeld, Nelson Piquet Jr., Sebastien Buemi, Jean-Eric Vergne, Nicolas Prost (nephew of F1 champion Alain Prost), and former IndyCar driver Simona de Silvestro,

The cars are stunning, as shown by the concept drawing of the Jaguar entry below. In general, the cars in the series look very similar since Formula E issues a spec chassis. The teams are only allowed to change the motors, the rear suspension, and the gearbox and transmission, which are concealed.



Joining Formula E is a strategic move on the part of Jaguar since its announcement that electric road cars are on the planning horizon. Certainly the race series will give the manufacturer the ability to learn how electric motors, batteries, and drivetrains behave under extreme conditions. The race series and developing technology have attracted a great deal of industry interest. Jaguar will join Citroën DS, Mahindra, Audi, Renault, and McLaren, each of which has significant investment in the series. BMW and Nissan are rumored to be interested in joining the exciting racing series as well. BMW has been involved with Formula E since the beginning by providing an i8 for the safety car and an i3 for the medical car. BMW's i division sponsored the 2016 Berlin ePrix.

Jaguar Formula E team director James Barclay believes that the all-electric single-seater series will evolve into a manufacturer battleground between traditional and electric-only vehicle makers. "The technology is constantly evolving," he said. "But it's not just the car manufacturers - there's a battle shaping up between the tech start-ups like Tesla and Faraday Future against the traditional car makers. So, as a manufacturer, we're ex-

pecting to have different competitors in future, just like the case in motorsport. But the more competition there is, the faster the development will occur."

"We're an early adopter, and from what we've heard there are more brands coming - which is exciting," he added. "We want hard competition; the best formulas are the ones where you have to really earn results. We expect seasons three and four to be even more competitive, although the series has been right to control the technology to maintain the quality of the show. So it's way too early to say where we'll be, but once we're out there testing alongside the other teams, we'll begin to see the first signs."

I can't wait to see the Jags in action. It is an exciting time to be a Jaguar lover.

A Successful 'Jaguar Gathering of Friends'

Kevin Fitzgerald hosted this get-together at his home on July 16 and we had a good turnout of about 36 'friends'. Thank you to Kevin and his significant other, Kathy Goldberg, who did a magnificent job of organizing the event. The weather cooperated and everyone had a great time. We will have more of these social gatherings in the future.

August 13 - Tour, Dinner, and Concert

We have about 25 people signed up for this event, which will start with a short tour in mid-afternoon, then a buffet dinner at the Stone Barn (www.thestonebarn.com). We will leave our beautiful Jags at the Stone Barn and take a shuttle to the Longwood Gardens Open Air Theater to hear a concert by The Kennett Symphony (www.kennettsymphony.org). Then we will take a shuttle back to the Stone Barn to retrieve our cars. Jaguar/Land Rover of West Chester is sponsoring the event and will have an F-Pace and F-Type there for you to drool over. PRAY FOR GOOD WEATHER.

Be happy. Drive safely. It's a Jaguar kind of day.



Roving Reporter - August 2016

By Michael Tate

On July 27 my (lovely) wife Mo and I celebrated our 59th wedding anniversary. It was therefore a time to recall the day we were married in Newcastle-on-Tyne, England. We had over 100 guests including both our parents and my Best Man, Brother Peter. All are gone now and also a number of aunts and uncles and a few friends.

My father had a MK VII Jag and my brother a MK V. Rugby playing friends had MG's, and the odd Lotus.



Morris 8

All used for extensive courting I was told. I had a 1937 Morris 8 and dreams. After the ceremony we left by train for the Isle of White via Southampton, a long journey in those days. I had just secured a new job with an American company, Burroughs Adding Machine, as a trainee salesman. With the coming of computers they became Burroughs Machines. They much later purchased Sperry Rand here in Bluebell and became Unisys.

We returned from the Isle of White to Leeds where Burroughs had said I should start and Mo got a job at Leeds University in the computer department. An English Electric computer housed in a redundant church. A huge beast filling every corner of this once holy place with not as much power as today's iPad!!!! 1957 and ready to go.

First order of business to buy a proper car. It turned out to be a Triumph Renown, also known as a Razors Edge, big brother to the Triumph Mayflower. A very stately looking machine like a Rolls



Triumph Renown

Royce with a dog of a Standard Motors engine. We enjoyed its stately looks and luxury interior. Its movement was stately as well but two years later in the Jaguar shop a MK VII was on offer for 500 pounds. Like new I could not resist. British Racing Green paint, red leather interior and all that "real tree wood" to quote a USA advert of the time.



A40 Austin

great little van.

It is very interesting to note that for the majority of my career I drove a Jaguar but there was a school of thought that said that driving such a car gave the wrong impression to customers. I never found it so - in fact the contrary. I drove that Mk VII into the ground neglecting servicing. Like many owners the car became unreliable and that is one of the reasons

Jaguar got its bad reputation for reliability. The other contributing factor was founder William Lyons determination to drive a hard bargain resulting in getting inferior supplies from vendors.

Come 1962 I sold the Jag and obtained a Drop Head Sunbeam, produced our eldest son Russell, and Burroughs moved me to the West Coast in a new venture



Jaguar Mk II 3.8

in the UK so we moved to Liverpool where the Beatles were in early song. Burroughs was introducing computers into the UK and I was one of 20 guys selected to market them. The Sunbeam was noisy with the roof rattling if up or down. Then fate rescued me. A colleague had been promoted our HQ in Detroit and he and his family decided to sail there from Liverpool. He had a 3.8 MK 2, white with red leather. He wanted to drive to the ship and would I buy the car. I said I could not afford it but we came to some arrangement and I was a Jaguar owner again.

In 1966 we moved to Norwich as Norfolk and Suffolk Branch Manager. The 3.8 was traded in for a silver

Roving Reporter - August 2016 (continued)

3.8 MK 2S. Nice car. Two years later in 1968 we moved to the company's HQ near Heathrow airport London. The S Type was traded, do you believe, for a Triumph Spitfire. The Spitfire was fun but a bit primitive after the Jaguars. We now had three children so Mo got a new Triumph Herald. This was a great car with an exceptional turning circle.



Jaguar Mk IIS 3.8

In 1970 I got the offer as General Manager of the Caribbean based in Kingston, Jamaica. The Job came with a car. There was no Jaguar dealer so I opted for a Triumph PI. Another nice car. Mo got a Morris in Jamaica, where we lived. We had two guard dogs, "Duke" a German Shepard and "Brutus" a South African Ridgeback. Duke had to visit the vet so Mo put him in her car to take him. She went in the house to do that final face and hair tweak and when she came out Duke had completely destroyed the interior of her car. He had never been in a car before!!



Triumph PI



Jaguar XK-150S

It was not long before I had a Jaguar again. I have previously recounted in *The Purr* how, for \$1000, I purchased a XK 150S convertible. An identical car was sold at auction recently for \$630,000+.

In March 1974 I found myself, in my lightweight suit and sun tan, in Detroit at Burroughs World Headquarters, shivering. What had I done? I had accepted the job of Director Marketing In International. The family followed as did the XK 150S and we purchased a new home in the suburbs. My first US car was a Ford Thunderbird. While waiting for the building of our home to finish we visited the Ford Museum. A great venue. When we



Ford Thunderbird

came out the Thunderbird was gone. Stolen. It was found later with the interior missing.

For Mo we got a LeCar and I got a Chrysler Cordoba. I always thought this was a fine looking car until our eldest bent it round a mail box. A long story previously told in *The Purr*. I was in Paris when I got a call from a colleague. "There has been a bad fire at your home. Started in the garage." Said I, "Is the XK 150S OK?" I found later that the only damage was that the paint had bubbled with the heat. In fact there were two XK 150s in the garage as I had purchased another for spare parts. The ceiling fell in on that one. I sold it for \$50. Sounds crazy now. The fire started because Mo had cleared my mess in the garage and put oily rags in the trash can. Spontaneous combustion.



Chrysler Cordoba

I got the job as VP the Pacific, based in Detroit. The area consisted of Australia, New Zealand and Canada.



Pontiac Grand Prix

A strange combination which was explained to me "They were all Sterling Area countries!!!" I could be in Canada in 30 minutes and Australia 32 hours. A Grand Prix came with the job which got assigned to Mo and later daughter Suzanne when she went to college. The end of it came when our middle child failed to stop in traffic.

Somewhere about this time I got an MGB GT.

In 1987 Mo and I went to Hong Kong as President of Asia. The job came with a Series 3 and a driver "Charlie". We were there for 4 years. The XK 150 went to be restored here in Philly when Burroughs took over Sperry Rand and I became VP Major Account Marketing for the new company, Unisys, based in Blue Bell. I purchased a house in Gwynedd Valley which had a large barn and 2 acres.



Jaguar Series 3

Roving Reporter - August 2016 (continued)

Two years later we went back to London European Headquarters to open up Eastern Europe. We kept the house in Gwynedd and two of the children rented it. The job in Europe came with a XJ8. I purchased a Series 3 E – Type and a left hand drive MK 2 Sedan. Life was perfect. I purchased for Mo an XJC.



Jaguar E-Type Series 3

In 1994 we returned to Gwynedd on the Queen Elizabeth after I retired. The ticket included a car and one animal. So the Mk 2 and Ming our cat came with us. Ming had living quarters near the funnel so I could visit every day. She had flown to England via BA and went into 6 months quarantine. She was really PO'd and used to spit and snarl at me when I visited her

When we arrived in New York the MK 2 had a puncture in a rear tire. No Jack. Got a fork lift and replaced the wheel and drove to Gwynedd. Now it was time to fill that barn with Jaguars. First a Majestic for daily use and a Volvo for Mo. Sold the Majestic to eldest son. A Coupe and an OTS XJS followed, Then the new S-Type. Did not like the dashboard layout. I believe this was a common problem and Jaguar changed it soon after.

To celebrate 100 years the XJ 100R was introduced. The S-Type was traded for one. The MGB GT was sold to Paul Racette. He still has it. I had left behind in England the Series 3 E-Type and a deal was done to obtain a 1935 SS1 Tourer. It was to be shipped and delivered to my home in Gwynedd. It arrived. What a magnificent looking vehicle. The disappointment was that it was so slow. I could walk more quickly. So off it went to Cloverleaf to see if they could work magic on the engine and powder coat the wheels red to match the body.



1935 SS1 Tourer

About 1996 the work on XK 150S was finished. It

looked like new. Completely back to its original specifications. BRG body, green suede leather. Grey hood, 3.4 engine compartment like new. Love at first sight. I sold it!!! Eldest son had spotted an “as new” Series 2 E Type OTS for \$25K. it joined the fleet.

So at one period I was enjoying my retirement with 7 Jaguars in the barn. The SS Tourer was purchased by a dealer on the West coast and the XK 150S to a guy in California. The latter was a story in its self which I will tell one day. Sometime in the late 90's I got a very nice XJS OTS and sold it to the people when I purchased our home in Malvern.

I then purchased a 1996 XK Coupe which is now owned by Noe LaFramboise.

In 2007, for our 50th wedding anniversary, I got MO a 2006 X-Type Wagon which we still have as our only car. It has

completed just over 54,000 miles and is often admired.

I hope I have not bored you with this journey of a 26 year old English sales trainee who joined an American Computer Company and is now an American citizen aged 85 and has enjoyed his passion for Jaguars. I have always reckoned that I have been involved with, company or personally, 24 Jaguars. I do not have the energy to check this epistle to see if I have mentioned them

all. Also during this life span I collected 6,000 model and toy cars which I sold at auction a few years ago. My very last sale was my collection of Jaguar Mascots to Alex LaRoche. They are now safely on display at his lovely home.

IT'S
NOT
OVER.



Mike and the X-Type at a slalom.



Mike & Mo with their XJ-100R



Mike with sons Russell and Gary and the XK

Delaware Valley Jaguar Club Breakfast Socials

August 21, 2016, 10:00 am
September 18, 2016, 10:00 am

Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477
Phone 215-646-1788
www.springhousetavern.com

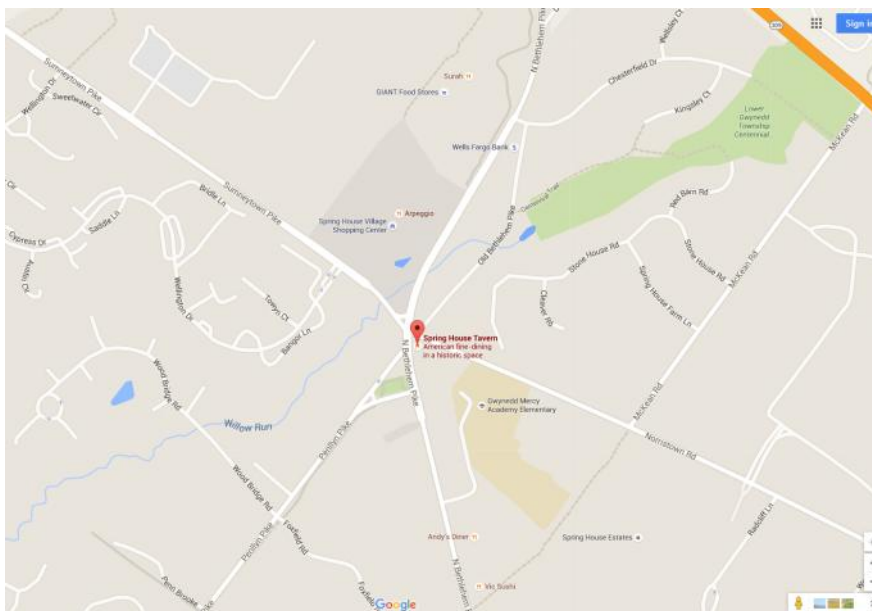
PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

Driving directions from the Pennsylvania Turnpike:

Exit at Fort Washington Interchange, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left. Andy's Diner is on your right.

Directions from North: Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.





DELAWARE VALLEY JAGUAR CLUB
2016 Slalom Standings



JCNA#	Entrant	Class	Year	Model	Body Type	Color	Club	Best
33872	Larson, John	SP/H	1977	XJ6C	Sedan	Grey	NCJOC	45.500
41093	Rosen, Richard	E	1971	E-Type	2+2	Sable	DVJC	45.634
62100	Crosby, George	L	2010	XKR	Conv.	Black	NCJOC	45.765
50696	Hedin, Bob	L	2007	XJ8	Saloon	White	DVJC	47.816
62270	Kosiek, Charles	R	2014	F-Type	Conv.	Red	DVJC	47.856
44404	Schultheis, Steve	F	1990	XJ	Saloon	BRG	DVJC	50.134
37918	Daniel, Peter	J	1995	XJS	Conv.	Ice Blue	DVJC	51.691
4134	Rappold, Kurt	C	1966	Mk X	Saloon	Beige	DVJC	54.490



Jaguar YouTube Videos

Peter Yates: Robbery Jaguar chase: 13.5 minutes

Jaguar factory tour, 1961: 28 minutes

History of Jaguar: 50 minutes

Car chase from Brannigan, 75: 3 minutes

Brannigan Scene 5, E type: 3 minutes

Hook car chase, MK2: 2.2 minutes

MEMBERSHIP RENEWAL TIME HAS PASSED!!!

However, it's never too late to renew. If your information is unchanged since last year just send the \$55.00 membership fee to:

Ann Perry
P. O. Box 163
Mendenhall, PA 19357

If your information has changed please use the membership application / renewal form . Contact Brian Craig at bhc166@aol.com and he will send you one. Ann will process your membership renewal as quickly as possible to insure your continued benefits with JCNA including your subscription to *The Jaguar Journal*.

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(receipts since 2000).**

**All original except respray & Daytons. Fair weather
driven only. Scored JCNA Driven Class 9.993/10 in
2016. Books, Jack, Mats, Stock Wheels, Pirelli's. Flawless Interior & Chrome, Updated
R134 A/C. Sun Roof.**

**Settling Estate. \$16,750.00
610-721-9778 or leo.kob@villanova.edu**



**1954 XK-120 DHC. Estimated to be a
Hagerty condition 2 or 3 value vehicle.
(\$90,000 to \$114,000)**



Contact Gary King, 215-499-7013, garyking@verizon.net

1971 E-Type Series III 2+2, silver. 14,000 original miles.

Car has been completely recondi-tioned over the years at Lindley Motors. It was repainted from bare metal and all elastomeric elements have been replaced. Recently, after a long storage, it was again refreshed with rebuilt carburetors, etc. by Jeff Dement. A great runner with excellent exterior and fine interior. Ask-ing \$40,000. Photos can be viewed at: www.flickr.com/photos/hardingdg/albums.

Contact Kurt Rappold 610-358-4055



NORTHEAST RALLY CLUB

PUMPKIN RUN 2016

P. O. BX 547, MILLSBORO, DE 19966

OCTOBER 14 – 16, 2016

CLASS (circle one) PRO SOP ROOKIE

(PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience)

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

ENTRY FEE: (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept 28, 2016** \$_____

\$425 entry form, payment and insurance received after **Sept 28, 2016** \$_____

\$20 (I previously purchased a banner and want it to be displayed) \$_____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

Please list name of anyone that will be coming with you so that we can have name tags,

NAME _____ HOMETOWN _____

NAME _____ HOMETOWN _____

HOTEL INFORMATION

We have a block of rooms at the MICROTEL by Wyndham. Please ask for the Northeast Rally Club rates. Please, if you are thinking about joining us, make your reservations NOW, you can cancel if necessary (check their policy for cancellation). Rooms are limited and our group rate is for rooms booked PRIOR to September 15, 2016 (call 302-858-5111). The Atlantic Inn in Millsboro has not made any renovations and no longer supports our Rally.

WE ALWAYS WELCOME ROOKIE TEAMS

**THIS IS NOT
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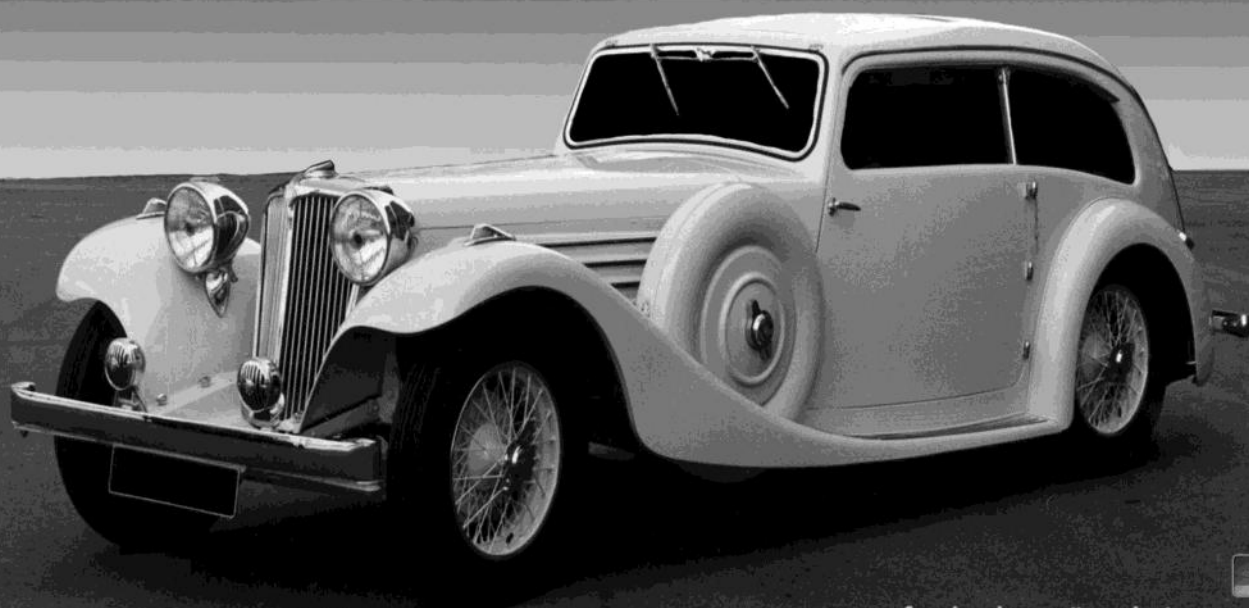
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