

# The Jaguar's Purr©

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**THE DELAWARE VALLEY JAGUAR CLUB**  
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**FEBRUARY 2005**

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



**Remember this beautiful E-type at the Holiday Party in December?  
Gary Di Vito, its proud owner, has sent in an article about it.**

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**Renew your membership now!!**

**This is the last Purr  
for those who are not 2005  
members!!!**

**A renewal form is in this issue.**

## DVJC EVENTS THIS MONTH

Mark these dates on your calendar:

February 13	DVJC Winter Brunch, The Desmond Hotel in Malvern PA. More information available in this issue of The Purr.
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 in this issue of the Purr along with an application form. This event is sanctioned by JCNA.
June 4	DVJC Concours d'Elegance, Rankokas Indian Reservation, Mt Holly, NJ This event is sanctioned by JCNA.
July 30	Tentative date for the DVJC Slalom. This was a wonderful success in 2004 and we hope to repeat the event at the same venue. It is sanctioned by JCNA. We will confirm the date asap.
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 <a href="mailto:jagmanred@comcast.net">jagmanred@comcast.net</a> More info soon.
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.

If you would like to organize an event please contact any member of the Board of Directors.

### ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
Half Page \$165/year; \$30 / issue  
Quarter \$ 85 / year; \$20 / issue  
Business card ad \$10 per 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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	Tom Jones	856-338-1705	jonestr@umdnj.edu
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	Paul Racette	215-646-6299	pracett@comcast.net
Club Merchandise	Tom Murray	856-309-8450	jagmanred@comcast.net
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	

# DVJC WINTER BRUNCH

## SUNDAY FEBRUARY 13, 2005

10:30 am

Terrace Room

The Desmond Great Valley Hotel and Conference Center  
One Liberty Boulevard  
Malvern, PA 19355

**Featured Speaker: Michael Smyth**  
**"The Way Forward for Jaguar"**

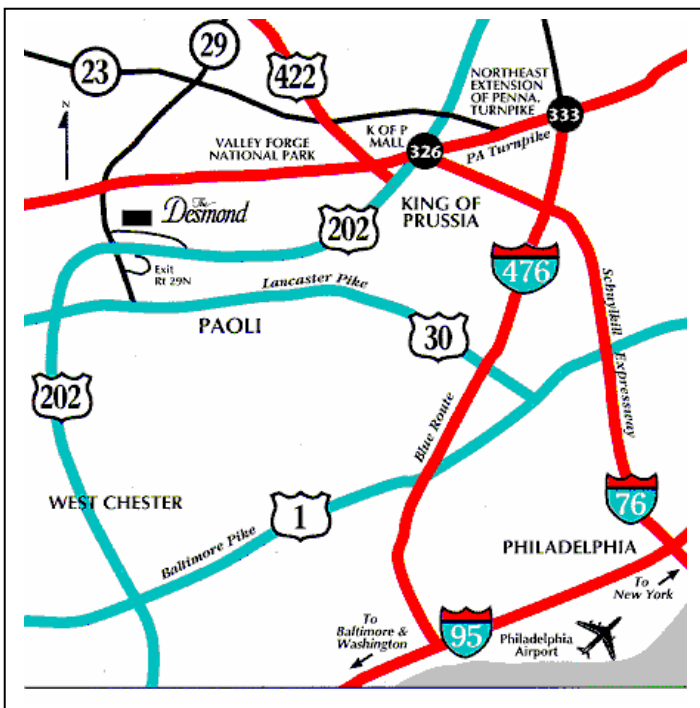
Michael Smyth is the President and Chief Operating Officer for The Great Britains Automotive Group, the Jaguar and Land Rover Dealership in Willow Grove. He is chairperson of the technology committee for Jaguar and Land Rover and holds a seat on the Land Rover Board – thus he is the ideal person to talk about the future of Jaguar !!!

Buffet Brunch will include juices, coffee and tea,  
fruit, dry cereal and pastries,  
scrambled eggs, bacon, sausage and potatoes.

Price per person \$18.00

If you are coming call Kit at 215-646-6299

[kracette@comcast.net](mailto:kracette@comcast.net)



### Directions:

**From Philadelphia:** Take the I-76 West to Route 202 South to Route 29 North Exit. At the end of the ramp proceed through the light onto Liberty Blvd. The Hotel will be on the right.

**From South:** Take I-95 South to Route 322 West to US Route 1 South to Route 202 North to Route 29 north exit. Turn right onto 29 North, turn right at second light onto Liberty Blvd. The Hotel will be on the left.

**From East:** Take 276 West to Exit 326, Valley Forge. Take 202 South to Route 29 North Exit. At the end of the ramp proceed through the light onto Liberty Blvd. The Hotel will be on the right.

**From West:** Take 276 to Exit 326 Valley Forge, Take 202 South to the Route 29 North Exit. At the end of the ramp, proceed through the light onto Liberty Blvd. The hotel will be on the right.

## THE PREZ SAYS

Our Jaguar Club is kicking off our 40<sup>th</sup> anniversary year with a scheduled Directors' meeting, hosted by Co-Editor Kit Racette and her husband Paul. The tradition has been "covered dish" which always winds up being a feast for our Officer-Director group. Please refer to the minutes of the meeting elsewhere in the next issue of the Purr.

### NEWS FROM JEFF DEMENT, VP of DVJC AND SON IN LAW TO THE PRESIDENT

The latest news from Iraq has SSGT Jeff Dement a very busy person over there and we all have great hopes for him and his family. His return date is coming up soon and before the next issue of the Purr we expect him back. This kind of patriotism has been seen in many American families and we are all proud of our servicemen.

### REFLECTORS

Last year, while at the AGM in California, we had a lunch break at the all day meeting and our host offered up a Jaguar car show ashore by the Queen Mary. I spoke to Delegate Pat and asked if she wanted to hike down off the ship to see the Jags. I went by myself and enjoyed their show from a SS-100 to the very latest XK8 and XJ8s. I got into a discussion with a fellow named Bruce with a blue XK120 about his red front Lucas marker reflectors being installed correctly. He said, yes, they had been that way since 1953 when he bought it new. I took a photo of him pointing to these markers and this last month my photo appeared in "The Classic Jaguar Magazine", page 2. Little did I know the photo would go around the world as it did. We also had an XK120 coupe which I still miss a lot and its marker lights were in the same position. You see, it is possible to install them backwards. Little also did I know we would be seeing Jay Leno's wonderful collection, in which Jay also has two XK120s on display. His two Jags also have their plastic marker reflectors in correctly. While admiring his two 120's some one of our JCNA group began to argue with me about Jay's reflector lights being installed backwards. That's the last thing I had in mind to argue with anyone about who was right. There are many such instances within the Jaguar world and we must all agree that if man made an object, another man can and will re-assemble something backwards and it will still work. We must all realize this is a possibility and work to understand the possibilities and not let petty instances like this undermine our great Jaguar clubs.

The fellow who I spoke to in California is Bruce Carnachan, one of the most knowledgeable Jaguar owners in the world - would he have his marker lights in backwards for the last 50 years??

Marker reflector



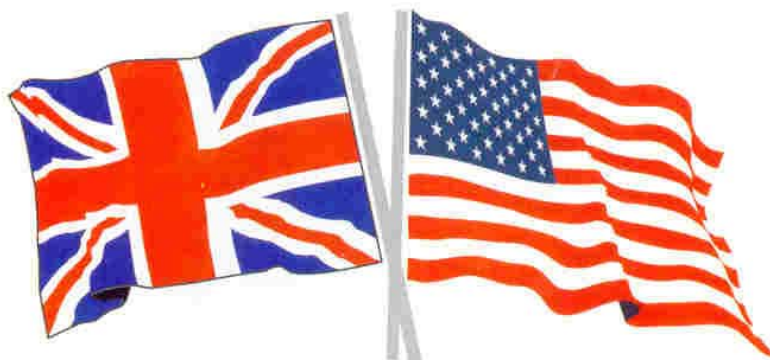
### BRUNCH AT THE DESMOND

Speaking earlier about our 40<sup>th</sup> year as an incorporated car club, I'm proud to be your re-elected President and hope we can have another great year together as a car club. We are always on the lookout for new unique events and places to go in our very diverse area. I see plenty of new late model Jaguars on our roads every day. Many are owned by our membership. I am looking forward to hearing the President of the Great Britains Jaguar Dealership speak at the Desmond. If it is a nice day, please try to bring the Jaguar and park in the big side lot together for a great photo opportunity. Last year we had a great collection of Jaguars, both new and old show up. Call Kit and send in your application form so we can arrange enough seating for all who show up. I will also have on display the newly designed JCNA Championship and Driving Event trophies which Gary Hagopian, past president of JCNA and I have been working on since October 2004. Many of the trophies will find a home within DVJC.

Happy 40<sup>th</sup> year to everybody. Let's have a good time with the Jaguars celebrating it.

Happy Motoring,

Kurt Rappold



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## EDITOR'S RAMBLINGS

### THE DESMOND FOR BRUNCH FEBRUARY 13

We are delighted to tell you that Michael Smyth, President and Chief Operations Officer for the Great Britains Automotive Group, will be the speaker at our brunch at the Desmond. This is our second meeting at this venue and last year we had a large number of attendees who enjoyed excellent food and first class service. Michael Smyth has a great deal of experience in the automobile industry. He spent three years, before joining Great Britains in 1998, with Mercedes Benz in Fort Washington. He serves as chairperson of the technology committee for Jaguar and Land Rover. He currently holds a seat on the Land Rover Board and served for two years on the Jaguar Advisory Board. He obtained his bachelors degree at the State University of New York.

I am sure you will find his subject, "The Way Forward for Jaguar", both informative and entertaining.

### 30 YEARS AGO

A momentous time! Jaguar announced the end of E-type production in February 1975. The last 49 cars were black V12 roadsters with a brass plaque on the dashboard bearing company founder Sir William Lyons' signature. Jaguar kept HDU 555N, the last car off the line, and it is now part of the Jaguar Daimler Heritage Trust's collection.



More amazing is the fact that this is the 30<sup>th</sup> anniversary year of the introduction of the XJ-S. Production stopped 20 years and 7 months later in 1996 after a total of 115,413 had been produced. Of this total 30,946 were convertibles, 5013 were cabriolets, and 79,454 were coupes. Not a lot by US car manufacturing numbers where this number could easily be a 12 month run. The last two cars, a Signal Red 6-cylinder convertible and an ice blue V12 coupe, were kept by Jaguar-Daimler Heritage Trust.

You do not see many of these cars on the road now in this part of the world and examples with low mileage and no rust are hard to find. In Europe, now that prices of E-types have climbed to astronomical heights, good XJ-S convertibles and coupes are very much prized and prices are moving accordingly. Punters are realizing that the XJ-S is a very fine Jaguar at the fraction of the cost of an E-type.

### AUTOWEEK MAGAZINE

In last month's issue of the Purr I insinuated that AutoWeek had a down on Jaguar. Well someone must have heard me! (I doubt it) In the edition published week of January 17, they devote a whole page to our favorite marque. The message is that in buying a car there are Rule No 1 and Rule No 2. Rule 1 is the performance of the car and Rule 2 is what magazines say about the cars. Under Rule 2 the writer says, "It's almost painful to read the repeated tales in "Jaguar Magazine" of how reliable, fast and sexy today's owners think their cars are". He then goes on to give an illustration as follows: "Sandra closeted me at a party and asked if it was okay to buy a Jaguar. So in my role as a car-magazine guy, it was easy for me to assure Sandra it was okay to buy a Jag—and in my view always had been okay, if one could afford it and had one's priorities right, to buy any car that lights one's fire. Sandra bought a new XJ6. Last I heard, a decade later, she still owned it, and still loved it. Jaguar earned her loyalty. I'm sure, not with a magazine, but with a motorcar. Demonstrating, thereby, the truth not of car making's Rule No 2, but of Rule No.1". Thank you, AutoWeek.

### JAGUAR AT THE TOP

So read the headline in the Jaguar Heritage magazine. They were declaring that Jaguar had advanced seven positions in the 2004 J.D. Power and Associates Sales Satisfaction Index (SSI) to place at number 1 in the industry ranking. The SSI Study is based on responses from nearly 40,000 buyers of new vehicles and measures the quality of the customer's new vehicle purchase experience. Progress in this latest survey, in which Lexus tied with Jaguar at number 1, follows excellent results in other recent J.D. Power's studies. In the 2004 Initial Quality Study, Jaguar moved up to become the highest-ranked European car manufacturer for vehicle quality and dependability, improving its performance by 20 per cent over the previous year. Beating BMW, Mercedes and Porsche is a great achievement. Next time, hopefully, they will be able to leave Lexus behind but by tying with them, after the reputation Lexus has built, to be classed in the same position speaks volumes for the present range of Jaguar cars. It is so good to hear this major positive result. Spread the news!!!

### WILL IT FIT YOUR GARAGE?

It is 16ft. 9in in length.

It is 4ft 4in in Height.

It is 6ft 2in in Width

It is 1.5 tons in weight

It is the second Jag to be crafted from Aluminum

Its top speed is 180 mph

It will do 0-60 in 4.8 seconds

It does 23 mpg to one Imperial gallon

Its exterior has chrome side "gills" to cool engine and improve aerodynamics

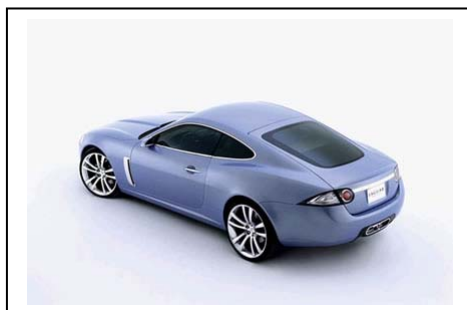
It has 21in aluminum spoke alloy wheels with Pirelli tires

It was designed at Whitley, Coventry  
 It was built at Castle Bromwich, Birmingham  
 It has six paddle-shift gears  
 It has leather seats made from 15 cow hides  
 It has a "jewelry-style" dashboard  
 It has touch-screen satellite navigation system

It is the surprise introduction at the recent Detroit 2005 Auto Show of the Jaguar Advanced Lightweight Coupe Concept. Jaguar says the car indicates what we can expect when the next XK appears in 2006. It is the first Jaguar designed by Ian Callum, who was involved in the design of the Aston Martin DB 9 and Vanquish. My son Russell went to the opening night and Press Release of the Detroit Show and commented that he was a little disappointed with the new car. "I kept looking back and could not help but think that it was an Aston Martin which was on the next stand!!" It cannot be all bad to look like an Aston!



Jaguar chief executive Joe Greenwall said the sports coupe signaled the company's determination to pick itself up and prosper with exciting new products. "This is the future of Jaguar," he said, "The fight back starts here. This car represents the very essence of Jaguar, its heart and soul. If you want to know what lies ahead for us, what direction we will take, this is Jaguar's answer". Mr Greenwall added, "This car heralds a new generation of stunning sports coupes and saloons that will remain true to Jaguar's illustrious past, but, more



importantly, will see the company leaping confidently into the future. The coupe is the successor to Jaguar's XK-8 which, since its launch in 1996, has sold some 75,000 models. It is code named X150 but at the Detroit show it was being dubbed the XK9.

#### LUCAS RETURNS?

It seems Jaguar just can't win. Under the above headline AutoWeek ran the following:- "In Detroit Jaguar's advanced Lightweight Coupe rolled onto a Cobo Hall stage with - we couldn't make this up if we wanted to—one lit headlight".



#### BOB TULIUS TO SPEAK AT AGM

Pascal Gademer, JCNA Webmaster, says, "If you need any additional incentive to come down to sunny Florida for the JCNA AGM (March 31<sup>st</sup>- April 3<sup>rd</sup>) the guest speaker at the Saturday evening banquet will be none other than Jaguar Racing and Trans Am legend Bob Tulus. Yes.... Mr Group 44 himself, the man who dominated the Trans Am Series in the 70's with his E-types and XJ-Ss."

#### STORY FROM AdAGE

A new Company is to promote Formula 1 racing in the US. In a deal cut January 13, 2005 exclusive domestic TV rights were acquired by CBS. So that appears to cut Speed Vision out unless they have rights to replays. We will see.

Look forward to seeing you at the Desmond.

MICHAEL TATE, Co-editor

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**XK140/150**



**Mk II**



**XJ-S (new)**



**XJ-S (old)**



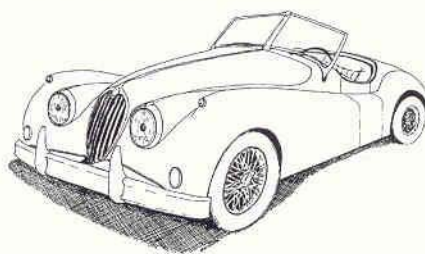
**SS-2**



**S-type**

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## "The Jag Story" by Gary F. Di Vito

I never got to tell my father how well-received "our Jag" was at the Holiday luncheon at Whitemarsh---he unexpectedly passed away the following day. For several years we had had an on-going "discussion" about whether the car was the correct shade of Primrose and I wanted to tell him that no one had remarked on the color.



The story of the car begins in 1978. While visiting my father at his home in Greenville, South Carolina, I was taken out to the garage and shown this yellow E-Type OTS. It was a 1967 Series "1 1/2". He was the second owner and, with 73,000 miles on the clock, it was in pretty fair condition, but to me, it was gorgeous. Having set the bait, he went for the catch, knowing how much I loved Jaguars: it was for sale! I promptly wrote out a check for \$3,000.00, cancelled my flight back to Philly, and drove the car home through the Shenandoah Valley. (My father would later claim, anytime the car was mentioned, that I "stole" it from him.)

My personal love affair with Jags (there are so many of us!) began when I was very young. My father had served in the USO at the end of WWII, where, like so many in the service, he had his first encounter with English and Italian sports cars. There were always car magazines about the house which I devoured. There were also several trips to the International Auto Show in New York in the Fifties, when European cars were truly rare and exotic. My father was an Anglophile, and it rubbed off; I knew that someday I would own a Jag.

My first was a 1958 XK-150 FHC which I bought in 1966. I was to quickly learn how "tapped out" a six-year old car could be! However, I was undeterred, and, after countless hours in, under and around that 150, I had her running pretty good. I sold her in 1971, and went "cold turkey" until '75, when I purchased a 1967 Series 1 Coupe. Then came my Dad's OTS. I had only been out of law school for 2 years, was married and had an infant child. I couldn't afford to restore both, so it was time to say good-bye to the coupe.

I drove the OTS as my primary vehicle until 1982, when I decided to put it into storage until I could do a restoration. In 1987, I had the engine and drive train rebuilt and the car was running well. However, I

couldn't yet afford the cost of redoing the body and interior, so back into storage she had to go. In 1994 my father moved back to Philly. His house was in need of a garage door, and I was in need of an additional garage. We made a deal. I would pay for the new garage door, and he would let me keep the car in the garage. What I hadn't counted on was the car's irresistibility. Despite my instructions not to drive the car, as it was insured only for theft and fire, he succumbed to its seductive "purr" one fine spring day. Upon returning to his house, he stopped the car at the top of the short but steep entrance to the garage, put on the handbrake and got out of the car. It promptly rolled down into a stone wall! The bonnet was badly twisted, the passenger side headlight nacelle was stove in, and there were other bits and pieces of damage. Fate had decreed that the body be redone.



Through a cousin, I came in contact with a fellow who had a body shop near Haycock Mountain in upper Bucks County. He had just started building fiberglass replicas of Lamborghinis and was in need of cash, so we worked out a deal. It was decided that no putty or plastic would be used. The bonnet was straightened through the arduous process of heating and beating. The underside pan was replaced, along with the rocker panels, the door and trunk lid skins and the spare tire well. New bumpers were fitted, and all the chrome trim replaced except for the windshield frame, door handles and the chrome trim along the top edges of the doors.



(The Talbot racing mirrors and wind wings had been installed in the late '70s courtesy of MG Mitten.) The

interior was redone except for the dash and console, and a new mohair top fitted. The car was delivered as a surprise present on the evening of my 50th birthday celebration! It looked so wonderful that I thought, "I can't drive this," and back into a garage and under a cover it went. Like my father, I too succumbed to the Cat's purr, and it wasn't long before the car saw regular duty from April through November of the ensuing years. In 1996 I fulfilled a long time fantasy. I put the car on a U-Haul trailer, hitched it up to a Mercury Mountaineer SUV, and took the car up to Portland, Maine. At Portland, I drove the car onto the Prince of Fundy ferry to Nova Scotia, and toured Nova Scotia and Cape Breton, reversing the process on the return trip. In the fall of 2003 she developed a rather severe misfire. I took her to my mechanic, Jim Garttmeyer of Garttmeyer Automotive in Wayne, and the "fun" began.



Since that time, the steering rack has been rebuilt; the exhaust system replaced with a stainless steel unit; an aluminum radiator fitted; a new cooling fan and motor installed; the carburetors and the rear brake calipers rebuilt; the speedometer and tach repaired; a new clutch and a Mallory dual point distributor installed; all new bushings throughout; and the front calipers

replaced by Wilwood Racing dual piston units with steel braided brake lines.



The hard top is factory, obtained in a serendipitous manner. I had been trying to locate one for some time, without success. One afternoon this past October, the car was parked in the drive of a friend's house in Rock Hall, MD. A red OTS pulled in behind it. At the wheel was a fellow from just down the road. We conversed, and were soon invited to his garage to see his two E-Types. One was an OTS, the other a coupe, both of which he raced. Hanging from the ceiling was the hard top, which was for sale. Out came the checkbook, on went the top, and I drove home with it! On the agenda for the winter is new "space age" insulation for the passenger compartment along with new carpet and the reupholstering of the console.

Although I had never had the opportunity to drive a new E-Type, my guess is this is as close as one comes. The car is an absolute joy to drive (and stop!), and I often find myself driving about for several hours in the evening, not wanting to come home. She's back in the garage now, under cover, and I am counting the days.

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E-Mail us at [JAG RESTORE@aol.com](mailto:JAG RESTORE@aol.com)

## CALENDAR OF EVENTS

February 24 - 27, 2005  
 March 31 - April 3, 2005  
 May 21, 9 am to 4 pm  
 May 28, 2005  
 June 3 & 4, 2005

June 11, 2005  
 June 12, 2005  
 June 18, 2005

July 23, 2005  
 August 13, 2005  
 August 13, 2005  
 September 10, 2005  
 September 11, 2005  
 September 21, 2005

Atlantic City Car Show – The Premier Indoor Car Event.  
 JCNA Annual General Meeting, Maitland, FL  
 Ragtops and Roadsters "Open House", Perkasi, PA.  
 Delaware Valley Triumph Club British Car show at Hope Lodge.  
 Empire Division Jaguar Club High Performance Driving Event  
 Lime Rock Race Park, Lime Rock, CT.  
 Jaguar Club of Southern New England Slalom, Berlin, CT.  
 Jaguar Club of Southern New England Concours, Berlin, CT.  
 11th Concours d'Elegance of the Eastern United States in aid of the Burn  
 Prevention Foundation, Bethlehem, PA.  
 Jaguar Club of Pittsburgh Concours, Dawson, PA.  
 Jaguar Association of New England Concours, Worcester, MA.  
 Delaware Valley Classic MG Chapter British Car Day at Pennypacker Mills.  
 Nation's Capital Jaguar Owners Club Concours, Rockville, MD.  
 Buckingham Auto Show, Buckingham PA  
 JCNA Challenge Championship, Chateau Elan, Braselton, GA

If you know other dates for events, please inform the editors so they can be included in this list.



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## January 2005 Newsletter

Happy New Year! I hope everyone celebrated the holidays with family and friends and we are all off to a new year full of peace, health and happiness.

The New York gang is busy planning for our big weekend in April. Mark your calendar now for April 29, 30 and May 1st. The NEW YORK ROAD RALLY is going to take place in Binghamton, NY and it's always exciting to rally in new territory (now we can blame our bad scores on the hills). The entry form also includes hotel information. Please make your reservations as soon as possible. And while you have your calendar out, don't forget the 2005 PUMPKIN RUN scheduled for October 28-30th here in beautiful downtown Millsboro.

We held our annual January Board meeting this past Sunday and discussed many items in an effort to build a bigger and better rally club. Some of the items discussed were:

1. Put all pro class at the beginning of the rally so that the sop's and rookies wouldn't interfere with those practicing for GREATRACE.
2. Assign each rookie team to a sop team, introduce them and have the rookie team follow the sop team on Friday and Saturday.
3. Change the scoring program to drop the worst leg of the rally (Saturday and Sunday, not Friday).
4. Continue to offer a \$50 discount to anyone that brings in a rookie team. Also offer a rebate to car clubs that send teams.
5. Find a way to recruit new members. We need to get back to where we were a few years ago when we had 50 to 60 cars. The past few rallies (New Jersey and Delaware) have been between 35 and 40 cars. We need input from our members to help us build our club membership.
6. Our website will be redesigned by the end of January to include information about each of our events. APPROVED
7. We are going to purchase 2 additional timing devices this year. Currently we have 4 and on Saturdays we usually have 8 checkpoints. If any of our current equipment breaks we have no backup. APPROVED
8. We are going to purchase a small table and 2 folding chairs for each of our checkpoint crews. This was requested last year by a couple of the crews and we have to remember these people are volunteers and we couldn't rally without them. APPROVED
9. When we formed the club we started with six board members. We decided to increase the board to seven members and appointed Jim Feeney from Endicott, NY to fill this position. Jim also conducts the Rally Schools at each event. APPROVED
10. It was decided that all future board members must be a member of the club. APPROVED

We now have 60 paid members of the NORTHEAST RALLY CLUB. I think this is great for only being a club for one year! Following the 2004 PUMPKIN RUN, OLD CARS WEEKLY did a great article on page 3 along with our e-mail address. I have received several requests for information and three people have joined the club just from that article. One person who is President of the Thunderbird Club of Florida has contacted me twice and says that he plans to come to Millsboro next October. If you have any ideas about how to increase our membership or how to get more people to enter one of our events, please contact me, or any of the club officers. Also, your comments and suggestions are always welcome, just remember that we can't make everyone happy but we will try our best to find a happy medium.

See you in New York!

Bob Bryan

For more information about the rally, contact Northeast Rally Club, P.O.Box 547, Millsboro, DE 19966 (302) 934-1246  
[www.northeastrallyclub.com](http://www.northeastrallyclub.com)



# NORTHEAST RALLY CLUB NY ROAD RALLY 2005

April 29 – May 1  
2005 Binghamton, NY

<u>CLASS</u> (circle one)	<u>PRO</u> (Rally speedometer)	<u>SOP</u> (Stock speedometer)	<u>ROOKIE</u> (No rally experience)								
<u>DRIVER</u>	LIC#	ST	SHIRT SIZE								
ADDRESS				CITY/STATE/ZIP							
PHONE # WORK				HOME				EMAIL			
IN CASE OF EMERGENCY				PHONE #							
<u>NAVIGATOR</u>	LIC#	ST	SHIRT SIZE								
ADDRESS				CITY/STATE/ZIP							
PHONE # WORK				HOME				EMAIL			
IN CASE OF EMERGENCY				PHONE #							
<u>VEHICLE</u>	YEAR	MAKE	MODEL								
COLOR		LICENSE NUMBER	ST								
DOES THIS CAR HAVE A NUMBER DISPLAYED? IF YES, WHAT NUMBER											
<b>INSURANCE</b> EACH VEHICLE MUST BE INSURED AND STREET LEGAL. PROOF OF CURRENT INSURANCE MUST BE INCLUDED WITH ENTRY FORM AND ENTRY FEE FOR REGISTRATION TO BE COMPLETE.											
<b>ENTRY FEES</b> (Rally field limited to 50 vehicles)											
\$260.00 Entry form and proof of insurance postmarked by 3/15/05				\$							
OR											
\$285.00 Entry form and proof of insurance postmarked after 3/15/05				\$							
PLEASE INCLUDE \$15 FOR EACH CREW OR GUEST OTHER THAN DRIVER/NAVIGATOR (NO REFUNDS OR CANCELLATIONS)											
Additional person(s) for Friday dinner				\$							
Additional person(s) for Saturday dinner				\$							
Additional person(s) for Sunday lunch				\$							
<b>ENTRY DISCOUNT</b> for current Northeast Rally Club members (\$-30.00)				\$-							
<b>ROOKIE TEAM SPONSOR DISCOUNT</b> – Rookie Team Name				(\$-50.00) \$-							
<b>TOTAL</b> (make check payable to Northeast Rally Club)				\$							

**NAME AND HOMETOWN / STATE FOR PIT PASSES FOR CREW & ADDITIONAL PERSONS**

**MAIL CHECK AND PROOF OF INSURANCE TO:** Northeast Rally Club, P. O. Box 547, Millsboro, DE 19966  
(please keep a copy of this application for your records)

**HOTEL RESERVATIONS:** Best Western Binghamton Regency (800) 723-7676 ask for Northeast Rally Club rates.  
Rate: \$66.00 plus tax for single or double, good until Apr. 8, 2005.



**DELAWARE VALLEY JAGUAR CLUB**  
**ANNUAL MEMBERSHIP RENEWAL**

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be received by January 31, 2005.

Name: \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Email address \_\_\_\_\_

Type and Year of Jaguar(s) Owned :

Year	Model	VIN Number	Color	Years Owned
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Are you interested in adding additional Jaguars to your collection? And if so, what model, year and type?  
\_\_\_\_\_

What do you enjoy the most about your Jaguar? (Pick all that are applicable)

Working on it \_\_\_\_\_ Driving it \_\_\_\_\_ Showing it \_\_\_\_\_  
Talking about it \_\_\_\_\_ Other \_\_\_\_\_

What types of club activities would interest you the most:

Technical sessions _____	Social Events:
Road Rallies _____	Outings /Tours _____
Informal Car Shows _____	Parties _____
Concours (JCNA sanctioned) _____	Lunches _____

**Renewal Fees:**





Option #1: One member – dues and joining fee \$40.00

Option #2: Husband and wife, dues and joining fee \$45.00  
(Both can vote and hold office)

Mail this form along with payment to Chris Jordan, 15 Hazel Avenue, Vorhees, NJ 08043

## DELAWARE VALLEY JAGUAR CLUB SHIRTS

**Choose from the following. All shirts/jackets are embroidered with DVJC logo.**

	<b><u>Devon &amp; Jones D700 3-Season Jacket</u></b> 100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant Colors: Forrest, Stone Price: S-XL: \$39.95    XXL: \$45.00    3XL: \$47.50    4XL: \$50.50
	<b><u>Ultraclub 8536 Pique Golf Shirt</u></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
	<b><u>Lee (83062)</u></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
	<b><u>Lee Ladies (51080), Lee Mens (71808)</u></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
<b>COMING SPRING 2005 – EMBROIDERED DVJC CAP!!</b>	

### ORDER FORM

To place order, print out this form, enter information, mail order form with check to:

Thomas Murray Advertising, 15 Hazel Ave., Voorhees, NJ 08043  
 Phone: 856-309-8450; Fax: 856-309-8451; email: giftstogo4u@comcast.net

Name:		Ship to (if different):		
Address:				
Phone:	Email:			

Qty.	Item	Size	Color	Price

Shipping charges:	Orders totaling \$18 - \$50:    \$7.95 Orders totaling \$51 - \$100:    \$12.95 Orders over \$100:    10% of total	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; text-align: right;">Merchandise total</td> <td style="width: 40%;"></td> </tr> <tr> <td style="text-align: right;">Shipping</td> <td></td> </tr> <tr> <td style="text-align: right;"><b>TOTAL</b></td> <td></td> </tr> </table>	Merchandise total		Shipping		<b>TOTAL</b>	
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