The Jaguar's Purr©

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
Founded in 1965 and incorporated in 1968.

JULY 2005 www.jcna.com/clubs/dvjc

Steve and Joanne Poset's XJ6

UPCOMING DVJC EVENTS

July 30	DVJC Slalom. Garnett Valley High School, Smithbridge Road, Glen Mills, PA 19342, Concord Township. Slalom starts at 8am and will be followed by lunch at the Concordville Inn nearby. Great way to try your first slalom!! See flyer in this issue for registration. If you are not willing to drive your car in the slalom, come along and watch – or help with the organization! More information call Gerry Kunkle 610-861-0844.
August 14	Join us to celebrate the 40th anniversary of the founding of the Delaware Valley Jaguar Club. Lunch on the fabulous four masted clipper, the largest four master still afloat. The Moshulu at Penn's Landing in Philadelphia. We have booked the portside dining room for your dining pleasure. See flyer in this issue for reservations.
-16	British Invasion in Stowe, Vermont. This year's marque is the Aston Martin. Tom Murray is working on an organized trip to this event including hotel reservations. If you are interested in participating contact Tom at jagmanred@comcast.net. More info soon.
October 16	Fall Tour organized by Al Pincus and Mike Tate. Coffee/doughnuts at the home of Al and Tucky Pincus while you enjoy their car collection. Visit to the collection of Gene and Marlene Epstein in Wrightstown. Visit including lunch and a historical re-enactment at Moland House. Send checks for $30 per person made out to DVJC to M.J.Tate, **24, Ashtree Lane, Malvern, PA 19355.** First come first served as we are limited to 70!
Oct 28 – 30	DVJC Pumpkin Rally, in conjunction with the Northeast Rally Club. The Rally begins in Millsboro, DE. This event is sanctioned by JCNA.
December 4	DVJC Holiday Party. Location to be announced later.

This is your club so we hope to see you at the DVJC events.

THE PREZ SAYS

THE PURR

Many of you have commented over the past few years "My, what a great newsletter we have". Well, it must be a lot of joy to turn out such a good product each month for Mike Tate and co-editor Kit Racette. And I appreciate the fact that they are the mortar that holds all of us Jaguar nuts (bricks) together. Both Mike and Kit properly served us notice that they wanted to retire, unplug the typewriter and pencil sharpener and pass this task on. As a matter of fact their June issue was the last issue.

Guess who is doing July's? Mike and Kit!! The Club needs one of its 215 members to step up and take over for Mike and Kit. They have done a wonderful job and in my opinion, each edition is award winning, on time and with excellence. Please consider your offer to assist with this Editor's job. Whenever I tackle a big job that looks overwhelming at the start, I try to divide it into smaller pieces. Maybe this is how we should tackle this job. We could have someone just do the printing/mailing each month. That also involves folding, stapling and labeling.

THE NEW JAGUAR COUPE

Since the last issue of the Purr a group of DVJC members attended Summit Point Race track in Virginia to see the "Jefferson 500 . Along with these vintage sports car races, Jaguar Inc. had new car tests for anyone who wanted a trial ride and a food tent just along the track. Next year we will plan on this event once we find out when the scheduled date is.

The "Cars under the Stars" event, held in front of the Philadelphia Art Museum, also featured the new Jaguar Coupe along with quite a few older vintage Jaguars. Club Photographer Joe Federico and Editor Mike Tate were seen in some of the photographs turned in by Joe of the event. This was held in conjunction with the famous Dali art exhibition.

CONCOURS

Our annual Concours d'Elegance was held at the Rankokus Indian Reservation June 4th with the same wet start we had last year. By 11am all had cleared off and we all enjoyed the pleasant remainder of the day of judging Jaguars, having a great lunch cooked by the local tribe, raffle prizes and awards presentation. Our own Vito and Barbra Gatto in their SS-100 won the best in show award from the Tribal Council and also achieved 100 points. Paul and Jan-Gee McCollum from Connecticut won "Best in Show", People's Choice which was a German Crystal Jaguar mounted on a walnut base. They achieved 100 points with their XK120 all alloy Roadster. This car is one of only 300 of the first XK120s made of Aluminum.

Vito and Barbara Gatto receive Tribal Council award

All in all we had a fine Concours with 56 Jaguars being judged. The judges and other helpers all worked very hard to make it happen. Each DVJC worker received a custom made 40th Anniversary DVJC Jaguar key fob and a free lunch ticket. I really appreciate the hard work and team effort from all who gave up their Saturday to help out. Charlie Olson, Vice President, took over the organization and paperwork for the Concours and this was a giant relief for me. After the Show we all caravanned to Chris Jordan and Tom Murray's home in Voorhees for a wonderful cook out. I can't thank our hosts enough for their hospitality and generosity. We are welcome back to this site again next year. Many people have commented that they like the remote location and lots of space we enjoy there. The Indians opened up their museum for us and their collection of buffalo, wild turkey and peacocks lend to the wilderness atmosphere.

Members relax after the Concours!!

Charlie Olson is completing all the final forms and paperwork and Kit Racette will then enter the results on to the JCNA score website. In order to qualify for a JCNA Regional award (our region is the Northeast region) you must attend two Concours in the Region. Pittsburgh Jaguar Club will hold their Concours on July 23rd – that is about 300 miles away and in the North Central Region, thus not qualifiying. Following that the Jaguar Club of New England holds their show in Worcester, MA on August 13th. That also is 300 miles away, my old Army town in 1955 where I attended cryptology training. The last show available to us is in Washington, DC on September 10th at about one half the distance. The Nation's Capital Jaguar Owners Club holds their show at Rockville, MD just above the city. This is the show that I recommend we try to attend as a

group and I am receptive to the idea of a caravan early that Saturday morning. If you showed at our show and do that one you will be eligible for a regional trophy if you are in the top three scores, two score average for the country.

For those who helped us judge and are tested and qualified, I'm sure NCJOC would appreciate our help judging their show.

Next year my objective is to increase the number of qualified tested judges for our show to lessen the work load. With nine judges and fifty six Jaguars we had quite a job on our hands.

The other Concours (missing in action) is JTC Jaguar Touring Club. They previously held their show at Tinicum Polo Grounds above New Hope, off Route 32. Their show is not listed or sanctioned as yet. That show would be our closest alternative, except for their fee of $75.00 to enter. Our $25.00 fee is more realistic as a first place trophy costs $24.95 to the Club. We have never attempted to gain a profit, just to break even for our Cub events.

CLUB ENGERGY AND STRENGTH
Thanks to all who responded to our plea to re-enlist in the Club membership. It took six months to get back to last year's number of members (over 200) but you did it. Our Club is looked to by the over 30 other National clubs as a leader since we formed 40 years ago in 1965.

LEADS FOR FINDING A XK140 FOR PHOTO SHOOT
I understand that two leads were developed from other JCNA clubs to find a black XK140 Roadster. Thank you for all your suggestions. As you know, the XK140 had limited production in 1950 and 1951. The big factory fire wiped out the production line. I still remember seeing burned out 140 s hanging from overhead chains after the fire. I was in the Army in Germany when this occurred.

JOE'S HEALTH
I am so pleased to note that photographer Joe Federico has regained his health. We worked very hard at our Concours and the Dali exhibition to get some remarkable shots. Good to have you back on the Jaguar track with us.

UPCOMING SLALOM
Our July 30th slalom has all the permits, sanctions and insurance. This is an inexpensive, easy to get to, interesting, over by noon, Saturday morning event. If you don't want to exercise your pet Jaguar, why not come with a folding chair and hang around as a Jaguar spectator until we all go to the Coucordville Inn for lunch on Route 1 near route 322. Who will take away Ron Musselman's best time of last year?? Fred Mack at 93 is all ready to challenge Ron with his XK120. See the flyer in this issue to sign up.

UPCOMING 40th ANNIVERSARY BRUNCH ABOUT THE MOSHULU IN PHILADELPHIA ON AUGUST 14th
The Board of Directors has approved a subsidy for this lunch. Also those attending will receive the 40th year DVJC keyfob similar to those given to our workers at the Concours. The key is attendance and pre-registration. Vice President Charlie Olson is checking out security of our Jaguar cars whilst at the Philadelphia City event. Worst case scenario - drive the old Mercury! It should be fun to be aboard such a large sailing ship. We will let you know in the August issue if it is deemed safe to park at this event.

STEERING TECHNICAL ASSISTANCE
The cars mentioned above and the next series, the XK150s were also subject to rack and pinion metalastic rubber mounting failures. I can recall finding our 150 mounts both broken in the car I was repairing as our young family daily driver. That coupled with rear splines that turned inside the drive wheels gave me some heart aches. It is hard to see these failures as it all sits behind the car's radiator. On the XK140 and XK150 the rubber blocks were just bonded with no through bolt to hold it together if it got unglued, scary huh!!

GREAT AMERICAN RALLY RACE
This classic run starts on June 25th from Port Royal, Virginia (near Washington) and runs to Tacoma, Washington on July 9th. I really miss the rush of seeing Dave Milling and all his efforts to do this race in style in the 1936 SS100. I seriously doubt if there will ever be another competitor like him, a true sportsman.

SHOP AMONG FRIENDS
The people who pay the bills, our advertisers, our donors to the Annual raffle table, our sponsors of technical sessions all deserve your patronage. Please keep this in mind if you need Jaguar related items, even that new Jaguar if you are lucky enough to have one on your wish list this summer. Check out their deals first!! See Charlie Olson's compliments to the Sponsors in this issue.

Happy Motoring.
Kurt Rappold, President DVJC

EDITOR'S RAMBLINGS

MISSING THE CONCOURS AND MOVING HOUSE

I am sitting surrounded by packing cases in my new home unexpectedly creating this piece as no one has come forward to take over as editor of the Purr. Kit and I decided that we must support all you members who have joined the club for the 2005 season.

So moving home from Gwynedd Valley to Malvern was a much bigger task than anticipated. So much "stuff" including at least 1000 old car magazines, car parts, car cleaning things, car covers, and, of course, the wife's clothes!! The easiest part was moving the three Jags all stuffed to the gills with "stuff". One "cat" we did not want to lose was our 18 year old Blue Persian, Ming, who had traveled with us on British Airways and lived in Europe for four years. She returned with my wife and Mk 2 on the QE 2 so I was lucky to have my three cats with me. She fell ill just before we moved and a week later we had to say goodbye to her.

In fact it was all so demanding that we did not get to the Concours even though we did register to attend. Charlie Olsen (Concours Chairman) kindly wrote me a detailed letter outlining the event. The final result, he said, was very satisfactory. They ducked the weather. There were 56 cars and a team of volunteers to judge them. Many photographs were taken. Prizes awarded. Perhaps most disappointing for me was to miss Chris Jordan's and Tom Murray's cookout at their lovely home in Voorhees. I remember all the good food provided last year.

By this time in 2006 perhaps we will have cleaned out all these packing cases and we will be able to attend.

TOYOTA/JAGUAR PROGRESS

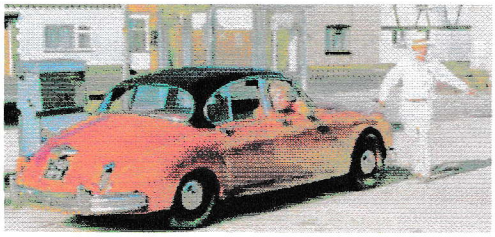
It was most interesting, I thought, to see that Toyota claimed its first Poll position in the ill fated June 19 USA Formula 1 Race. They have been making steady progress in this year's races. I wonder what would have happened had not all the cars with Michelin Tires withdrawn from the race. I said it was interesting and here is why. Toyota and Jaguar got into Formula 1 Racing in the same year. There must be a message to the US motor industry in the fact that Toyota is now challenging for honors while Jaguar has withdrawn from the contest after repeated failures. Perhaps the reasons for success and failure are tied into the reason that both Ford and General Motors continue to loose market share to the Japanese.

MORSE' MK 2 UP FOR SALE

I see that this iconic Jaguar is back on the market again with serious bids, it is said, already received from the USA and Australia. The current owner has gone bankrupt. With its questionable maroon paint job, and vinyl roof, it might not look that special, but thanks to having star billing in 33 episodes of the TV series Inspector Morse, 248 RPA, is probably one of the most famous Jaguars in the world. The car's last owner is John Potts and he bought it for $95,000 in April 2002. He saw the 2.4-litre car as the ideal asset to boost the image of his northern British company, Private Property Portfolios. However, the company went into bankruptcy following investigations by the police and the British Department of Trade and industry (shades of the problems in the USA!!). This all means that the MK2 is now in the hands of the company's receivers after being seized as an asset of Private Property Portfolios. A spokesperson for the Receivers said "When the car came to light, it was in bits in John Potts' garage. We are hoping to have it back together later in the year, having already spent a year putting it back together. We want to do the best we can to help the creditors – and that means getting the best price."

It is said that interest has already been significant, especially with those bids from an unnamed American casino and an Australian supermarket chain. In Britain they would dearly love to keep the car in the country but that will depend on British investors. You may recall that after John Thaw's (Inspector Morse) death, the car was put up as the prize in a raffle and has since changed hands a couple of times. Though talked of as a 2.4 MK 2, it originally came from the factory as the Daimler version and was later re fitted as a MK 2 with the maroon paint and with the non factory

fitting of the vinyl roof for the Morse TV Series. On the 17th August 1997 at the celebration of "Jag 75 my brother and I took a ride in the car, which was most exciting and interesting, when we contemplated its role in TV and the people who had put their bums on those leather seats. We staged a mock hold up and the resulting photos are buried deep within those un-packed boxes.



Editor Mike Tate and his brother Peter chasing robbers in the Morse Mark 2

E-TYPE DESIGNER HONORED

One of the car industry's most influential designers, the late Malcolm Sayer, was finally honored by the University where he learned his craft - and a gathering of fans, associated owners' club patrons, Jaguar Daimler Heritage Trust (JDHT) personnel joined with family members to see the event. Sayer, who died in 1970, was a student at the UK's Loughborough University's Department of Aeronautial & Automotive engineering in 1938. He was responsible for the C-, D- and E-type Jaguars, as well as the ill-fated XJ13. To recognize his outstanding achievements, the University joined with the JDHT which donated a bronze commemorative plaque to recognize his achievements. It was noted that this recognition was late in being conferred as Malcolm defined Jaguar's DNA, but his achievements were overtaken by events during the seventies. Richard Parry-Jones, Group Vice President of Ford, also paid tribute to Malcolm at the event. He concluded, "Historical perspective has allowed us to appreciate Sayers' genius- he truly managed to marry mathematics and art in his cars. He used nothing more than paper and pencil to produce these phenomenal cars".

THE OCTOBER AL PINCUS EVENT

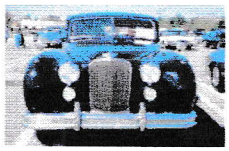
The response to sign up for this popular event has been most encouraging. October 16th is the date and we are limited to 70 members so if you want to take part send your check for $30 for each person and made out to DVJC to Mike Tate, **24 Ashtree Lane, Malvern, PA 19355** as soon as possible.

Have a good summer.
MICHAEL TATE
CO EDITOR

CLASSIFED ADS

FOR SALE: Complete Interior, E-type Series 1, 4.2, OTS, velour seat backs, tan. New, never installed, in original packaging from SNG Barratt. Includes seat covers, foams, interior panels, console cover, carpeting etc. Less than ½ price, $1,500. John 201-266-4393.

FOR SALE: Radiator, XKE Series 1, 4.2 original, recently recored, works perfectly, looks perfect, Concours. $250. Less than ½ replacement cost, less than recoring your own. John 201-266-4393.



FOR SALE 1953 Jaguar MK V11 Saloon. Looking for good home for Dad's car. In our family for 50 years! Excellent original condition except for new black lacquer. Straight, never rusted body. Mechanically always well cared for and runs fine. Never abused. Seats need attention. Photo of this car was on the front cover of the May issue of the Purr. $20,000
Call Bill at 610 543 4673

Why not list your car or spare parts for sale here? No charge to members for three months

DELAWARE VALLEY JAGUAR CLUB

SECOND ANNUAL SLALOM

SATURDAY JULY 30, 2005

8AM TO Noon

GARNET VALLEY HIGH SCHOOL
HOME OF THE GARNET VALLEY JAGUARS

SMITHBRIDGE ROAD, GLEN MILLS, PA 19342
CONCORD TOWNSHIP

JCNA MEMBERS ONLY DRIVING THEIR OWN CARS

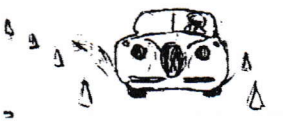
Event covered by J.C.Taylor Insurance, $2 million aggregate

LUNCH AFTER THE EVENT AT CONCORDVILLE INN ON ROUTE 1 NEARBY

FOR MORE INFORMATION CALL GERRY KUNKLE 610-861-0844
www.jcna.com/clubs/dvjc

Make checks payable to D.V.J.C.
Mail applications to:
Gerry Kunkle,
1284 Evergreen,
Bethlehem, PA 08015

Pre-register $15.00
Before July 14th 2005
Day of Slalom $30.00



Cut Here **See back for map**

Name _____ **JCNA Number** _____

Address _____ **Club Affiliation** _____

City _____ **Insurance Co.** _____

State _____ **Zip** _____ **Insurance Policy No.** _____

Phone No. _____ **Jaguar Model** _____

Email _____ **Jaguar Vin No** _____

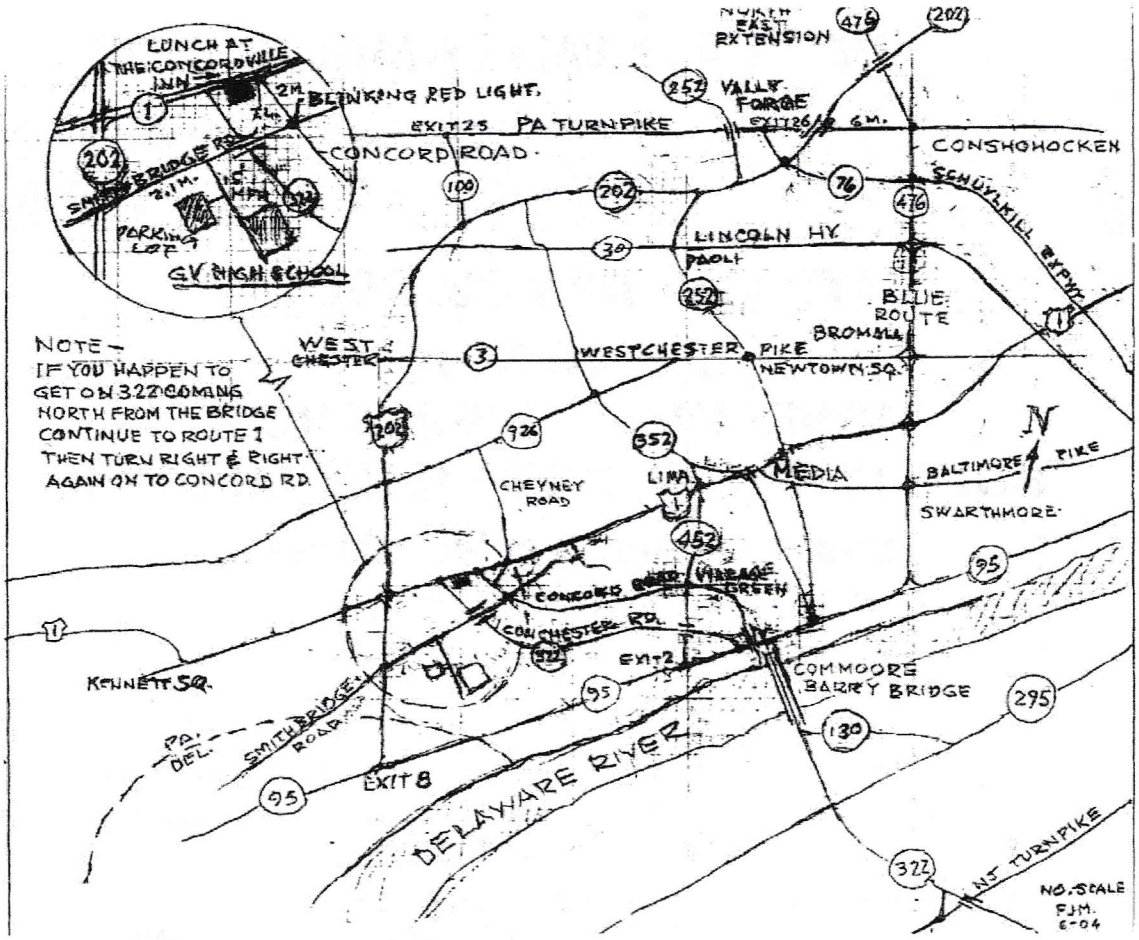
Jaguar Year _____

Check Number _____ **Jaguar License No.** _____

Slalom Class _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 30, 2005. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature _____ **Date** _____



DIRECTIONS:

<u>From the North</u> North East Extension 476, continue on 476 Blue route to Route 1 South to 202 South or go to Valley Forge Exit 26 to 202 South. Follow route 202 South towards West Chester. Turn left on Smithbridge Road for 2.1 miles. GVHS is on the right.

<u>From the East (NJ)</u> Take the Commodore Barry Bridge and if you 'wind up' on Route 322 continue to Route 1 and return on Concord Road. (There is no exit from 322 onto Smithbridge Road.) Otherwise go south on I-95 to exit 2 and north on 452 to Village Green and west on Concord Road.

<u>From the South</u> From I-95 take exit 8 to Route 202 North. Continue on 202 North into Pennsylvania. Turn right on Smithbridge Road. Bruster's Icecream is on the right. Continue on Smithbridge Road for about 3 miles. GVHS is on the right.

<u>From the West</u> On the PA turnpike take exit 23 south on Route 100 to Route 202 South to Smithbridge Road.

There are signs for GVHS at you approach the school. The school is not visible from the road Look for the sign at the driveway as the school sits back from the road down a long driveway.

Delaware Valley Jaguar Club

40th ANNIVERSARY CELEBRATION

SUNDAY, AUGUST 14, 2005

12.30 PM

Portside Dining Room

The Moshulu

Penn's Landing,
Philadelphia, Pennsylvania

This will be a memorable experience.
Lunch on the world's largest four masted sailing vessel still afloat.
The setting will be unique, looking out over the city and the waterfront.
The staff of the Moshulu prides itself on its service and adventurous cuisine.

Parking is in an attended supervised lot adjacent to the Moshulu
at Penn's Landing, Lombard Circle.

MENU

Country Salad with Roasted Peppers, Goat Cheese, Spicy Pecans, Dried Cranberries,
Warm Rosemary Vinaigrette

Choice of one of the following

Lancaster Free range Chicken Breast with whipped Potatoes, Wild Mushrooms,
Haricot Vert and Tarragan Pan Jus

OR

Jail Island Salmon Seared with Aromatic Herbs, House Made Gnocchi, Petit Vegetables,
Vintage Port Reduction

Chef's Selected Tasting
Coffee & Tea

Price per person $32.00

Reservations must be received before August 6, 2005.
For more information contact Kit Racette 215 646 6299
kracette@comcast.net

Send this form and your check, payable to DVJC, to Kit Racette, 1708 Gwynedd View Road, North Wales, PA 19454-3619

Number of people attending _____ @ $32.00 per person

Payment enclosed _____ _____ Chicken Breast

Name _____ _____ Salmon

Guest _____

Phone number _____

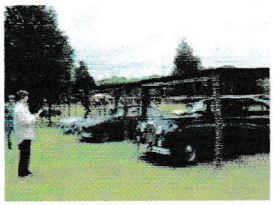
Weather permitting, will you drive your Jaguar? _____

CONCOURS D'ELEGANCE
A CHAIRMAN'S POINT VIEW

As I stood at the entrance of the Rankokas Reservation near Mt Holly, NJ, I could imagine how General Dwight D. Eisenhower must have felt on June 4th 1944 concerned about the weather in the decision to start the D-Day invasion of WWII in which success was so dependent on the weather. Of course, the stakes were hardly comparable, but still a decision had to be made. It was 7:00am and not raining at least in the Mount Holly area, so checking the condition of the field and finding the grounds in excellent shape, I decided, "It was a go!".

When Kurt arrived, all hands helped setting up. The tent was erected, tables set, the trophies arranged and the raffle items spread out. Pat Rappold assisted by Joanne Poset and Kit Racette arranged the entrants' envelopes alphabetically for easy distribution. Tom and Nancy Jones, in conjunction with Steve Poset, directed the cars to their pre-selected spaces according to the divisions. Steve Kress handed out lunch vouchers to the judges before judging - you never want to send out a hungry judge to look at cars - and by the time "Rags Down" was announced (that's when you stop cleaning your car), the skies looked brighter, the judges went to work and things got underway.

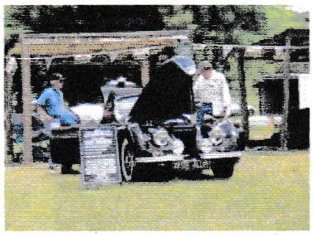
I was delighted that 78% of the pre-registrants arrived and combined with 6 post registrants we had a total of 41 cars to be judged, 22 in the Champion division, 18 in the driven, 1 special class and 2 display only.



Clara prepares to judge Ken Ruocco's Mk IX

Ann Perry and Clara Saxton were the judges assigned to the Operation and Verification of all vehicles to be judged. Their job was to ensure that the horn, lights, turn signals, back-up lights, brake lights, etc. were operational. An entrant is given a ten minute opportunity to correct any problem before the main judging team for that car is notified for the appropriate action.

The judges were grouped into teams of three for the Champion Division and groups of two for the Driven Division, with an apprentice judge included as a third member of the Driven team.



Judges Jim Shields and Gary DiVito with Paul McCollom's XK120

For those of you who have not participated in a Concours, the whole purpose of the Concours is to determine the quality of the Jaguar entered, based on its comparative condition as it left the factory, and assign a point value of scoring to determine a first, second or third place in a particular class.

The Gattos prepare their car for judging

The cars are divided into two main groups - Champion Division and Driven Division. The Driven Division is to encourage those who drive their cars often to compete without having the engine compartment or boot area inspected. Of course, the exterior and interior are judged to determine quality, authenticity and cleanliness. Other concessions with regards to some items of authenticity encourage one to enter this Division.

The Champion Division does not allow for such leeway and authenticity is the keystone of value as well as quality of workmanship and cleanliness. For those with later model cars, such as 1995 and newer, you could decide to enter either division and it's likely that most points deducted would be for lack of cleanliness. Entering a Concours with a late model

demonstrates pride of ownership and should be encouraged.

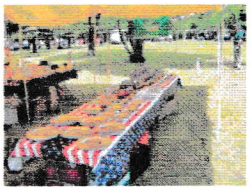
The Concours is not a car show per se but a structured event to determine value. Trophies are adjunct to written scores and express a tangible reward for the owner's efforts, not to mention they are always nice to receive. Also, it's fun, or should be, albeit perhaps a bit frustrating for an entrant with an outstanding car to receive less than his expectation. Scores will vary, as experienced and knowledgeable judges will observe different things at different Concours. Where people are involved, you will never have a perfect system, no matter how qualified the judges may be.

Row of E-types ready for Judging

As the judging team finished judging a car, a "Judging completed" sign replaced the score sheets which were handed to either Paul Racette or Dick Michie who then delivered them to Chris Jordan and Hal Jean. This team totaled the scores and re-checked them again for accuracy. A master log was then developed to list the winners by division and class.

While that was taking place, it was Raffle Time! This was an important event to help offset the cost of the trophies and a great way to interest the entrants while the scores were being tallied. We were fortunate to have several commercial vendors donate items of value, such as Apple Hydraulics, Welsh Enterprises, Eastwood, Griots, Ragtops & Roadsters, and East Coast Jaguars. Also our own members Mike Tate, Don Mullin, Tom Murray, Eddie Adams, Kurt and Pat Rappold, and Kit and Paul Racette made donations. Tom Murray also brought a 2005 SR Jaguar as a display from Holman Motor Cars, a new dealership in Egg Harbor Township, NJ. It's important to have our members aware of those supporting the DVJC.

The Raffle tickets were rotated and shaken in a large bowl and drawn by Chris Bajkowsky assisted by Clara Saxton and Karen Brown. I announced the number and upon verifying the winner, any raffle item on the table could be selected. One by one, the items disappeared, as Bob O'Reilly became the chief benefactor – to the point of embarrassment!! However, it should be pointed out that he purchased a very significant number of tickets!!



Awards Table

Now it was Awards Time and Kurt introduced Mr. Roy Bundy who, representing the Tribal Council, selected Vito Gatto's 1938 SS 100 Tourer as the Chief's Choice. It might seem SS100 stands for "Sure Selection of 100 points" for that is the judging score Vito received in addition to being honored as the Chief's Choice. Kurt Rappold, our President and National Trophy Chairman, presented the trophies to the winners, assisted by Steve Kress, the Chief Judge, as Joe Federico, our Official Photographer, took pictures of the winners as they received their trophies.

Jim Phillips receives his award for the longest drive to the Concours

A complete listing of the winners and their scores is listed separately for easy reference.

A special thanks to Tom Jones as the area co-ordinator and Steve Poset assisted by JoAnne Poset and Nancy Jones for coordinating the arrangements and location of the entrants' cars prior to the show. And to Steve Kress as Chief Judge who assembled the team of judges – without them this Concours would not have been possible.

A fitting touch to the end of any event is the opportunity to attend a cookout. This was graciously hosted by Tom Murray and Chris Jordan at their home in Voorhees, NJ. It was a perfect finish to a long day, to share food, fellowship and camaraderie.

Finally the success of any event depends on the people who are responsible for the various functions of the event. Albeit I just mentioned a few, but the rest have the satisfaction of knowing a job well done and my gratitude for making our Concours 2005 a great success!

Thank you all,
Charles Olson, Concours Chairman.

DVJC CONCOURS D'ELEGANCE 2005
WINNERS REPORT

Special Awards

Chief's Choice	Vito Gatto
Best in Show	Paul McCollum
Longest Driven	Jim Phillips

Champion Division

C01A Classics (Pre-XK Engine) Swallow, SS & SS Jaguar
- 1st Vito Gatto 100.0

C02 XK120 (1948-54)
- 1st Paul McCollom 100.0
- 2nd David Povich 99.98
- 3rd Tom Wolf 99.90

C05 E-types Series 1 (1961-67)
- 1st Terry Smith 99.94
- 2nd Paul Ashby 99.27
- 3rd Steve Kress 98.35

C06 E-types Series 1.5 (1968) and Series 2 (1968-71)
- 1st Bill Mancini 99.72
- 2nd Eddie Adams 99.63

C07 E-types Series 3 (1971-75)
- 1st Bryan Edwards 99.93
- 2nd Bob O'Reilly 99.62

C08 Early Large Saloons: MK VII, MKVIII, MKIX, MK10, 420G (1950-70)
- 1st Jim Phillips 94.97

C09 Early Small Saloons: MK1 (2.4,3.4), MK 2 Series(2.4, 3.4, 3.8 liter, Daimler V8) 240, 340, S-types 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-59)
- 1st George Jones 99.87
- 2nd Ted Boyd 93.26

C10 XJ6/12 Series 1 Saloons (1968-73)
- 1st Wayne Tubbs 99.75
- 2nd Bill Brelauskas 97.76

C12 Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87)
- 1st Paul Verchinski 99.00
- 2nd Charles Olson 98.75

C13 XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94), XJ6/12/R
- 1st Pat Rappold 95.67

C15A XJ-S/SC (1976-1991 pre-facelift) Coupe, Cabriolet, H & E Convertible, Convertible XJR-S Le Mans, XJRS Jaguar Sport
- 1st Mike Fontana 99.93
- 2nd Paul Racette 95.75

C19 Preservation Class – unrestored or near original entry over 20 years old
- 1st Kurt Rappold 99.50

Driven Division

D01 All Classes (Pre-XK Engine) and XK120, XK140, XK150
- 1st Jim Shields 9.828

D02 E-types (1961-67)
- 1st Tom Murray 9.904
- 2nd Gary DiVito 9.276

D03 E-types Series 1.5 (1968) and Series 2 (1968-71)

1st	Bob Stieg	9.850

D04 Series 3 E-types (1971-75)

1st	Rich Rosen	9.953
2nd	Don Mullin	9.915

D05 Early Large Saloons: MK VII, MK VIII, MKIX, MK 10, 420G, (1950-70)
Early Small Saloons: MK 1 (2.4, 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8)
240, 340, S-type 3.4S, 3.8S & Jaguar and Daimler 420 (1955-69)

1st	Gerry Kunkle	9.984
2nd	Ken Ruocco	9.930
3rd	N. LaFramboise	9.773

D06 XJ6/12 Series 1 & 2 Saloons and Coupes (1968-79), Series 3 XJ6, XJ6 Sovereign
And XJ6 VDP (1979-87); Series 3 V12 VDP (1979-92)

1st	Tom Jones	9.960

D08A XJ-S/SC (1976-1991 Pre-facelift) Coupe, Convertible, H & E Convertible, Convertible
XJR-S Le Mans, XJR-S Jaguar Sport

1st	Ann Perry	9.964
2nd	Dave Hoover	9.756
3rd	John Albanese	9.607

D08B XJS (1991-1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport

1st	Steve Poset	9.988
2nd	Hal Jean	9.930

D09 XK8 Coupes and Convertibles (1996-on), XKR (1999-on)

1st	Marie Picogna	9.989
2nd	Larry Schear	9.848

D10 XJ8/R Sedans (1998-2003), XJ8/R Sedans (2004- on)

1st	Marge Callery	9.995

Special Category

S03 Production Jaguar vehicle that have been substantially personalized, modified or customized

1st	John Jennings	99.88

Cloverleaf Auto Service

207 Pennsylvania Avenue
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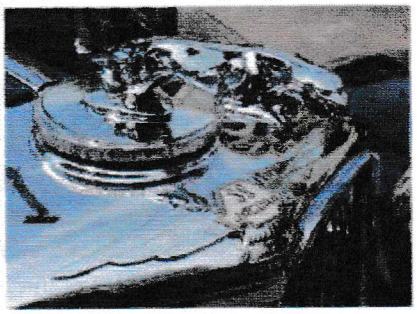
610-647-5900



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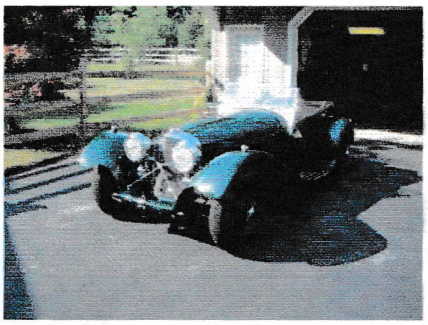
Delaware Valley Triumph Club British Car show at Hope Lodge

BY John Murphy

Saturday, May 28th, started as a beautiful day. Although there were forecasts of thunderstorms for the afternoon, the calling of the annual collection of British cars at historic Hope Lodge, in Fort Washington, PA, was too great to keep our 1937 SS 100 sheltered in the garage. Besides, it was only a 4 mile trip from home to the show grounds, and we knew we could make a hasty retreat, if necessary.



With my friend Don riding shotgun, we arrived around 9AM and were directed to a spot in the line of Jaguars. It was midfield, directly in the, at that time, bright sunshine. We were among friends, with two 120 s, five E-types, several Jag sedans and an attractive 1948 Drop Head. Throughout the morning, Bagpipers entertained the crowd. The lodge, with its Georgian architecture dating to 1769, was open for tours, and refreshment stands sold their goodies.

There were over 150 other British cars there that day. Aston-Martin, Austin-Healey, Land Rover, Lotus, MG, Morgan, and Triumph were all represented. There were a few British motorbikes, as well. In fact, DVJC member Dave Duckett had his glorious 1960 BSA Gold Star on display and rightfully won a first-in-class trophy for it!

1960 BSA Goldstar owned by Dave Duckett

Judging began just after noon. The judges began their slow trek through the field of cars and, off to the West, the character of the sky began to change. Dark clouds were just starting to form.

Judging all those cars took quite some time. All the while the far-off clouds came closer and grew more ominous. By about 2:30 the announcer was preparing to present the numerous trophies. The sky overhead was still clear, but the thick, black, storm clouds now seemed only a cornfield away.

And trophies there were! First, Second and Third in each of several classes for <u>each</u> make of car! After forty minutes of award presentations, they were only half way through! Now the evil-looking clouds were directly overhead. The branches in the trees were swaying noticeably in the rising breeze. Nervous looks were on everyone's face and the award recipients could be seen to scurry back to their car and depart as soon as their trophy was awarded. The announcer was moving as quickly as he could to beat the raindrops. Everyone who remained was questioning the wisdom of seeing it to the end.

It was now after four o'clock. While no rain had yet fallen, the sky was black, the trees shook and more than half the field of cars had departed. The final awards were then announced: "Best of Show - Peoples Choice" to John Murphy's 1937 SS Jaguar 100! I was elated, yet as soon as I had grabbed the winning plaque, I hustled back towards my car to get home. I was almost at the car when I heard: "Best of Show - Judges Choice" also to John's SS 100. Wow, my first time out and two "Best of Show" awards. Who could ask for more than that? Honestly, as happy as I was about the awards, I was thinking more about getting the car back into the garage at home!

And did my luck run out? No! Don and I jumped into the car and headed home. As the winds swirled, we dodged several freshly fallen branches in the road. Then we pulled into the garage and shut the door just as the sky opened up. It was a brief yet torrential downpour that followed. Yet it was no bother for us, since by then we were having our first celebratory brew!

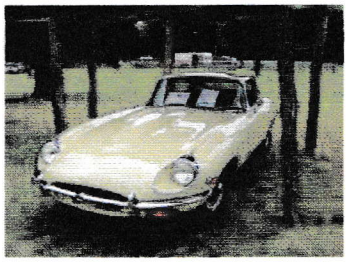
OTHER INTERESTING CAR EVENTS

July 10, 2005	"The British Invade Gettysburg", a British Car & Motorcycle Show organized by LANCO MG Club. Information Ralph_eriksen@yahoo.com
July 11, 2005	Jaguar Association of New England, N.E. hpde with the scda Group, New Hampshire International Speedway, Louden, NH. Entry forms available at www.scda1.com. Instruction available.
July 17, 2005	Jaguar Association of Central New York Jaguar Slalom, Thruway Travel Center, Waterloo, NY.
July 23, 2005	Jaguar Club of Pittsburgh Concours, Linden Hall, Dawson, PA. More information from Gary Kincel 412-638-2715 or Dan Meyers 412-922-3293. Event includes mansion tours, swimming and tennis on the resort grounds. An awards banquet, buffet style, will be held immediately after the show.
August 6, 2005	The Jaguar Club of Ohio, Ursuline College, 2550 Lander Rd, Pepper Pike, Cleveland, OH. Held in conjunction with British Car Day. More information Paul Neidert. This is their 33rd Concours – last year they had 70 outstanding Jaguars with a total of over 300 various British cars.
August 6, 2005	Jaguar Auto Group Summer Slalom, Randolph, NJ.
August 13, 2005	Jaguar Association of New England Concours, Worchester, MA.
August 13, 2005	Delaware Valley Classic MG Chapter British Car Day at Pennypacker Mills located just outside Schwenksville, PA off Route 73. More information from www.dvcmg.com or Lee & Liz Niner 610-831-1531
August 28, 2005	"Taste of Britain", British Car and Motorcycle Show organized by LANCO MG Club, at Rothsville, PA. Information Ralph_eriksen@yahoo.com
September 11, 005	Nation's Capital Jaguar Owners Club Concours, Montgomery College, Manakee Street, Rockville, MD. More information from Bill Moore 703-827-8739. Reception and dinner Saturday Sept 10th. Concours d'Elegance on Sunday June 11th.
September 11, 2005	Jaguar Association of New England N.E. hpde with emra, Pocono North, Poconos, PA
September 11, 2005	Buckingham Auto Show, Buckingham, PA. Pre-show dinner on Saturday September 10. Rain date Sunday September 18th. More information from Al Pincus 215 598-0882 or Ralph Tompkins 215 598-3740. Registration form available from www.buckinghamautoshow.org
September 16-18, 2005	British Invasion XV, Stowe , Vermont. All show vehicles must pre-register www.britishinvasion.com. This year's featured marque – Aston Martin.
September 18, 2005	Virginia Jaguar Club, British Car Day, Richmond, VA.
September 21-25, 2005	JCNA Challenge Championship, Chateau Elan, Braselton, GA. Early registration has been extended to July 5, 2005.
October 9, 2005	Jaguar Club of Southern New England Slalom #2, Wilbur Cross Highway, Berlin, CT.
October 22, 2005	Jaguar Touring Club Jag-O-Lantern Slalom, Randolph, NJ,
November 4, 2005	Jaguar Association of New England, N.E. hpde with the scda, Lime Rock Park Racetrack, Lime Rock, CT.

CONCOURS' D'ELEGANCE 2005

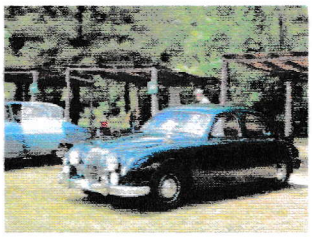
Gerry Kunkle's Mark 2

George Jones's Mark 2



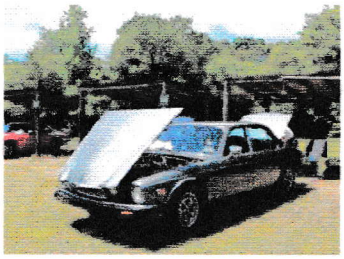
Bob Stieg's E-type

Jim Phillip's Mark X

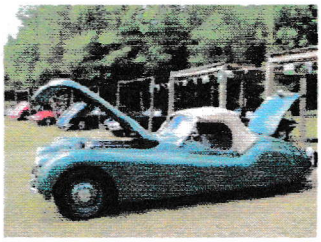


Ted Boyd's Mark 1

2005 SR Jaguar from Holman Motor Cars

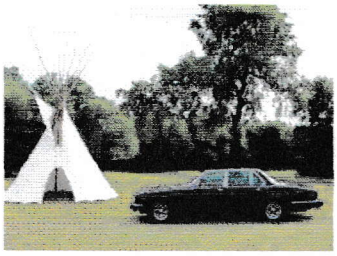


Charles Olson's XJ6



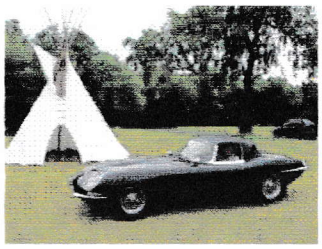
David Povich's XK120

Jim Shield's XK140



Tom Jones' XK6

Ann Perry's XJS



John Jennings' E-type

Photos thanks to Joanne Poset, Joe Federico, Dick Michie and Al D'Orio.

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Lee (83062)
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needle
Colors: Stone, Moss
Price: M-XL: $28.50 XXL: $33.50

Lee Ladies (51080), Lee Mens (71808)
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