

# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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October 2006

[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

## ***“Mystery Jag” DRIVER REVEALED!***



Contest Won!  
Meet the Winner,  
Find the answer – inside!

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## UPCOMING DVJC EVENTS

**DVJC Fall Foliage Tour – Saturday October 28th - see flyer**

**DVJC Holiday Party - December 3<sup>rd</sup> (Whitemarsh Valley Country Club)**

### ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
Half Page \$165/year; \$30 / issue  
Quarter \$ 85 / year; \$20 / 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

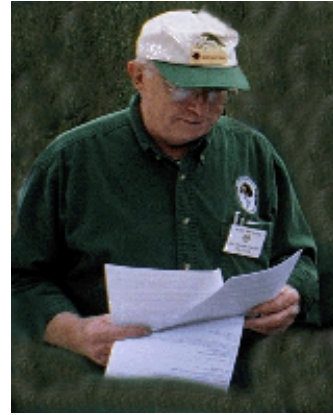
### DVJC OFFICERS INFORMATION

President	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
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### AREA COORDINATORS

Lancaster County	Jack Donahue	610-857-5341	
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Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net
Willow Grove	Sidney Clark Sr	215 657-3914	

***Prez Sez  
by Kurt Rappold  
October 2006***



Our Club activity and visit to Kendalwood Farm was a delight, even though it rained (where have I written that this year about club events?). The training barn which is the size of a football field allowed us room enough to fill it up and down both sides with our Jaguars while the middle had antique original and restored carriages lined up in two rows. We were given a description of each carriage by a lady who is a carriage driver. Then a fellow who drives a red XJS told us all about the restoration process. We were free to roam about the carriage and horse barn. We were then treated to a sample of four different types of rigs being driven by ladies all dressed in appropriate driving attire. After a photo session with Jaguars and carriages, we drove to a lovely nearby restaurant for a great lunch. Thanks to member Dave Duckett and Kit and Paul Racette for planning and organizing this unique event.

***Washington Concours***

The Club's caravan to Washington, D.C. to attend the Nation's Capital Jaguar Owner's Club Concours (NCJOC) left promptly from the service plaza just south of the I95, 495, 295 split in Delaware at 7:00 a.m. We had a good fast run to the Rockville, Maryland Montgomery College site of the 50<sup>th</sup> anniversary celebration concours. Our 50<sup>th</sup> will be in the year 2015, so please mark your calendars for a similar event.

We were honored to have Dennis Enyon and Nelson Rath, JCNA President and Business Manager, in attendance at the concours and Dennis was part of the opening ceremony and sang "God Bless America" which was very appropriate as the next day was 9/11 and you recall 156 people were killed when a terrorist piloted commercial aircraft dived Kamakazi fashion into the pentagon.

The NCJOC was blessed with a mild, breezy, sunny, cool day with 110 Jaguars showing up for judging. I am proud to say that our club was well represented with 12 Jaguars being shown by DVJC club members. I was especially proud of John and Marte Murphy who transported their SS100 all the way down to Washington for the show and took home a First Place trophy in their category of C1A. Their concours chairman, Bill Moore, commented on the fact that an SS100 had never been shown at any of their over 40 concours shows. Our club is fortunate to have three members owning SS100 Jaguars. Some year it would be great to have all three together at a gathering.

I was hoping the SS100 would capture "Best in Show", but this award was presented to a Series II XJ6 RHD white coupe. The car was straight out of England and had been restored by an ex-English army officer with great attention to detail. The Club officers of NCJOC appreciated the DVJC presence. Over 10% of their show arrived from our region.

Their awards consisted of pewter large round JCNA plates for first place and printed plaques for all other places.

After the awards were presented by JCNA President Dennis Enyon, we all gathered to prepare to drive back. One advantage of a caravan is that if someone has a problem, we can usually figure it out. The buddy system worked for us as one car did have a slight problem and we resolved it and took action to escort the car home to its garage. We were happy to have such a great day driving back and forth to Washington in great weather. We jumped off route 95 and cut cross country to Route #1 and crossed the Susquehanna River over the Conowingo dam. All of our club's 12 Jaguars came home with a prize, which is great.

Please note the following list of NCJOC entrants and prize winners from DVJC. Thanks for attending and representing DVJC at their show.

NATION'S CAPITAL JAGUAR OWNERS CLUB  
CONCOURS

SEPTEMBER 10, 2006

Owner	Year	Model	Class	Award
Murphy, John & Marte	1937	SS100	C01A	1 <sup>st</sup>
Wolf, Tom & Joan	1953	XK120 DHC	C02	2 <sup>nd</sup>
Kunkle, Gerry	1954	XK120 OTS	C02	3 <sup>rd</sup>
Spillman, John & Linda	1960	XK150 DHC	C04	1 <sup>st</sup>
Edwards, Bryan & Debby	1974	E-type Ser III	C07	1 <sup>st</sup>
Laroche, Alex & Anna	1967	420 Saloon	C09	2 <sup>nd</sup>
Bradley, Harvey	1961	Mk9 430	C08	1 <sup>st</sup>
Tubbs, Wayne	1972	XJ6 Saloon Ser I	C10	1 <sup>st</sup>
Rappold, Kurt & Pat	1994	XJ6 Saloon	C13	1 <sup>st</sup>
Olson, Charles	1987	XJ6 Saloon	C15	2 <sup>nd</sup>
Schultheis, Steve*	1971	E-type III V12	D4	1 <sup>st</sup>
Perry, Ann	1985	XJS Coupe	D8A	2 <sup>nd</sup>

**\*New member DVJC 9/8/06**

I can have an engraved plate made in 1" x 3" to stick on your first place trophy from the NCJOC concours. As soon as they mail you your scores, send me your information. It costs me \$8 per plate.

October looks like another full month of club activities. I must mention the Hershey Car Show which is close to us during the week of October 5, 6 and 7. People come from all over the world looking for auto related parts and it is right in our general club area.

The following weekend we have the British Car Club of Delaware show in Delaware City in conjunction with Canal Day. See their flyer enclosed in this issue. Trevor Mees is running this year's show and will be there with his E-type. He is a member of DVJC. The show site is a nice location, Battery Park. They have free tee shirts and beautiful dash plaques for the first cars to enter their show on Saturday.

On Sunday, we have the DCCC-HCCp show (flyer included in this issue) for cars up to 1981. We mostly enter the sports car category. If you want to show an XJ or other saloon, you will be put into production cars according to the age of your car.

On October 27, 28 and 29 we have the Northeast Old Car Rally which traditionally we do very well in with regards to national scores. This is a time/speed/distance rally. We are constantly looking for new rookies to learn to rally. You are eligible for JCNA rookie awards for two years.

Also on October 28, a fall tour is planned to a restoration shop with lunch, so there is something for everybody going on this month. See the flyer for this event enclosed in this issue. Thanks to Mike Wolf for doing all the set up planning and organization for this event.

***The Hagley Show - September 17***

The Hagley Museum and Library is located along the Brandywine River just north of Wilmington, Delaware on 65 acres of land. It was purchased in 1802 by E. I. DuPont to build a gunpowder manufactory. There are remains of 26 buildings along the river, all birkenhead graining mills powered by water. There is a large barn containing original Conestoga wagons and gunpowder wagons, even a Sunday school for the education of the mill employees' children. The road into the car show site, high above route 141 was a beautiful route along the river, passing the giant manufacturing facility. Altogether we had 650 vehicles present and this show featured the "convertible." This meant our Jaguars were separated according to type of top your Jaguar had. The local dealership, Union Park, featured a new XK convertible and we had four E-type and one XK120 roadster in this giant field. Fred Mack and I with co-pilot Bob Brown were there. Thousands of visitors were bussed into the site on separate roads and as we were departing after receiving a complementary show car, the busses were still moving visitors back to a remote parking lot. It was a beautiful day. I had three non-member E-type owners request applications for membership and Bob and I talked up the Pumpkin Rally. Three possible new really couples expressed interest and took our informational paperwork.

The car show was sponsored by three clubs, HCCP, CCCC and DCC. They produced a beautiful collectible dash plate and passed out free ice cream tickets.

With the elections approaching, we have an opportunity to vote for our new slate of officers. Please be sure to mail in your ballots to Club Secretary Ann Perry so she can tabulate the results.

Happy voting and motoring!  
Kurt Rappold  
President

# THE DELAWARE VALLEY JAGUAR CLUB

## Nominees for Election of Officers (2 year term) 2007 & 2008

	Nominees
President (1)	<u>Charles Olson</u> _____ _____
Vice-President (1)	<u>Brian Craig</u> _____ _____
Treasurer (1)	<u>Gerry Kunkle</u> _____ _____
Secretary (1)	<u>Ann Perry</u> _____ _____
Directors (2)	<u>Tom Jones</u> <u>Tom Murray</u> _____ _____
Editor (Volunteer Position Not Elected)	_____
Co-Editor (Volunteer Not Elected)	_____

**Send all Ballots to:**      **Ann Perry**  
                                     **PO Box 163**  
                                     **Mendenhall, Pa. 19357**



# Roving Reporter By Michael Tate

Last month I wrote about “Ford’s problem child .....Jaguar?” Since then there has been continuous speculation in the press. Bill Ford has said that anything is possible and the fate of Jaguar is on the table. Since then Ford has stepped down and Alan Mulally is the new CEO. Then on September 15 there was an announcement that said “Ford Motor Company refuses to give up the luxury car Wall Street says it can’t afford to keep”. “Jaguar is not for sale,” said Mark Schulz, president of Ford’s international operations. Amazingly most financial analysts saw this as a negative rather than a positive. This all seemed crazy so I wrote and sent the following letter to the Editors of the Wall Street Journal and the Auto News:

## *TO the Editor*

### WHY THE GLOOM AT FORD? THEY HAVE A WINNER IN JAGUAR

In my opinion Ford not winning with Jaguar is like an NFL coach not winning with Peyton Manning as his starting quarterback. It is without question inexcusable. The reality is, however, that Ford has done a really poor job with every brand under the blue oval and none of their key luxury brands (Jaguar, Land Rover, or Volvo) have seen their names become more powerful under their leadership. Ford, however, is looking to show the world, and especially Wall Street, that they are moving forward and this may mean that they could still decide to sell Jaguar. This powerful brand could become a very key acquisition for a smart automotive manufacturer and a very bad move for new CEO Alan Mulally.

### THE BRAND

Keep in mind that this brand possesses a history of manufacturing some of the most beautiful automobiles ever introduced. The E-Type and the XK 120 are on everyone’s list as being 2 of the top 10 most beautiful cars ever produced. Despite their rich history and a powerful brand name Jaguar currently has a less than 1% share of the luxury car market.

How can this be?

The answer is all related to the lack of exciting, bold and emotional new products. During the last 7 years Jaguar has introduced just 4 new cars and two of those cars (the XK and the XJ) are in segments in which they already compete and with products that were designed very closely to their predecessors. The other two models the S-Type and the X-Type had far too many Ford design cues for most luxury consumers. Ford’s lack of an overall worldwide product game plan came at a time when the luxury car market was exploding for virtually every major luxury brand. Today’s luxury car consumer is less loyal and is constantly thirsting for new products which are the driving force in creating necessary showroom traffic in the luxury car business. Ford instead, chose to invest in the limited production, nice to have for a few, GT40 and under the Jaguar banner, Formula 1 Racing but would not invest in a succession of highly acclaimed Jaguar concept cars; the F-type sports car, the stunning XK180 and the R Coupe. In contrast all of the major brands have exploded their product line-ups so that they can feed their thirsty luxury car consumers.

Look at the 2006 North American Numbers through July:

### Vehicle Sales

ACURA	114,000
AUDI	41,000
BMW	157,000
CADILLAC	129,744
INFINITI	68,439
LEXUS	177,700
MERCEDES	136,536
PORSHE	21,803
SAAB	27,437
VOLVO	69,579

AND JAGUAR 13,000 UNITS.



Now if you look at this more closely and look at the number of key segments in which Jaguar does not compete and couple this with the total lack of commitment to updating their current product line as frequently as the competition, it is no mystery as to why they are in trouble. It is not the brand, but instead it clearly is the lack of product. Ford was busy bringing new product to the Mercury line up which, by the way, competes directly with their current Ford line up while they totally neglect Jaguar whose history proved that by replacing one outstanding product with another was a winning strategy. Examples - SS 100 to the XK Series, XK Series to the E-Type, Mk V to the MK 2, MK 2 to the XJ6. All winning moves with completely different designs, but that was a long time ago. Yes it was a long time ago, but a formula that is copied by virtually every successful luxury car manufacturer today.

### THE X-TYPE STUPIDITY

Ford blames all of their Jaguar woes on bringing the X-Type to their brand. It has been stated that this vehicle is the reason that the brand has lost some of its desirability. Ford executives believe that they should have never entered this segment.

ARE YOU KIDDING! Do you think that if the X-Type had been designed and looked like the Infinity G-35 that these guys would have called entering this segment a mistake? No way. Ford tried to fool the luxury consumer and they found out that this can't be done. The entry level segment is considered essential for virtually every luxury brand. It is the opportunity to begin to bring young customers to the brand and to keep them buying additional products within the brand. The problem with Jaguar is that there are no "young people" products. I base this comment on personal experience. In 1962 I purchased the hottest, fastest, best looking Sedan on the market...the Jaguar 3.8 MK 2. Since then I have owned 19 more cars from Jaguar!

### FORD MANAGEMENT

And despite the woes at Ford the managers in charge of these businesses are getting promoted up the ladder. I continue to read about Ford executives getting promoted that were formally running the Jaguar business. Did anyone look at the performance record of these executives prior to rewarding them? To once again use the football analogy, are any teams looking to hire guys that have produced nothing but losing records? Why not hold Jaguar executives accountable for delivering volume results? If you did they might become more forceful in demanding necessary new and exciting products.

### TOYOTA

Dearborn sits back and watches the Japanese eat their lunch. Can you imagine what would have happened to Jaguar if the Japanese were in charge? I can tell you that they would have been easily outselling both Infinity and Acura and would have been barking at the heels of Mercedes. Toyota does not play defense they build cars and make sure that they have product offerings in every possible vehicle segment. This is how you build a brand. Not by telling Wall Street that they are going to shrink their way into a profit. To the contrary, now that Ford is proposing selling Aston Martin, they can quickly move Jaguar up market which they were not allowed to do with Aston Martin in the Premier Automotive Group.

### JAGUARS WORLDWIDE FOLLOWING

Jaguar's long standing battle cry has never been more appropriate than now- "Grace – Space- Pace" packaged in bold, exciting new product. The brand is "worshipped" in many countries. The "Jaguar Enthusiast Club" based in the UK has over 20,000 members. Many countries have their own clubs. Here "Jaguar Clubs of North America" boasts over 35 clubs with over 6,000 members. When discussing automobiles the very word "Jaguar" is said with reverence and many, many people's ambition is to own one...a real one, not a warmed over Ford. So do the right thing, Ford. Stop blaming Jaguar and step up and build that product that stops the traffic and the ladies in their tracks.

Michael Tate, 24 Ashtree Lane, Malvern, PA 19355  
Member "Jaguar Clubs of North America" and "The Delaware Valley Jaguar Club"

## *Roving Reporter October Part Two*

*Michael Tate*

### The Buckingham Concours D'Elegance

After a week of heavy rain, Sunday September 17 turned out to be glorious with clear blue sky and a sun that got hotter and hotter as the day wore on. So the eighth annual Buckingham Concours D'Elegance attracted the usual volume and variety of different high end quality vehicles. The night before the event the annual dinner was held and on the day the usual cooked breakfast was served. All proceeds from the event benefit The Buckingham Land Preservation Fund. The high quality Concours color program featured on the cover "a pair of beautiful Brits" owned by Ira and Donna Spector of Yardley. These were a 1969 Series 2 E-type 2 + 2 painted in "Black Tulip" over original blue leather hides, and a 1953 MGTD Mark 2 painted in the original red color paint. This car is a limited production version featuring a unique rear differential and suspension, twin fuel pumps, twin SU carbs, bigger valves, and a larger air cleaner among its factory upgrades. (Did you know that the Chinese are going to build MG's in the USA?) Also in the program is a two page write up and photo of the Al Pincus rare 1948 Jaguar Mk 1V described as a "Timeless Beauty". In addition, there is a photo gallery of cars attending the event and past events. These included Vito Gatto's 1938 SS 100 3.8, Stan Loose's XK 120 OTS, Frank Koehler's 1950 MK V Sedan. I thought that the number of Triumphs, MG's, Morgans and, yes, Jaguars attending, compared to prior years, was down. As far as our marque was concerned, there was Gary King with his 1959 MKIX, Vito Gatto and his 1938 SS100, Dale Schafer with his 1952 XK 120 OTS, Bob Costello 1957 XK 140 OTS, Gerry Kunkle and his 1966 FHC XKE, Stan Loose with his XK 120OTS, Jay Timbers 1967 2+2 XKE, Dan Spirer with a Series 2 1969 XKE Coupe, Ira and Donna Spector's 1969 2 + 2 XKE and my 3.8 1962 MK 2 Sedan....ten lovely examples of "Fords Problem Child". Would you believe it? I had another event to attend so had to leave before any prizes were awarded.



### Damaged Aluminum

In last month's Purr I reported that I had an accident in my Aluminum XJ 8 and said I would report on its repair. I did this because I am sure you will recall a not too distant report that gave a very jaundiced view of Jaguar's efforts to repair a member's Aluminum bodied car. Areas of concern were availability of Aluminum repair shops, time to repair and high cost. I took my car to "The Great Britain's" Willow Grove. They in turn handed it on to Classic Coachworks, 470 S. Bethlehem Pike, PA 19034. Unlike the car referred to in the previous report, they confirmed that mine had no structural damage, only the damage to the driver's side fender and bumper. Four days later I had my car back with a new fender and looking perfect. Total cost was \$2,009.49 paid for by the guy who hit me. So it seems that Jaguar have no problem with repair of aluminum bodies. Also, I thought the cost was very reasonable for replacing the fender, repairing the bumper, painting the finished job.



**Pictures are from the  
Buckingham Concours D'Elegance**

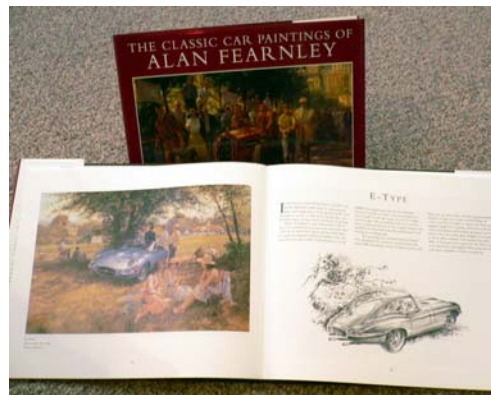


# The DVJC “Mystery Jag” Contest



Of course, most of us will recognize the battered relic pictured here as an XK-140 roadster from the mid-fifties. What “Mystery Jag” is asking you to do, is to decipher who was the driver of this car? This individual had great success in SCCA and PHA (Pennsylvania Hillclimb Association) club level events in the ‘60’s and later became an internationally known race driver. You are sure to recognize this persons’ name. The question is – who is it?

The first DVJC member to correctly identify the driver of this car, as pictured here, will win a terrific prize – a copy of the beautiful volume, “ The Classic Car Paintings of Alan Fearnley” , which includes several great prints of classic jaguars including the XK-120, SS-100, D-type and E-type. It is a book you will be proud to display in a prominent spot in your home.



“Mystery Jag” will provide a clue, in each of the next three months, to help you in the identification process. The contest will close and the prize will be awarded at the DVJC Christmas gathering at the Whitmarsh Country Club in December.

Your entries (answers) can be emailed to [mysteryjag@comcast.net](mailto:mysteryjag@comcast.net) or snail-mailed to

“Mystery Jag” Contest  
1249 Forest Hill Drive  
Ambler, PA 19002

*Clue # 1, for September, is that the photo above was snapped at the Hershey Hillclimb, in Hershey, PA in November of 1966.*

Enter early, enter often and good luck!

# DVJC "MYSTERY JAG" CONTEST

.....And we have a winner!!!!

Yes, our own Alex Laroche has successfully deciphered the "Mystery Jag" Contest and will be awarded our grand prize at Holiday luncheon. Using his enormous powers of deductive rightly noticed that, in asking contestants to identify the Jag", there was no indication that this person was a male. In tattered XK 140 shown in the picture was none other than first woman ever to drive in the Indianapolis 500. ALEX!!!!!!!! Alex Laroche at NCJC Concours



correct answer to the the upcoming DVJC reasoning, Alex driver of the "Mystery fact, the driver of the Janet Guthrie - The CONGRATULATIONS,

If you are wondering how it is that we know that this was Janet Guthrie's car, well here is the story: Back in the earliest days of the Delaware Valley Jaguar Club there were two brothers, Ed and John, who were members of the club and had a 1953 XK 120 DHC. As they were still in their teens, their interest was in going fast, not in looking good. So the few dollars they had to spend in those days went into speed equipment and racing modifications not into paint and chrome. The resultant quick, but ratty, 120 was campaigned regularly in SCCA regional races and PHA (Pennsylvania Hillclimb Association) events. One of those events was in November, 1966, when Ed entered the PHA Hershey Hillclimb, held just west of the Hershey Hotel.



John and Ed's 120 paddock area with XK140. Imagine their they learned it was young woman named Of course, Janet unknown to John and since her winning yet reached national



shared the this pale blue surprise when driven by a Janet! Guthrie was Ed at that time, ways had not notoriety. Janet beat Ed

However, they did get to know this much about her - (he was driving) out of a first-in-class position that day!

The history of Janet's being the first woman at Indy in 1977 and her later exploits in NASCAR are legendary. In fact, she has recently released an autobiographical book entitled "Life at Full Throttle" detailing those exploits.

In August 2005, John and his lovely wife Marte were attending a function where Ms. Guthrie spoke. John and Marte approached Ms. Guthrie and showed her the photo which she recognized instantly. After a brief reminiscence about club auto racing in the 1960's, Janet graciously annotated the back of the photo:

To Ed -  
With fond memories of the  
Hershey Hillclimb -  
Janet Guthrie

# *DELAWARE VALLEY JAGUAR*



## **FALL FOLIAGE TOUR**



SATURDAY OCTOBER 28, 2006  
(Raindate Sunday October 29, 2006)

ORGANIZED BY MIKE WOLF

DRIVING TOUR TO SPORTS AND SPECIALIST CARS,  
HOME OF STEEL WINGS,  
A RESTORER OF ASTON MARTINS AND OTHER HIGH END CARS  
HOPEWELL, NJ

10.00 AM: Meet at Lancers Diner on Route 611, opposite the Willow Grove Naval Air Station in Horsham, PA.

Scenic drive through Bucks, Mercer and Hunterdon Counties.

Visit to Sports and Specialist Cars, hosted by Ed Sanson, Jr who will give us a tour of the facilities and the cars. More information about Sports and Specialist Cars can be found at their website <http://www.princetonlotus.com/>

Lunch at one of three nearby restaurants, menus will be provided at the start so you can choose which appeals to you as you drive.

No need to pay ahead. But please RSVP to Mike Wolf before October 25<sup>th</sup> so that he knows you are coming.

Mike Wolf,

[mwolf@boenninginc.com](mailto:mwolf@boenninginc.com)

Work Telephone: 610-684-5411

Fax: 610-832-5254

# **Special Interest**

## **Witch Way Out of Jeopardy Sunday October 15, 2006**

Start and Finish will be held at JG Cook's Bar and Grill, 692 Lambs Rd., Pitman, NJ 08071

Rallymaster: Clyde Heckler 856-228-3319 Registrar: Jim Wakemen email: [Jwakemen43@aol.com](mailto:Jwakemen43@aol.com)

Phone 856-228-9249

## **K & T Vintage Sports Cars Grand Opening/Open House October 21<sup>st</sup>**

Tom Himmelsbach and Ken Beck would like to invite members of our club to their Grand Opening/Open House of K & T Vintage Sports cars, there is plenty of parking. 1511 East Woodlawn Street, Allentown, Pa. (Rte 22 to Airport Rd south (Rte.987) - 1 mile left at American Parkway – right at Nelson Street and left at East Woodlawn St.

Please RSVP 484-664-2353 [www.ktvintagecars.com](http://www.ktvintagecars.com)

## **2006 Northeast Rally Club Pumpkin Run Friday October 27<sup>th</sup> thru Sunday October 29<sup>th</sup>**

3 day rally event Millsboro, De 19966 info: [www.northeastrallyclub.com](http://www.northeastrallyclub.com) or email at [info@northeastrallyclub.com](mailto:info@northeastrallyclub.com)

## **2006 NNJR SCCA Road Rally Schedule November 18<sup>th</sup>**

The next event will be the Pine Barren Express (PBX), on November 18<sup>th</sup> starting in Presidential Lakes, NJ.

And the last event of the year is the Annual Teddy Bear Rally on December 3<sup>rd</sup>.

For more information and to download the event flyers please follow the link to the NNJR SCCA web site at [http://www.scca-nnjr.org/NNJR\\_Rally/Rally.shtml](http://www.scca-nnjr.org/NNJR_Rally/Rally.shtml) Peter J. Schneider NNJR SCCA



### **For Sale**

**1958 Jaguar XK 150 FHC**

**Restored in the mid 90s,**

**this car has always been garage kept  
and has seen few miles since restoration.**

**Runs well and looks great.**

**Call Doris Carr @ 215 345-7831**

**Asking \$50,000. OBO**



# **Delaware Valley Jaguar Club Holiday Party**

**SUNDAY DECEMBER 3, 2006**

**WHITE MARSH VALLEY COUNTRY CLUB  
815 THOMAS ROAD  
LAFAYETTE HILL PA 19444**

**Mark this date on your calendar  
More information in November**

**\*\*\*\*\***

**Today's Cool Site...**

- >
- > Fall is just about here. That means many of you will probably be taking  
> scenic drives. I remember watching the leaves change as a kid. I loved it!  
>
- > You probably have a favorite route for your scenic drives. Well, maybe  
this  
> year it is time to shake things up a bit.  
>
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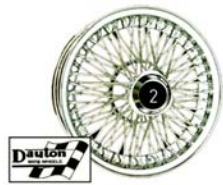
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Fits : MK2, V8 2.5, S-Type to 1967, E-Type Series 1

Sizes available:	Part number			
15 x 5J	D455	£215	€293	\$315
15 x 6J	JB156	£260	€354	\$333
16 x 6J	JB166	£275	€374	\$357



### 2. Flat Hub Wire Wheel

Fits : MK2 240/340, V8 250, S-Type 1967 on, E-Type Series 2

Sizes available:	Part number			
15 x 5J	D472	£215	€293	\$315
15 x 6J	EB156	£260	€354	\$333
16 x 6J	EB157	£270	€368	\$333
16 x 7J	EB167	£275	€374	\$462



### Flat Hub Wire Wheel

Fits : E-Type Series 3

Sizes available:	Part number			
15 x 6J	D493	£215	€293	\$315

### 3. Curly Hub Wire Wheel

Fits : XK120/XK140/XK150

Sizes available:	Part number			
16 x 5J	D456	£255	€347	\$383

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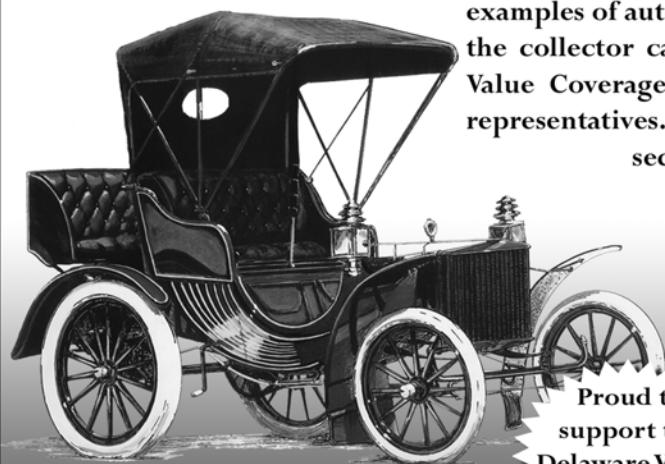
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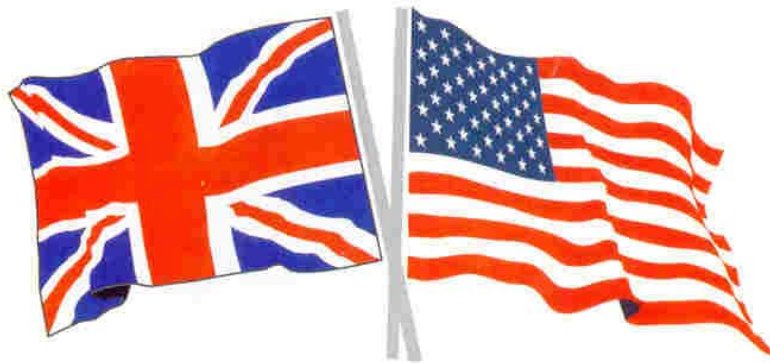
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	<p><u>Ultraclub 8536 Pique Golf Shirt</u>  <b>White body pique golf shirt with multi-stripe trim.</b>  <b>Colors: White w/Green Trim</b>  <b>Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50</b></p>
	<p><u>Lee (83062)</u>  <b>Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle</b>  <b>Colors: Stone, Moss</b>  <b>Price: M-XL: \$28.50    XXL: \$33.50</b></p>
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	<p><u>Mesh Camp Chair</u>  <b>Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.</b>  <b>Color: Hunter green</b>  <b>Price: \$28.95</b></p>
	<p><u>Hat (#1701)</u>  <b>Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo</b>  <b>Colors: Jaguar green</b>  <b>Price: \$7.00</b></p>
	<p><u>Hat (#3701)</u>  <b>Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo</b>  <b>Colors: Jaguar green</b>  <b>Price: \$7.00</b></p>
	<p><u>DVJC Pin</u>  <b>Epoxy dome pin; DVJC logo in full color</b>  <b>Price: \$3.50 (2 for \$6.00)</b></p>



## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<u>Folding Table</u> <b>Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo.</b> <b>Color: Jaguar green</b> <b>Price: \$19.95</b>
	<u>Weekend Garment Bag</u> <b>3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top.</b> <b>Colors: Black</b> <b>Price: \$</b>
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