

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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May 2007

www.jcna.com/clubs/dvjc

Jaguar XKSS Turns 50

Photo courtesy of: <http://rides.webshots.com>



See Roving Reporter Article



Correction to JCNA Trophy Winners

Please note that the April issue of the Purr incorrectly listed the 2nd Place Slalom Award Recipient at Kurt Rappold. The actual recipient was Kurt Rappold, III in his 1993 XJ40 Saloon.

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Upcoming DVJC Events

May 5 th , 6 th , 7 th	Spring Rally sponsored by Northeaster Rally Club in Binghamton, NY Sanctioned by JCNA Contact Kurt Rappold 1-610-358-4055
June 2 nd	DVJC Concours d'Elegance at Rankokas Indian Reservation, Rancokas, N. J. Rain Day Sunday June 3 rd Sanctioned by JCNA Contact: Charles Olsen 1-215-757-2028 (Application and flier enclosed.)
June 16 th	Officer's meeting at Main Line Jaguar
July 28 th	DVJC Slalom Garnett Valley High School, Concordville, PA Rain Day Sunday July 29 th Sanctioned by JCNA Contact: Gerry Kunkle 1-610-861-0844
October 26th, 27th, 28th	Pumpkin Run Rally sponsored by Northeast Rally Club in Millsboro NJ Sanctioned by JCNA Contact: Kurt Rappold 1-610-358-4055

Other Upcoming Events

Saturday May 5 th 11:00 AM – 3:00 PM	12 th Annual Lewes British Motorcar Show British Motor Car Club of Delaware Lewes Historical Complex Third and Shipcarpenter Streets, Lewes, DE
Sunday May 6 th	Jag Monthly Breakfast Randolph Diner, Route 10 East, Randolph, NJ Contact: Jim Louden 908-879-8634
Sunday May 20 th	Jaguar Auto Group Slalom, Manville N.J. Contact: Paul Delatush 973-993-8300
Saturday May 26 th	Brits Are Back at Hope Lodge Hosted by the Delaware Valley Triumphs, Ltd. (See enclosed flier.)
Sunday July 15 th	Jaguar Auto Group Annual Picnic, Car Show & Rally. Long Valley N.J. Contact: Linda Jones via jimlouden@patmedia.net
Fri. Sat. & Sun. July TBA	Jaguar Club of Pittsburgh Concours d'Elegance & Vintage Gran Prix
July 31 st – August 4 th	JCNA, J.C.N.A. Challenge Championship Indianapolis, Ind. Contact: www.jcna.com/jcc
August 10 th thru 12 th	JANE Concours d'Elegance, Sturbridge, MA
Sat. & Sun. August TBA	New Hope Auto Show New Hope High School Grounds
Sunday August 26 th	A Taste of Britain, Rothsville, PA Fun Gathering & Polo Match Sponsored by the LANGO MG CLUB, Inc.

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

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Non-members \$10.00 per insert

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Single \$40.00 per year – Emailed Newsletter

Family \$55.00 per year – Postal Mailed
Newsletter
Single \$50.00 per year – Postal Mailed
Newsletter

DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

DVJC OFFICERS INFORMATION

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*The Prez Sez
by Charles Olson
May 2007*

Last month I featured our members who were winners that received the Regional and National awards and I had forgotten our very own National Concours winner, **John Spillman, in Class C04!** It was an oversight on my part because I didn't realize that John and Linda were members of the DVJC. You see, because of the proximity in distance to the NCJOC they are members of both clubs. For national rankings, the scoring system is based on three events with the same Club. The Spillmans were not listed as a member of our club on one of the events, so they did not qualify for a national award. I'm happy to report that John picked up on it and rectified the problem in time!

One of our other members requires special recognition and that's **Franklin Shaffer**, a **100 point** winner in **Class C06** with his '68 E-type OTS and perhaps the most prolific entrant of a Concours in the country. Frank relocated to Louisiana and decided to keep his membership with us. I might do an article on him in the coming months. It wouldn't surprise me if he entered our Concours in June! The other National Concours winner from our club is **Wayne and Katherine Tubbs** in **Class C10** with a '72 XJ6 Saloon, that's a gleaming black beauty that "grabs your attention."

I also promised to report on the changes in the rules that were approved at the **AGM 2007**. Those changes and other items are posted on the **JCNA Website** for your records. The rule changes that I found important were the changes involving the Judges Handbook that affect the judging at our Concours event. We're in the process of conducting Judges Training and our first session was held last Saturday, April 28th with six in attendance. In addition to going over the rule changes, we did some "hands-on" judging on two Jaguars for scoring experience. I'm hoping we can have more volunteers at our next session on May 12th. Please respond and confirm you intend to be at the Chester location; I really need to have qualified judges for the Concours. Don't feel that you need to be invited, just let me know you'll be there! Please!! The final session is scheduled for May 19th; if you can't make the previous one, please sign up for this one.

We are fortunate to have individuals who, thru a lot of tedious research, have provided us with Authenticity Guides. The latest to be approved was the **XKE Series III** and the **XJS Guides**, which can now be used for Judging. The Website has listed the other Guides that were approved at previous AGM's.

Please send in the **Concourse Application** located in the flier within this issue, or go "on-line" to provide one to a friend or interested party.

Another rule approved at the AGM was reducing the specifications of the **safety helmets** required to be worn at all **slaloms**. Considerable discussion resulted in a satisfactory type that would provide safety at a reduced cost. The cost of helmets approved in the past could well exceed \$150, no small consideration for a club or individual participating in a slalom. The type with a rating of a Snell 95 or newer, including SA and M type, is now considered satisfactory.

The Officers' meeting on April 21st mainly addressed the concerns of our members to provide more social events and informal rallies for a day or afternoon. **We're working on it.** In the meantime, read about our joint venture with the Delaware British Car Club to the Dover Air Force Museum, by **Kurt Rappold** in this issue. I had hoped more of our members would join us, but I was especially

happy to meet new member, **Paul Fulmer** driving a beautiful black '89 XJS convertible. Also joining us was **Kenneth Walberg** our member from Wilmington driving his '86 XJ6 Vanden Plas, for his first outing. **Craig Cohen, Kurt and myself** driving our Jags completed the Jaguar contingent.

The next event is a sanctioned Road Rally sponsored by the Northeast Old Car Rally Club, in Binghamton, N.Y., this coming Friday May 4th. It's not too late to participate, if you arrive by noon on Friday. Too far and too long? Check the "Other Events Calendar" for a trip to Lewes Delaware, for an all British Car Show as an alternative.

A Charitable Event that we've be asked to support as a sponsor, is called "**Motor Cars Under The Stars**". It's a benefit for Cerebral Palsy held this year at a Mainline Mansion on Wednesday June 6th. It was previously held at the Philadelphia Museum of Art. Our budget won't allow us to become a Sponsor, but perhaps some of our members might consider joining me to show our support. For additional information call their office at 215-248-7609. or call me at 215-757-2028. RSVP by May 23rd.

Another activity which I recommend, is a Show Car Event at **Hope Lodge** hosted by the Delaware Valley Triumphs Ltd. on Saturday, May 26th. Consider it a tune-up for our Concours the following Saturday.

By this time next month, we'll be involved with our Concours and I've asked Michelle to delay making the Purr available until June 6th in order to include coverage of that event.

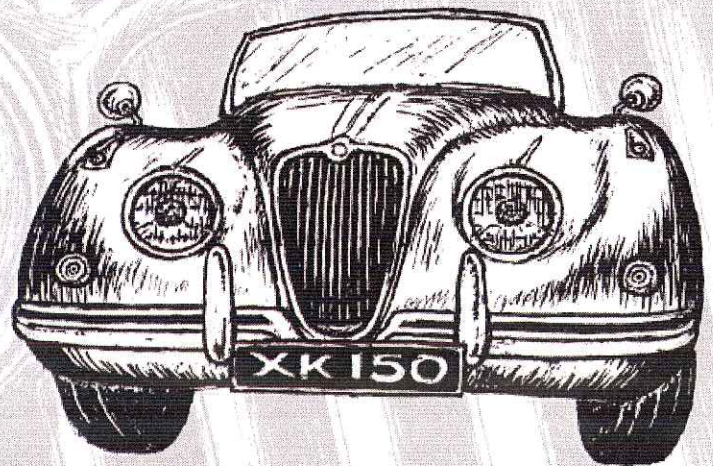
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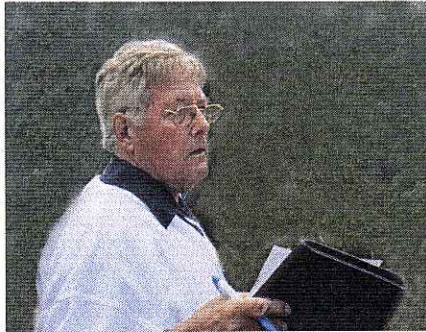
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Roving Reporter

By: Michael Tate



“NOT FOR SALE”

At last we have the word direct from Ford boss Alan Mulally. He must have been busy counting all those millions Ford gave him for the four months he worked for them last year, but he then came to his senses and declared at the New York International Auto Show on April 4 “Jag is not for sale. They have not made money for Ford but have a really good plan to change that.”

Ford did sell most of Aston Martin in mid – March. The price, to a bunch of enthusiasts headed by an Englishman backed with Kuwaiti money, was \$960 million. Ford is keeping \$80 million worth of special preferred shares. In a newspaper report concerning the sale I was amused to read the following “Aston Martin HQ in Gaydon, Warwickshire, UK was echoing this week to the snarl of well healed exhausts, the clack of worry beads and muted middle-eastern accents. Not altogether uncommon sounds for the resurgent company, but ones that will become more common as Kuwaiti bankers from the Adeem Investment and the Investment Dar check their investment.” The chief executive of Aston Martin remains Dr Ulrich, the former Porsche, BMW & Daewoo engineering chief who has overseen the growth of Aston Martin from producing 600 cars in 2000 to 7,010 last year.

Let us not forget that when Ford first marched into Jaguar they found the prototype of a future sports car. Instead of developing this vision and providing a wonderful new product in the market that is Jaguars heritage, Bill Hayden, the new boss described as a hard headed production man, set about reducing costs and gave the prototype to Aston Martin leaving Jaguar with the aging XJS. This is why many people comment that the new XK looks very like Aston Martin. A fine complement.

Separating Aston Martin is a very good move for Jaguars future. They can now move up into the super car bracket which has the added value of major profit increases not available in the lower end of the market.

Mulally’s announcement said nothing about Land Rover which has always been linked with Jaguar in any sale discussion. The management and products are very closely entwined now. Every major brand, BMW, Mercedes, even Porsche market an SUV. Will we see a Jaguar badged Land Rover? It could be called “The Leaper”.

50th BIRTHDAY

We have read of the 40th birthday of the Jaguar 420 this year. Paul Skilleter, in the March-April Jaguar Journal, covered this birth comprehensively. 2007 also marks the 50th anniversary of the fabulous XKSS. “I have never heard of that Jag and certainly have not seen one” you say. Not surprising because they only made 16 of them of which 12 were exported to the States so our chances are better than most. I saw one at Pebble Beach. Looking at this model you can see how the E-Type was developed and introduced four years later.

The “C” & “D” Types were world renowned Le Mans winners in the early and mid 1950’s. They were also offered for sale but demand was limited even at a price, which today seems nothing, of \$7,900. Jaguar found themselves with 29 unsold D-Types in stock. (Think ... they sell for over \$1million now!!!). To the rescue came the Sports Car Club of America who said the car could be eligible for production car racing. With the United States Jaguar’s largest market, this opportunity could not be ignored and so the XKSS was born.

Here was the ultimate but wildly impractical road car, a 150 mph open two-seater, about as closely related to a Le Mans winner as you could get. A few modifications were necessary to convert this sports racer for the road. This meant the fitting of a high wrap-around windscreen in place of the original and a rudimentary hood was provided. For racing there had only been a driver’s door while the space for a non existent passenger was covered by a cowl. This was removed and a seat introduced, along with a nearside door. Below it was a plated and drilled shield to protect the

occupants from the raucous exhaust pipe which emerged just ahead of the rear wheel arch. The XKSS was not a car for the faint hearted!

There was no boot (trunk), the space being occupied by the spare wheel and twin flexible 36.5 petrol tanks, so a chromium-plated rack was attached to the tail for the proverbial weekend case. Bumpers were fitted all round



The performance was electrifying, as virtually no changes been made to the 3.4 liter triple-carburettored, dry sump engine. The magic 100mph came up in 13 seconds which was about twice the figure for the contemporary XK 140. Zero to 60 took 5.2 seconds. The speedometer read 180 mph and the rev counter 8000 rpm - Dazzling

stuff even by today's standards. In January 1957 sales began but there were few takers and a major fire at the factory destroyed a number of cars.

At the time I lived about 20 miles from Coventry so should have purchased one but \$8000 was a stack of money then. You could buy a respectable house for that amount. If you had the house it would probably be worth \$400,000 now. The XKSS would set you back anything from \$1 to \$2 million. Hindsight is a wonderful thing.

SPECIFICATIONS JAGUAR XKSS

ENGINE Straight 6, 3442cc
HORSEPOWER 250bhp @ 5750 rpm
TRANSMISSION Manual 4 speed
CHASSIS Monocoque cockpit
SUSPENSION Independent front, live rear axle
BRAKES Dunlop disc
TOP SPEED 150 mph
ACCELERATION 5.2 seconds to 60

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Spring Warm-Up Drive '07

By: Kurt Rappold, President Emeritus, DVJC

On the morning of Saturday, March 31st, those interested in a tour of the Air Mobility Command Museum at Dover Delaware Air Force Base met at Fox Run shopping center in Delaware.

This was a combined club tour of Delaware Valley Jaguar Club and the British Car Club of Delaware (BCCD). The BCCD was established in 1994 and is similar to our club but has no national affiliation that I am aware of and they do not rally or slalom.

On this cool, cloudy morning we had 16 British cars, of which 5 were Jaguars from the DVJC that showed up to make the run. While waiting in the lot, two potential members stopped to tell us about their Jaguars and we handed out club brochures to them. One gentleman claimed four Jaguars, but was driving a SUV.

After coffee and donuts, we all headed south on Route 72 to Route 9, turning left into Delaware City near the giant Getty refinery along the Delaware River. The BCCD now holds their annual car show in Delaware, which is very colonial with locks for lifting boats up into the old C & D Canal. In the old days, all major shipping between Philadelphia and Baltimore was by water. Why? No bridges or roads. The first railroad used horse drawn carts over wooden tracks. Now a truck can go between these two cities in less than an hour at 75 miles per hour.

Our tour along Route 9 was interesting as we passed very close to high tide water on both sides with no guard rails, over low bridges, through little ancient wooden house towns, through brand new communities - all "plastic and pretty".

I was interested in some of the older British cars that showed up, especially the TR-2 and two TR-3s. I used to take care of a TR-3 in Florida and enjoyed the sporty ride with the top down at high speed. These cars have just vanished off the surface of the earth. There were two Rileys at the

museum when we arrived – now that is a British car that is very rare! (See photos.)



The museum as you enter has photographs of Medal of Honor winners on both sides down a long hallway. Some of these exploits our soldiers performed are unbelievable and certainly worthy of recognition. I am sure many more heroic actions have never been acknowledged and the sacrifice unrewarded. All for our's and the entire world's FREEDOM.

The museum itself is a giant plane hanger run by volunteers. Who else? Right! There are vehicles, private displays, and many planes. There is a giant B-17 from WWII inside. I learned that we contributed to the restoration of another B17-G called "Shoo-Shoo Baby" that actually flew out of Dover 17 years ago to another Air Force base out west. Now, I ask you, how did all that time go by between visits? Two trainers, one a bi-plane (two wings), hang from the ceiling. On display are some small jet fighters and an engine from a C5A, which is as big as a jet fighter. There are small rooms all around the perimeter with a story to tell about all of our "conflicts", samples of uniforms, and tons of statistics.

Other aircraft tied down outside because of their size are: C-131 Samaritan, C-9A Nightingale, C-5 Galaxy (cost \$200 million), C141A & B Starlifter, C-133 Cargo Master, KC-97

Stratotanker – A gas station in the sky, and C-130 Hercules.

We are allowed to park amongst the outside aircraft so some interesting photos are being processed of Jaguars and giant cargo aircraft.



You will remember Dover AFB as the point where returning casualties and war dead are returned to this country before they are returned to their final resting place.

After walking for what seemed hours, we got back into the Jaguars and drove up Route 1 rather quickly and back to Pennsylvania. All-in-all it was a rather interesting day, out giving the Jaguar its exercise. I'm glad we had a working heater and climate control. Pity those TR-3s with no top or side curtains!

Addendum of Interest

Father's Day Event

At West Chester Airport Helicopter Museum

Another Aircraft/Museum/Car Show to put on your calendar is run by the Chester County Car Club of which I am a member. It is held on Father's Day, June 17th, at the West Chester Airport Helicopter Museum. Our own Fred Mack recently designed and built a control tower, 7-sided with 85° trapezoid windows with all the controls, bells and whistles. It is FREE to display your car or MC and they provide a good lunch FREE if you show a vehicle.

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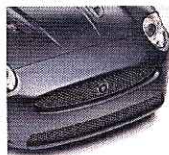
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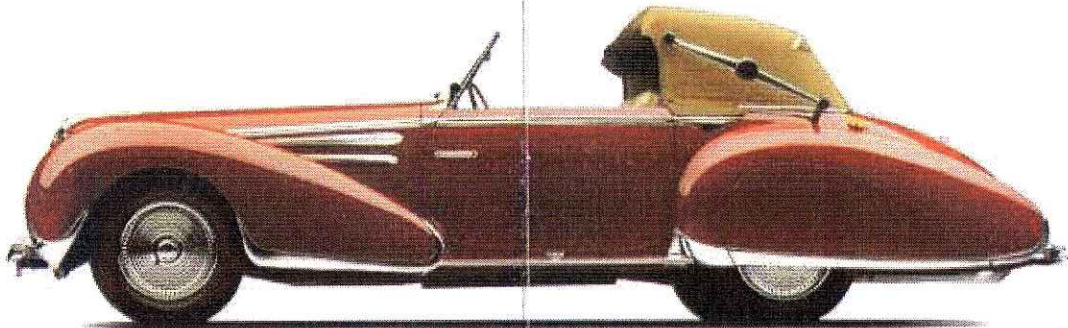
All British Car Enthusiasts and Friends are invited to tour our shop and meet our staff. Scones, tea, and coffee will be served in the morning and refreshments will be available throughout the day.

Our street and car park will be open for all who bring their Sports Cars! We will also have a British "Autojumble", Car Corral and activities for your family here at our shop. No need to register, just stop by!

Our Open House is held as part of the "Perkasie Olde Towne Celebration". This year's theme is "Hot Ribs/Cool Jazz". The local merchants and artisans display their wares, hold art shows, and showcase musical talent, so bring your appetite and the whole family!

If the weather looks questionable, please call

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enjoy a unique presentation of *The Morning Glory* under the stars. Please join us as we honor Jerry Loring for his longstanding commitment to philanthropic efforts throughout our community. UBS American Medical and Larry Mendic will host this event, which will help the at-risk, children and adults with disabilities across the Hawaiian Islands who are served by United Cerebral Palsy.



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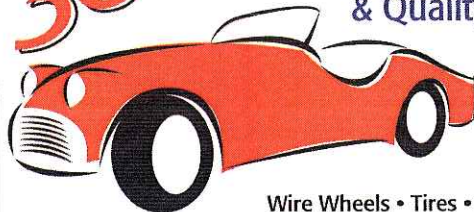


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Report of Jaguar Tire Tech Session

April 7, 2007

By: *Paul Racette*



DOT Codes and the 6-year shelf life

Quick Tip: If a tire has a 3-digit code, do not buy it. It is too old.

As part of the DOT code, there is a tire manufacture date stamped on the sidewall. Take a look at yours -- there will be a three or four-digit code. This code denotes when the tire was manufactured and, as a rule-of-thumb, you should never use tires more than 6 years old. The rubber in tires degrades over time, irrespective of whether the tire is being used or not. When you get a tire change, see if the tire place will allow you to inspect the new tires first. It's not uncommon for these shops to have stuff in stock which is more than 6 years old. The tire might look brand new, but it will delaminate or have some other failure within weeks of being put on a vehicle.

Reading the code. The code is pretty simple. The three-digit code was used for tires manufactured before 2000. So for example "178" means it was manufactured in the 17th week of 8th year of the decade. In this case it means 1988. For tires manufactured in the 90's, the same code holds true but there is a little triangle after the DOT code. So for this example, a tire manufactured in the 17th week of 1998 would have the code "178 Δ". After 2000, the code was switched to a 4-digit code. Same rules apply, so for example "1003" means the tire was manufactured in the 10th week of 2003.

DOT Age Code Calculator. The calculation built into the web page referenced at the bottom of this page is up-to-date based on today's date. When we referenced this site in April, it reflected the following:

DOT AGE CODE: 14 01



If the DOT age code on your tires is older than this code, change your tires.

Interesting note: In June 2005, Ford and GM admitted that tires older than 6 years posed a hazard and, from their 2006 model year onwards, started printing warnings to this effect in their drivers' handbooks for all their vehicles.

http://www.carbibles.com/tire_bible.html

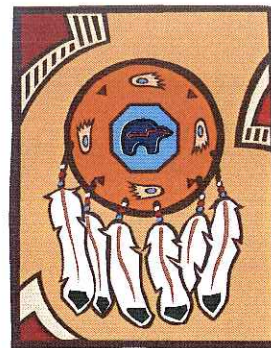


Delaware Valley Jaguar Club 42nd Concours d'Elegance

Rankokas Indian Reservation,
Rancocas N.J.

Saturday June 2nd 2007.

(Rain Date Sunday, June 3rd.)



This Sanctioned Concours d'Elegance event is scheduled to be held from 9am to 5pm. It will benefit the Rankokas Indian Reservation and its community outreach programs. The Rankokas Indian Reservation is located on Rancocas Road, just two miles East of the New Jersey Interstate 295, exit 45A and the N.J. Turnpike Exit 5, Mt. Holly. It is only 30 Minutes from Philadelphia and one hour From New York City.

Collectable Dash Plaques for the first 50 registered cars.

Registration is \$30 per car if application is received before May 28th.

Registration is \$ 40 per car if application is received after May 28th.

Two or more cars \$20 per car before May 28th -- \$25 per car after May 28th.

No fee for Display Cars that submit application.

Ample Parking for Cars, Trucks and Car Trailers and Visiting Vehicles.

Contact: Charles Olson, D.V.J. C. Concours Chairman

via phone: 215-757-2028 or e-mail: cwolson29@comcast.net

**JCNA rules of Judging will be
Followed as per the AGM 2007.**

**JCNA Official Trophies to be
Awarded valued at over \$1,200.**



Raffle Prizes

**Awards for 23 Champion Classes
Awards for 11 Driven Classes
Awards for Preservation Class
Best in Show—Peoples Choice
Longest Distance Driven
Chief's Choice Award**

Information: For re-scheduled rain date check Website after 5pm Friday.

Cell phone contact day of show 5AM – Noon is 215-906-3353 or 215-920-2903.

DVJC 42nd Concours d'Elegance

Directions:

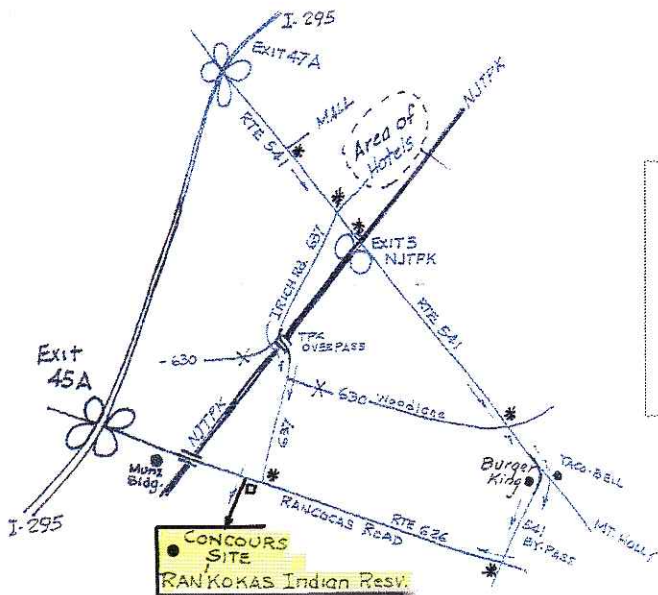
From the Walt Whitman Bridge:
Take I-295 North from the Ben Franklin Bridge. Take 676 East to I-295 North

From the Tacony Palmyra Bridge:
Take 73 South to I-295 North

From I-295:
Going either North or South, take exit 45A, bear right off exit. The reservation is 3/4 of a mile from the exit on the right hand side.

From the New Jersey Turnpike:
Take Exit 5 bear right off that exit and you'll be on route 541. After 4

traffic lights look sharp and bear right onto the Mt. Holly 541 by-pass, a Burger King will be on that corner. At the very next traffic light, make a right onto Rancocas Road. The reservation is 2 miles down on the left hand side.



Recommended Hotels
(Located on Route 541 between the NJ Turnpike and I-295)

Best Western Burlington Inn 609-261-3800
Hampton Inn 609-702-9888

Both Hotels have ample trailer parking.

Legend

- * Traffic Signal.
- . Key locations DVJC Banner

Application for DVJC Concours d'Elegance 2007.

Please submit a separate application for each car you enter.

Name _____ Model _____ Yr. _____ Class _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____
 JCNA # _____ VIN _____

Division: Please circle one only: **Champion Driven Preservation Display Other**

Make check payable to:
D.V.J.C. c/o Charles W. Olson, 302 S. Hawthorne Ave., Langhorne, Pa. 19047.

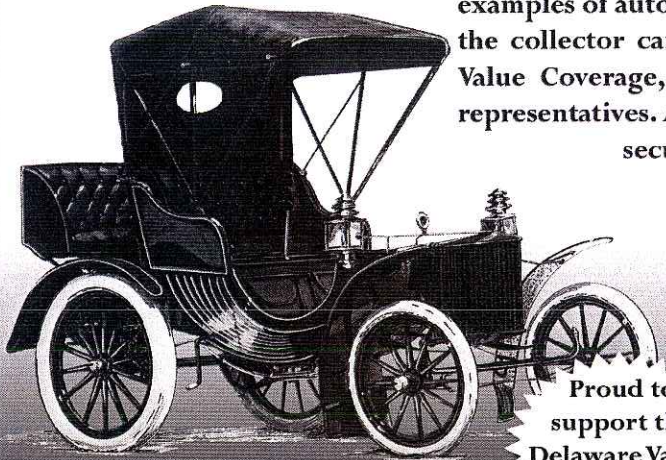
RELEASE STATEMENT - I hereby agree to enter the car(s) described in the Concours d'Elegance on June 2nd 2007. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, Concours Committee, DVJC Club, and the Rankokas Indian Reservation from any and all liabilities, or loss arising from my entry, attendance, or participation in these activities.

Signed _____ Dated _____

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Jaguar

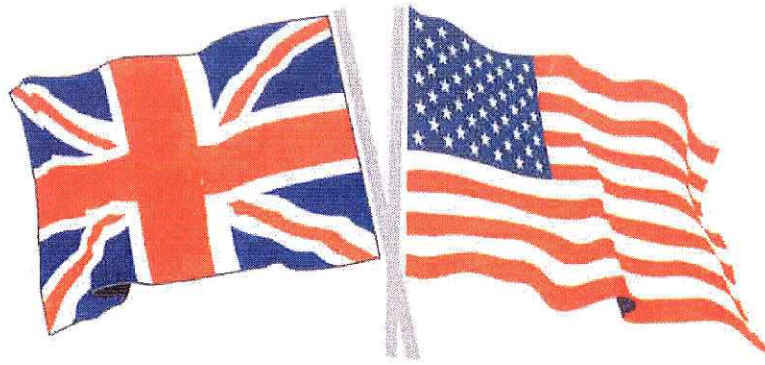


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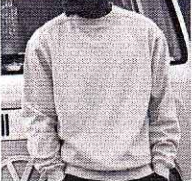






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DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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

	<p><u>Devon & Jones D700 3-Season Jacket</u> 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</p>
	<p><u>Ultraclub 8536 Pique Golf Shirt</u> 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</p>
	<p><u>Lee (83062)</u> 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</p>
	<p><u>Lee Mens (71808)</u> Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs Natural, Hunter Green NEW LOWER PRICE!! All sizes: \$28.50</p>
	<p><u>Folding Camp Chair</u> Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair. Color: Hunter green Price: \$28.95</p>
	<p><u>Mesh Camp Chair</u> Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame. Color: Hunter green Price: \$28.95</p>
	<p><u>Hat (#1701)</u> Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo Colors: Jaguar green Price: \$7.00</p>
	<p><u>Hat (#3701)</u> Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo Colors: Jaguar green Price: \$7.00</p>
	<p><u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)</p>

DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<p><u>Folding Table</u> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95</p>
	<p><u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$</p>
	<p><u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95</p>

ORDER FORM

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

Put Your Name Here, LLC, 154 Cooper Rd., Ste. 1003, Voorhees, NJ 08091

Phone: 856-809-0202; Fax: 856-809-0220; email: pynh@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	Merchandise total	
		Shipping	
		TOTAL	

The Brits Are Back



at Hope Lodge
Saturday, May 26, 2007

Field opens at 8:30, judging begins at noon

(Rain Date-Sunday, May 27th)

Hosted by Delaware Valley Triumphs Ltd. (DVT)
And The Friends of Hope Lodge and Mather Mill

Spectator Admission

Includes On-Site Parking, Show Festivities including Bucks Caledonian Pipe Band,
First Special Air Service, Car Corral, and a Tour of Historic Hope Lodge

Go to www.delvaltrs.org/events.htm for more information

Adults \$5 Seniors (60+) \$4 Youth (-14) \$3 Family from same household \$20

Show Car Registration Fee

Includes Passenger's admission, Dash Plaque, Custom Crafted Ceramic Tile Awards

Pre-Registration \$15.00 - After May 19th \$20.00

Proceeds to Benefit Hope Lodge

Hot food and Beverages available all day

For Additional Forms, Day of Show Information, And Rain Date Status – Contact
Delaware Valley Triumphs At www.delvaltrs.org or
Call the DVT Information Hotline (610) 825-2617

REGISTRATION FORM

The Brits Are Back at Hope Lodge

Name _____

Address _____

Telephone _____

E-Mail (for confirmation) _____

Show Car Registration

Marque _____ Year _____ Model _____

Color _____ Award Class (see other side) _____

Car Corral and Autojumble - \$25.00

Description of material _____

Hope Lodge Historic Site

553 South Bethlehem City _____

Fort Washington, PA 19034

Pre-Register (\$15) Before May 20th
(\$20 after 5/19/07)

Make checks payable to:

"Friends of Hope Lodge"

Send registration form & check to: _____

Friends of Hope Lodge

P.O. Box 294

Skippack, PA 19474

Would you like to join Delaware Valley Triumphs? _____
If yes, please include a check for \$25 payable to DVT for
the first year dues.

Show Information Hot Line 610-825-2617
Hope Lodge Information 215-646-1595



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