

# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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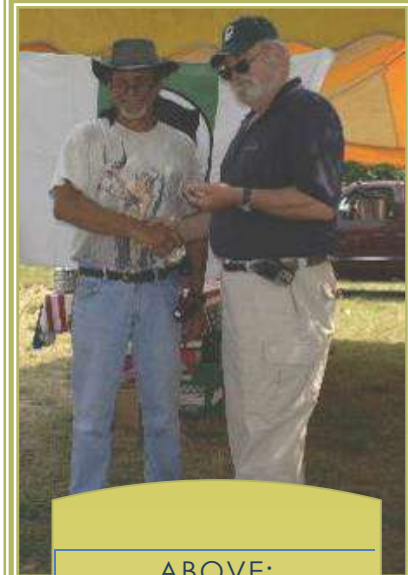
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*June 2007*

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

## Concours d'Elegance



ABOVE:  
CHIEF'S CHOICE

John Murphy  
1937 100SS

LEFT:  
PEOPLE'S CHOICE

Dean Boyden  
1960 Mark IX Saloon







Betty and Steve Kress  
Achieved an ACE.



DVJC Winners at Spring



# Club Photos



Concourse Judges



Fred Mack  
1953 XK120



Kurt explains  
Trophy Choices.



## Newsletter Contents

Club Photos.....	2
Upcoming DVJC Events.....	3
Other Upcoming Events .....	4
Advertising Rates.....	4
List of Officers .....	4
The Prez Sez.....	5
Concours Winners .....	7
Roving Reporter .....	8
Autos for Sale .....	12
JCNA Challenge Championship.....	13
Spring Rally .....	14

Right: Members of DVJC  
Enjoy coffee and donuts  
At Concours.

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American Collectors Insurance .....	16
British Wire Wheel.....	6
CloverLeaf .....	15
DVJC Customized Merchandise .....	18
Great Britain .....	17
JC Taylor .....	16
K&T Vintage Sports Cars.....	6
Lindley Motors.....	16
Ragtops & Roadsters .....	15
SNG Barratt .....	11
Welsh Enterprises .....	13
XKs Unlimited.....	20



# Upcoming DVJC Events

**July 21<sup>st</sup>**

**Officer's meeting at Main Line Jaguar**

***Note: This meeting was originally scheduled for June 16<sup>th</sup>.  
Please note change in date.***

**July 28<sup>th</sup>**

**DVJC Slalom Garnett Valley High School, Concordville, PA**

**Rain Day Sunday July 29<sup>th</sup>**

**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

<b>Sunday, June 17<sup>th</sup></b>	<b>Fatherfest 2007</b> American Helicopter Museum, West Chester, PA Contact: <a href="http://www.helicoptermuseum.org">www.helicoptermuseum.org</a>
<b>Sunday July 15<sup>th</sup></b>	<b>Jaguar Auto Group Annual Picnic, Car Show &amp; Rally.</b> Long Valley N.J. Contact: Linda Jones via <a href="mailto:jimlouden@patmedia.net">jimlouden@patmedia.net</a>
<b>Saturday, July 21, 2007</b> <b>6:00 – 9:00 PM</b>	<b>British Car Owners' Ice Cream Social</b> <b>5 Points Custard Stand</b> East Landis Ave. (Rt. 540) & Tuckahoe Rd. (Rt. 557) East Vineland, NJ Marque: British Cars and British Motorcycles Entry Fee: Free Host: British Motor Club of Southern New Jersey Contact: Rob via 856-692-2335 or <a href="http://www.bmcsonj.org">www.bmcsonj.org</a>
<b>Fri. Sat. &amp; Sun. July TBA</b>	<b>Jaguar Club of Pittsburgh Concours d'Elegance &amp; Vintage Gran Prix</b>
<b>July 31<sup>st</sup> – August 4<sup>th</sup></b>	<b>JCNA, J.C.N.A. Challenge Championship</b> Indianapolis, Ind. Contact: <a href="http://www.jcna.com/jcc">www.jcna.com/jcc</a>
<b>August 10<sup>th</sup> thru 12<sup>th</sup></b>	<b>JANE Concours d'Elegance, Sturbridge, MA</b>
<b>Sat. &amp; Sun. August TBA</b>	<b>New Hope Auto Show</b> New Hope High School Grounds
<b>Sunday August 26<sup>th</sup></b>	<b>A Taste of Britain, Rothsville, PA</b> <b>Fun Gathering &amp; Polo Match</b> Sponsored by the LANGO MG CLUB, Inc.

### ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
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DVJC Badge \$10.00  
JCNA Badge \$30.00  
DVJC License Plate \$  
6.00  
Packing & Postage \$  
3.00

### DVJC OFFICERS INFORMATION

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South New Jersey	Tom Jones	856-338-1705	jonestr@umdnj.edu



*The Prez Sez  
by Charles Olson  
June 2007*



I had delayed the publishing of the Purr this month to allow reporting on our Concours d'Elegance, held at the Rankokus Indian reservation on a warm, summer-like day. Thunderstorms were forecast for late afternoon, but I felt we'd all be home by that time and it turned out I was right. Weather is such an important factor and this time I really had no apprehension as in past years.

When the weather is good, the cars will show and indeed they did. We had a total of 42 cars which is a good turnout by any Concours standard and everybody went home with a prize. I'm listing the winners separately on the following page for your convenience. Everybody seemed to take home something and the items displayed on our raffle table inspired ticket sales. We used an approach which seems to be gaining in popularity by having a winning ticket posted on a large board whose number corresponded to the item won. It was the ticket holder's responsibility to check the board to see if they had won. It alleviated standing before a gathering crowd calling out numbers, especially this time when our microphone was out of commission.

We also used a technique we had observed at the Nation's Capital Concours last fall; we completed the Operation Verification as the cars arrived. We used two lanes to allow easy entry and to cut down on delays. This proved to be a good thing to do, especially with a later than scheduled start with cars bunched up waiting for us to open the gates and begin. It also allowed the trailered cars to utilize the 2<sup>nd</sup> lane from the opposite direction. A staging area was also available to allow owners to repair problems if necessary. The result was to process all the entrants before they started their clean up. Since it was done prior to judging, it saved a lot of time in the judging process. AND the entrants who were also judging did not have to standby their car awaiting a team of judges. Operations Verification is also a good station to start a rookie judge who learns how to properly screen the OV page for missing info the entrant should have recorded and to make the judging entries on the form in a correct manner. The bonus for the rookies performing that task is they can be assigned to another judging team when the OV is complete. The Concours chairman and a couple of aides can handle the OV testing for the few late comers that arrive.

Also, we encourage owners to enter the field in a DISPLAY category that are not judged but still allow owners to enjoy having the experience of the Concours. They submit an entrant application and receive a windshield card to identify their entry and to conform to the insurance requirements of the JCNA. We had a total of 6 display vehicles participating this year.

For the first time that I can recall, our Judging was completed and scores tabulated for the trophy presentation before three o'clock. Albeit it was a smaller number of entrants in both Divisions than the previous last two years, I attribute that to the "OV as you enter" process and credit the judge for their timely and careful attention to the task in judging each of the entrants. I was pleased with their performance and want to thank them for the time they took to attend our judging seminars during April and May!



From my point of view the trophy presentation went well despite the awkward situation of not receiving the Driven 1<sup>st</sup> place trophies in time creating a situation where the winner was asked to choose between a Cup now or a Plate later! The absence of a loud speaker complicated things further, but no one seemed to mind except those perhaps that were required to speak loudly. Everyone went home winners!

To provide further interest and to offset our costs, we had both a Raffle and a 50/50. Nancy Jones and Karen Davis did an outstanding job handling the Raffle and selling the 50/50 tickets. I'm sure their charm had a lot to do with it! They were aided by Pat Rappold who gave advice and managed the money! Thank you gals, Great Job!

I also learned that it's important to have a good assistant at the registration tent so I was rewarded by having Clara Saxton handle that task and I can't thank her enough for a great job and for being my ambassador throughout the day!

Two other folks that are key to computing the trophy winners are Chris Jordan and Hal Jean, who had volunteered to do this for me during all three of the Concours' that I've been Chairman. Thank you for performing this tedious task!!

This is starting to sound like the Academy Awards where the winner thanks and acknowledges all who have made it possible and to those they forgot to mention. But you know, I did feel that it WAS YOU people that made it work for me, during and prior to the meet, like my logistic guys, Tom Jones and Steve Poset. Didn't want to "lock" you out guys!

It's also gratifying to have entrants from our affiliate Clubs, who bring great cars to compete in our Champion and Driven Divisions. Mr. Fred Klaunberg won Longest Distance Driven and Mr. Boyden won Peoples Choice, but as the chief said presenting his award to John Murphy, "I chose the car I'd like to have the keys to!"

Well that wraps up our Sanctioned Event for JUNE. BUT check our scheduled events calendar; we're trying to provide you with opportunities to enjoy with much less formality. If you think of something you'd like to see us schedule, let us know and we'll try and make it happen. Our next sanctioned event is scheduled for July 28, it's our Slalom. I'd like to see more of our women participate. Talk to Ann Perry -- she's been in every Slalom we've scheduled. It's FUN!!

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*Charles Olson*

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## DVJC 2007 Concours Winners

### Champion Division

C-01A	John Murphy	1937 SS-100	99.97
C-02	Tom Wolf	1954 XK120	99.94
C-04	John & Linda Spillman	1959 XK150S	99.93
C-05	Alan Wiede	1966 XKE	99.98
C-06	Franklin Shaffer	1968 XKE	99.94
C-07	Brian Edwards	1974 XKE	99.99
C-07	Steve Kress 2 <sup>nd</sup>	1972 XKE	99.42
C-08	Dean Boyden	1960 Mark IX	99.98
C-08	Charles Daily 2 <sup>nd</sup>	1959 Mark IX	99.92
C-10	Wayne Tubbs	1972 XJ6	99.84
C-11	Dave Hershey	1976 XJ6L	99.10
C-12	Paul Vershinski	1987 XJ6	97.96
C-13	Kurt Rappold	1993 XJ40	99.75
C-15A	Michelle Meehan	1987 XJS-C	98.06
C-15B	Hal Jean	1993 XJS	99.30
C-16A	Ian Hart	2000 XKR	99.94
C-18	Joe Federico	2007 X-Type	99.46
C-19	Kurt Rappold	1967 XKE	99.88
(Preservation)			

### Driven Division

D-01 *	Fred Mack	1953 XK-120	9.988
D-01 *	Bob & Kathleen Costello	1957 XK-140	9.988
D-02	Ted & Joan Ley (1 <sup>st</sup> )	1964 XKE	9.987
D-02	Glen & Karen Davis (2 <sup>nd</sup> )	1963XKE	9.970
D-02	Ray Giannantonio (3 <sup>rd</sup> )	1967 XKE	9.963
D-03	Gerry Kunkle	1970 XKE	9.986
D-04	Rich Rosen (1 <sup>st</sup> )	1971 XKE	9.989
D-04	Al D'Orio (2 <sup>nd</sup> )	1973 XKE	9.987
D-05	Mike & Muriel Tate	1962 MK2	9.945
D-06	Tom & Nancy Jones	1986 XJ6	9.913
D-07	Craig Cohen	1988 XJ6	9.986
D-08A	Ann Perry (1 <sup>st</sup> )	1985 XJS	9.986
D-08A	Fred Bowe (2 <sup>nd</sup> )	1991 XJS	9.957
D-08A	Ken Roucco (3 <sup>rd</sup> )	1988 XJS	9.932
D-08B	Steve Posef	1994 XJS	9.991
D-08B	Fred Klaunberg	1994 XJS	9.989
D-11	Brian & Pauline Craig	2003 X-Type	9.993

\* (Tied for 1<sup>st</sup>)

### People's Choice:

Dean Boyden '60 MK IX

### Chief's Choice:

John Murphy '37 SS-100

### Longest Distance Driven:

Ian Hart 2000 XKR  
from Sparks, Md.

### Display Cars Entered

Charles Olson	'87 XJ6
Joe Picogna	'04 Portfolio
Bill Beiswinger	'69 XKE
Larry Schear	'03 XKR
Jay Timbers	'67 XKE
Steve Schultheis	'71 XKE
Ted Boyd	'60 MK9





# Roving Reporter

By: Michael Tate



## OUR NEW EDITOR GRADUATES SUMMA CUM LAUDE....TWICE

Having been editor of the Purr I knew that one day we would get someone bright, literate, attractive, an achiever, and a Jag lover to do the job. (Betty/Kit you were too!) For Michelle Meehan, May was a great month. First and foremost Michelle graduated Summa Cum Laude from Widener University on May 19<sup>th</sup> with a Masters of Science in Accounting Information Systems and, secondly, she published her first edition of our newsletter as Editor of "The Jaguar's Purr" and what a "Cum Laude" edition it was. So I thought that in recognition of these fine achievements I would tell you all something about our new editor.

Michelle is in her very early forties and has accomplished a great deal in that short time. Her husband, Bruce, and she have been married for over 20 years and in that time have produced four children. Bill is 19, Sean 17 and then they started all over again with Bryan 8 and Caitlyn 6. She is employed as the Controller for RP Management, Inc which acquires and manages apartment complexes.

She also is a cohort of our oldest and dearest member, Fred Mack, as she told me

"I jumped out of the first airplane I was ever in." I presume she had a parachute.

Michelle is a true Jaguar lover for she says "I am not sure I am qualified to be the editor of the Purr because I am not a true Jaguar enthusiast! I am much more interested in driving my Jag than preserving it." Michelle that statement makes you fully qualified. Jags were built to be driven. Think of Gary Bartlett last year who drove his \$3 million XKSS in the reenactment of the 1,000 mile Mille Miglia around Italy and wrecked it just after he had it restored. So he had it restored again.

Michelle had what is jokingly referred to as a "mid-life crisis" just before her 40<sup>th</sup> birthday. She had always wanted to own a Jaguar (Doesn't everyone?) and heard that one of the partners where she works was selling his 1986 XJSC. When he asked her what she was doing for her birthday, "Buying your Jag" she replied which she did sight-unseen. Even more beautiful than she imagined the car had only covered 36,000 miles. The "C" version of the XJS was Jaguars first answer to the constant clamor to produce a convertible. Called a Cabriolet style, in which the window frames had been retained, along with a stout transverse roll-hoop. It has been muted in the press that because of the rarity of the car it would in time become a collector's item. Only 5,013 were built of which 38% (1,912) came to the USA.



Driving the car was one of the first things that Michelle and Bruce have seriously disagreed about in their 20 years together. The first full day she had the car Michelle was very excited to drive it to work but Bruce said she must not do that because it was a special occasion car. (I thought the argument would have been WHO was going to drive it to work!) Michelle said "It is 70 degrees and sunny and I own a Jag; it IS a special occasion." They compromised. Michelle agreed it was a special occasion car. Bruce agreed that Michelle could determine what a special occasion was. Now that's the way to do it.

Michelle will have the car at the Concours and I hope everyone has the opportunity to see it. I hope it is a winner as I am sure Michelle is going to be as our editor.



A word of warning Michelle -- Don't let those two older sons in the driving seat. At their age they have a mysterious way of finding ditches, trees, and are magnetically drawn to other moving vehicles. Been there...done that. MJT

## THE XK 150 TURNS 50

The 1950's were some of Jaguars most innovative times. Last month in the Purr we celebrated the 50th anniversary of the XK SS. Now it is the turn of the XK 150 which was introduced in May 1957 and followed on from the wonderful and innovative XK 120 and XK 140's. At the time the XK150 was released, many pundits derided its looks claiming it to be matronly with its wider girth. This wider body was the result of Jaguar taking note of complaints about the XK120/140 cabin being

too cramped. Initially three body styles were released, these being the Roadster, Drop Head, and Coupe together with 3.4 and 3.8 engines. Together with the new body, the wrap around window was introduced replacing the split window in the 120/140. Also more trunk (boot) space was made available. Later the 3.4S and 3.8S models were introduced. These had triple carburetors, greatly increasing acceleration and top speed. The most important innovation with the 150 was the introduction of disc brakes, the first in a road car, which had been developed by Dunlop and Jaguar.

With the passage of time the XK150 has become much more loved. This is especially true of the XK150S 3.4 and the XK 150S 3.8 Roadsters. These two models, the price guide says, bring in more \$'s than any XK120/140 except for the XK120 Alloy. They also bring more than all the E types except the XKE Series 1 Factory Lightweight. The reason -- only 1,466 "S" cars were built and of these very few were Roadsters. Their price has increased 20% in the past 18 months. The 3.8S is especially desirable and scarce. It is said that you should never dwell on the cars in your life that you have sold on. But I do with my 1959 XK 150S Roadster which I had owned for 35 years and sold as part of my downsizing exercise a couple of years ago. Its not that I could get twice as much for it now, but the thought that someone else could get twice what he paid for it!!

Life is life.



## **AL PINCUS OF FALL FOLIAGE TOUR FAME**

Many members of the DVJC have over the past years enjoyed meeting at Al and Tucky Pincus' home just outside Doylestown and viewing their Museum in which they stored their many beautiful cars and Collectibles. They treated us to hot coffee and Danish while we "Oohed & Aahed" over the Ferrari, Jaguar MK 1V, E-Type Roadster, XK120, DeLoren, XJ-S and many others. Then they would lead us on an autumn drive in convoy through different routes every year including the covered bridges but always finishing up at a quiet restaurant where we parked our Jaguars and enjoyed each others company and good food. It was the highlight of the season. It was only in the autumn of 2005 that Al told me he would like to rest from further visits.

Not so long ago, late last year, Al had a severe heart attack and was rushed to the hospital. Luckily the doctors were able to operate and they did what was necessary to save his life. Before the operation they also discovered his carotid artery was blocked and they intended to clean it out at the same time as his heart surgery; however, after 5 hours in the operating theater it was left until later. So, consequently, three weeks after returning home from hospital he was back again having the carotid taken care of.

When I spoke to Al recently we both agreed that we were so lucky to have modern medicine to save us and extend our lives. Al sounded, as usual, cheerful and full of optimism. He told me that, on the upside, he would be still involved in the Buckingham Car show, but that, on the downside, he had to sell all his cars that had floor change. Doctors Orders. As far as his Jaguars are concerned that means his outstanding MK1V DHC and his E-Type Series 2 Roadster must go. All of Al's cars are in excellent condition so here is an opportunity to get the best. Please refer to the For Sale advertisement and photos in this Purr.

I know we will all miss seeing Al & Tucky and will want to wish them both every good

wish for the future. Thank goodness for heart surgeons and automatic gearboxes.

## **HARDTOP FOR "E" TYPE S1 & S2**

One of the rarest items to find is a hardtop for an E-type roadster. I believe this addition makes the car look even more beautiful and like the factory lightweights. I lusted after one for my E Type. My buddy, Paul Racette, found one on his travels in Belgium. He bought it and had it shipped to me. I had it renovated and installed on my car. I was thrilled.

Now, to my surprise, I see that the SC Parts Group has developed one in white fiberglass and they are for sale for British pounds 490 which, at current exchange rates, is just under \$1,000. This is what I paid for mine from Belgium.

**To get one go to [www.scparts.co.uk](http://www.scparts.co.uk)**

## **THE BRITS ARE BACK**

Hope Lodge on May 26 was a picture of serenity in the early morning sunshine. A clear blue sky over 553, South Bethlehem Pike near Fort Washington bathed this historic site in a calm glow. Then it happened -- as the roar of 148 British cars and Motor bikes shattered the peaceful setting and parked on the newly mowed lawns. The "Brits Are Back" at Hope Lodge is an annual event and is always a stunning show that brings out the best of British Motoring. There were Rolls Royces, Aston Martins, Jaguars, Lotus', Triumph Sports Cars, Triumph and BSA Motorbikes, and of course MG's. There was also a Triumph Mayflower Saloon, a Hillman Minx that looked very like a Sunbeam Rapier to me, a 1927 Austin, and a Riley RM.

The show is hosted by the Delaware Valley Triumphs Ltd (DVT) and the Friends of Hope Lodge and Mather Mill. Much of the proceeds are given to Hope Lodge. The show is unique in many ways but particularly because Triumph do not make it a single marquee car show hence the large turnout even though it was Memorial Weekend. Besides, the cars visitors may take a tour of Hope Lodge and the Bucks Caledonian<sub>10</sub>

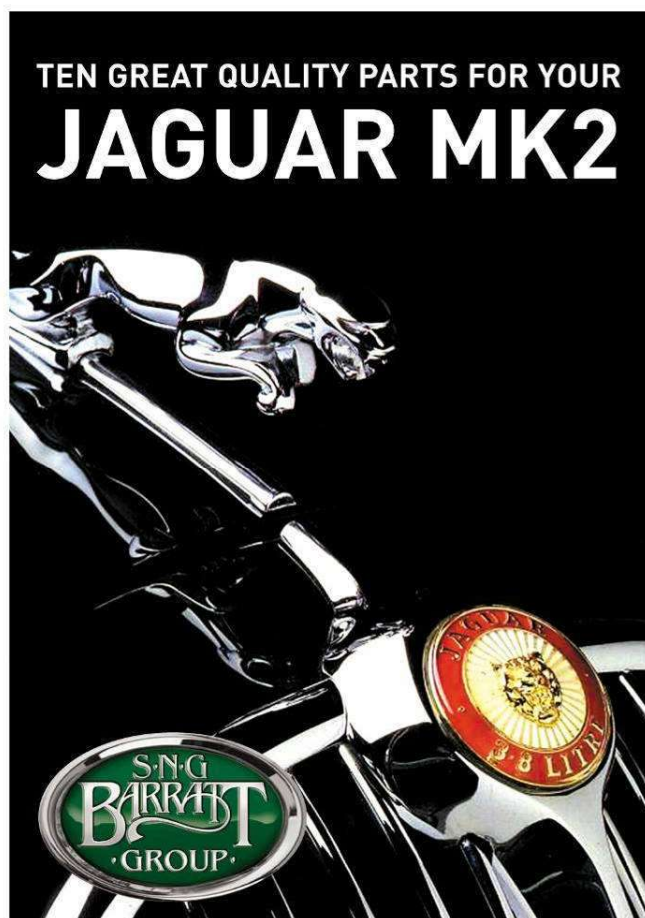


Pipe Band played some themes on the bagpipes to raise the fighting spirit of all the British Car owners.

Jaguars put on a varied display with John Murphy driving, yes driving, his prized 1937 2 ½ Liter SS 100 from his home. That's what Jaguar owning is all about -- DRIVING. John won his class. Close by was Doris Carr with her 1958 XK 150 Fixed Head Coupe. Doris is selling this car. It's a beauty, it won a prize, and XK 150's are hot at the moment. Rick Lam was showing his outstanding 1962 Series 1 E Type Roadster. This is a very early car with chassis number 877252. It has been painstakingly restored with an eye on authenticity. It won first prize in the Jag sports car section. J Timbers was enjoying the day with his 1967 E-type 2 + 2 as were Judy & Tom

Himmelsback in their 1969 2 + 2. Then these cars were supported by the sedans. There was my pristine white Mk 2 and club president, Charlie Olson, with his 1987 XJ 6 picking up a trophy for a place. With all the variety and competition on the field it was Charles Daily that won the day for Jaguar. His 1959 Mk 1X not only won the best Jaguar Sedan but also the Judges choice for best car in show! Well done Charles. You have a great car. In addition, club member Dave Duckett won a trophy for his BSA motorcycle. The people's choice car was an early Silver Ghost Rolls Royce.

This is a wonderful event. Come to it next year and ENJOY.



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# Autos For Sale

As outlined by Mike Tate in his "Roving Reporter" article this month Al Pincus is selling two of his prized cars from his collection because of doctor's orders. Here is the detail in Al's own words

## 1948 JAGUAR MK IV CONVERTIBLE

A total restoration ground up with complete set of photos for every step. Rolls Royce saddle interior and carpets. Engine has 29,000 miles and is original. All chrome like new. Everything works including the trafficators and a small radio with twin speakers located under the dashboard. Convertible three position saddle top has never been put down. The ball on the stick was replaced by me with a bronze Jag head I got in the UK and is the only one in the world. All numbers match. Beautiful detailing in engine compartment. New wire wheels redone with re-chromed hubs and stainless wires and white walls from Coker tire. Full restored tool kit. The body is beautiful shiny black. The car runs cooler than any Jag I ever owned and is fast with a silky quiet four speed stick The car was owned by Babe Paley, a gift from her husband William (founder & CEO of CBS) in 1948. I am the second owner. I have never been to a show without winning First Prize and was featured in Beverly Kymes famous book "The Classic Car." My asking Price is firm at \$150,000.



## 1969 SERIES 2 E-TYPE ROADSTER



Selling this car is a trauma for me. It is red with black interior and top. It is a 4.2 stick shift that was a ground up, two year, restoration six years ago, including the overhaul of the engine, clutch and tranny and has been serviced regularly despite very little use. Chassis was sandblasted, primed, and painted. It has white wall tires, wire wheels, a good radio, and is in first class condition. It has the yellow hot wire spark plug wires. Carpeting and top are new. It is a number 1 car and has won many prizes and is one of my favorite cars. My asking price is \$55,000



Call Al Pincus at 215 598 3427. E-mail [sparkyEMIC@verizon.net](mailto:sparkyEMIC@verizon.net)



## 2007 JCNA Challenge Championship, July 31st - August 4th

- Hosted by the Jaguar Club of Greater Indiana-

**Deadline for the JCC early registration is coming up on June 15th !!!**

July 31-August 4 will be the time and Indianapolis will be the location for the 2007 Challenge Championship, JCNA's premier member event. With vacation enjoyment plus JCNA competitive events, the Challenge is a perfect fit for a Jaguar family holiday.

Headquarters for the 2007 CC will be the Crowne Plaza at Historic Union Station. The hotel is still an active railroad station! Trains pass through on a regular schedule. Located in the heart of Downtown Indianapolis, the hotel is adjacent to the Indiana Convention Center and RCA Dome, home of the Indianapolis Colts, Conseco Fieldhouse, Circle Center Mall, The Indianapolis Zoo, White River Gardens and the NCAA Hall of Champions. Restaurants, nightclubs, art venues and other attractions are minutes away and the Indianapolis Motor Speedway is a short drive.

The Full Challenge Championship schedule and entry forms will reach you in an upcoming Jaguar Journal and will be available on [jcna.com](http://jcna.com). Meanwhile, mark July 31-August 4 on that calendar and book your hotel room early. A special rate of \$109 per night, single or double, has been arranged with the Crowne Plaza. This is less than half of their usual room rate. Make reservations by calling 800 996-8916 or 317 631-2221.

For more information: <http://www.jcna.com/library/jcc/2007/index.php>

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# Spring Rally

By: Kurt Rappold, President Emeritus,

## **Delaware Valley Jaguar Club/Northeast Rally Club Annual Spring (3-day) Rally Event!**

The event began for us after full service on the Jaguar with a night-time, four-hour drive up to Binghamton, NY. Others arrived at the beautiful downtown Regency Hotel in the morning before the 1:00 PM rally start. All together we had 28 cars entered in Pro, SOP, and Novice classes. Our rallies all had tire warm ups and speedometer calibration runs before we staged to begin the rally at one-minute intervals.

This is a very hilly territory, so holding one's speed is a real challenge. Steve and Betty Kress had a perfect leg and received an "ACE" award, a score of 00.0000, which is very hard to achieve. One other car received two ACEs in one day, so you can see competition was tight.

Another non-DVJC Jaguar entered. It was a '68 2+2 E-Type; the owner had it apart for over 20 years. They were from NY and we made friends with them and their dog who rode the rally with them.

Steve and Betty Kress achieved 1<sup>st</sup> place for Friday and Sunday. Brian and Pauline Craig got 1<sup>st</sup> place on Saturday and 2<sup>nd</sup> on Sunday. Myself and my navigator got 1 second and two thirds for the three-day affair.

Most of the 28 car owners and navigators are known to us and it is always a joy to have our Spring Rally reunion with them. We are already looking forward to our "Pumpkin Rally" on October 26<sup>th</sup>, 27<sup>th</sup>, and 28<sup>th</sup>. This is held in Millsboro, DE and benefits the Millsboro Fire Company. This Binghamton Rally benefited the Broome County Community churches affiliated with the Lutheran Church for their version of Habitat for Humanity. We were able to earn and donate \$4,232 to their community effort. Our club donated \$250, which is money we apply for from Jaguar/Ford, Inc. for Event Support. I took the time to explain this particular aspect to our fellow rallyists to give Jaguar, Inc. the proper credit for this outstanding commitment they make every year.

Our weather was PURRfect; the roads in New York and Northeastern Pennsylvania were very good. We actually still saw snow up in the mountain tops. We followed quite a few mountain streams and rivers and saw many fly fishermen trying to catch dinner. People were already camping out at camping sites up in these mountains.

Our youngest navigator also won Pro 1<sup>st</sup> place with his grandfather in a 1940 Chevy Coupe. I would put his age at about 14. They fed us good and we slept like "logs" in that great mountain air.

There are now 70 paid members in our Northeast Rally Club so thing's are "looking up" for the sport. Your club invites you to join up any rally. If you wish to learn more about what we do, I am always happy to take the time to explain all facets of rallying. You are also eligible for National Rally Awards and must rally to be eligible to receive the Fred Horner Award.



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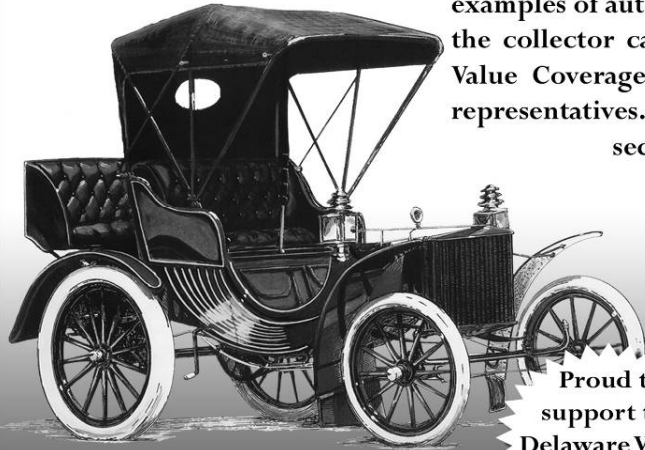
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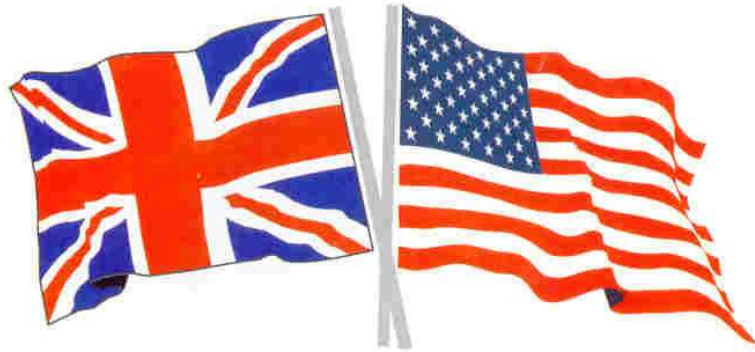
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# DELAWARE VALLEY JAGUAR CLUB




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	<p><b><u>Devon &amp; Jones D700 3-Season Jacket</u></b>            100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind &amp; water resistant            Colors: Forrest, Stone            Price: S-XL: \$39.95    XXL: \$45.00    3XL: \$47.50    4XL: \$50.50</p>
	<p><b><u>Ultraclub 8536 Pique Golf Shirt</u></b>            White body pique golf shirt with multi-stripe trim.            Colors: White w/Green Trim            Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50</p>
	<p><b><u>Lee (83062)</u></b>            Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle            Colors: Stone, Moss            Price: M-XL: \$28.50    XXL: \$33.50</p>
	<p><b><u>Lee Mens (71808)</u></b>            Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs            Natural, Hunter Green  <b>NEW LOWER PRICE!!</b> All sizes: \$28.50</p>
	<p><b><u>Folding Camp Chair</u></b>            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><b><u>Mesh Camp Chair</u></b>            Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.            Color: Hunter green            Price: \$28.95</p>
	<p><b><u>Hat (#1701)</u></b>            Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo            Colors: Jaguar green            Price: \$7.00</p>
	<p><b><u>Hat (#3701)</u></b>            Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo            Colors: Jaguar green            Price: \$7.00</p>



## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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	<b><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. Color: Jaguar green 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. Colors: Black Price: \$
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