

---

# The Jaguar's Purr©

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

©copyright 2008 All rights reserved. Reproduction without permission is prohibited.

---



March 2008

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

---

## Timeless Beauty . . .



### John Murphy's Award-Winning SS100

Read article in this month's Purr.

### or the End of an Era . . .

*Also, be sure to read Part 1 of a multi-part article by Larry Shear entitled  
"The End of An Era".*



*"The Turquoise Terror – my lovingly hand-assembled competition XKE which had garnered so much historic glory for the DVJC, is now out of my life, and it hurts already!"*

Larry Shear

*(See article on Page 6)*

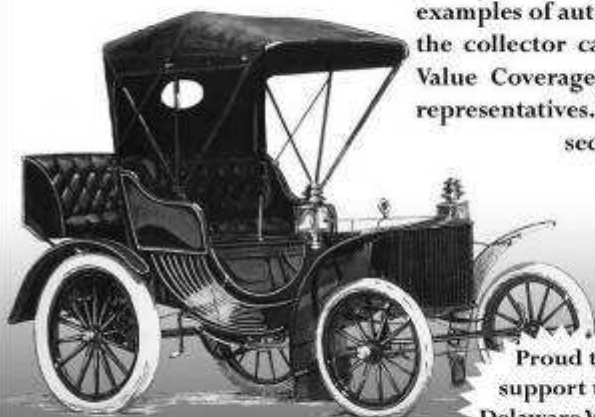
## Newsletter Contents

Upcoming DVJC Events.....	4
Upcoming Other Events .....	4
Advertising Rates .....	3
List of Officers.....	3
The Prez Sez .....	5
The End of an Era.....	6
Roving Reporter .....	13
John and Marta Murphy's SS100.....	16
Cars of England Flier.....	11
DVJC Spring Brunch Flier .....	15
Thunderbolt Rally Flier .....	19

## DRIVE THROUGH TIME...

## WITH PEACE OF MIND

J.C. Taylor Antique Auto Insurance has been insuring some of the best examples of automotive craftsmanship for nearly fifty years. We understand the collector car industry, and the needs of owners. We provide Agreed Value Coverage, unparalleled claims service, and experienced, friendly representatives. As you step back in time with your car, you know it's safe, secure, and protected. See what's new at J.C. Taylor Insurance, and discover the peace of mind that so many drivers already have.



Proud to support the Delaware Valley Jaguar Club!

[www.JCTaylor.com](http://www.JCTaylor.com)

**1.888.ANTIQUE**

(1.888.268.4783)

**J.C. TAYLOR**  
Antique Auto Insurance

Get a free, no obligation quote online today.

# Thank you to our advertisers.

American Collectors Insurance .....	8
British Wire Wheel .....	7
CloverLeaf .....	10
DVJC Customized Merchandise .....	21
Great Britain .....	23
JC Taylor .....	2
K&T Vintage Sports Cars .....	9
Lindley Motors .....	14
Ragtops & Roadsters .....	10
SNG Barratt .....	18
Welsh Enterprises .....	18
XKs Unlimited .....	24



## 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 up to three inserts for each item

Non-members \$10.00 per insert

## MEMBERSHIP RATES

Single/Family  
 \$50.00 per year

Youth Enthusiast  
 \$15.00 per year

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

## DVJC OFFICERS INFORMATION

President	Charles Olson	215-757-2028	cwolson29@comcast.net
Vice President	Brian Craig	215-483-5861	bhc166@aol.com
Treasurer	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Secretary	Ann B. Perry	610-388-2421	annsag@aol.com
Recording Secretary	Clara Saxton	610-444-2266	sxtn2@aol.com
Directors	Glenn Davis	610-436-4400	amdb5ltd@hotmail.com
	Tom Jones	856-338-1705	jonestr@umdnj.edu
Roving Consultant	Mike Tate	610-827-7763	michaeltate1414@comcast.net
Editor	Michelle Meehan	610-331-6019	mmeehan@rpmgt.com
Advertising	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Membership	Ann B. Perry	610-388-2421	annsag@aol.com
Awards	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Photographer	Joe Federico	610-275-7752	
Cophotographer	Brian Craig	215-483-5861	phc166@aol.com
Concours	Charles Olson	215-757-2028	cwolson29@comcast.net
Head Judge	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Technical Advisors	Jim Shields	215-643-0937	jim_s1@verizon.net
	Paul Racette	215-646-6299	pracett@comcast.net
	Steve Kress	215-953-5227	jaguarsteve@verizon.net
Club Merchandise	Tom Murray	856-309-8450	jagmanred@comcast.net
Club Development	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Website/email	Pauline Craig	215-483-5861	pvc16@aol.com
Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net

## AREA COORDINATORS

Lancaster County	Jack Donahue	610-857-5341	
North New Jersey	Ken Ruocco	609-497-2333	kjagutguinness@aol.com
South New Jersey	Tom Jones	856-338-1705	jonestr@umdnj.edu
Lehigh Valley	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Doylestown	Doris Carr	215-345-7831	gdoldecarr@hotmail.com
Philadelphia	Brian Craig	215-483-5861	bhc166@aol.com

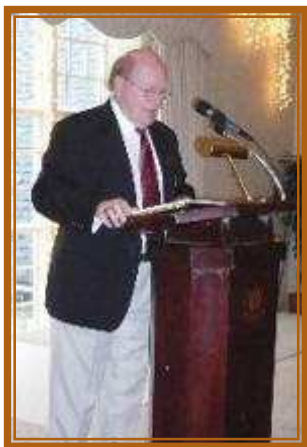


# Upcoming DVJC Events

<b>March 28th-29th</b>	<b>50th JCNA AGM Pittsburg, PA</b>
<b>April 27th</b>	<b>DVJC Spring Brunch The Desmond, Great Valley, Malvern, PA</b>
<b>May 2nd—4th</b>	<b>Thunderbolt Rally (JCNA Sanctioned) Milleville, NJ Contact: Kurt Rappold (610-358-4055) <a href="http://www.northeastrallyclub.com">www.northeastrallyclub.com</a></b>
<b>May 31st</b>	<b>Concours d'Elegance (JCNA Sanctioned) Cars of England at Historic Hope Lodge Contact: Charlie Olson (215-757-2028)</b>
<b>July 26th</b>	<b>5th Annual DVJC Slalom (JCNA Sanctioned) Garnet Valley High School Contact: Gerry Kunkle (610-861-0844)</b>

# Upcoming Other Events

<b>April 20</b>	<b>British and European Car Show Williamsburg Winery, Williamsburg, VA Contact: Doug Wilson (757-565-4668) Flier: <a href="http://www.wmbgbrit.com/crimson_080.htm">www.wmbgbrit.com/crimson_080.htm</a></b>
<b>May 17</b>	<b>Scenic Drive to Whip Tavern and Pub in rural Chester County for Brunch Contact: Michael Wolf at <a href="mailto:mwolf@boenninginc.com">mwolf@boenninginc.com</a></b>
<b>June 7</b>	<b>Reading Museum air show for vintage WWII air- planes. Rides available. <a href="http://www.maam.org/wwii/ww2_tips.htm">http://www.maam.org/wwii/ww2_tips.htm</a></b>
<b>July 27</b>	<b>Jag Annual Picnic/Road Rally Car Show Sponsored by Jaguar Auto Group (non-anctioned) Silas Condict Park, Kinnelton, NJ Contact: Linda Jones (908-879-8634)</b>
<b>Aug 9</b>	<b>Vintage Racing, Millville, NJ Contact: Michael Wolf at <a href="mailto:mwolf@boenninginc.com">mwolf@boenninginc.com</a></b>



## The Prez Sez March 2008

The “Planned Publication Date” for the Purr, is the first of the month and I’m sure you wondered why so late. At times things get a bit busy and we have job obligations that take priority and as President it’s my job to see that those priorities don’t cause a hardship! Getting the Purr out on the “PPD” was delayed in order to for me to include in the “Prez Sez” the AGM, the Spring Brunch and the Concours at Hope Lodge flyers and registration form, which are now “on-line” and required to be in this issue.

As Kurt and I are planning to attend the AGM as your representatives, I’m hoping that very few changes will be approved for the Judging Rules this year. I’ll need to record the changes and prepare to present them to the current 2007 Judges and first time volunteers. I plan to conduct two seminars in April and a possibly one in mid May, to ensure everyone has the opportunity to become a *certified* Judge. Over the year I plan on holding several classes on the various models, to qualify more Judges as team leaders. Yes, its ambitious, but I think having a core of *qualified* judges will make it easier in the long run for judging at our Concours.

Another area that needs to be addressed at the AGM, is the requirement that at least 5 Jaguar cars compete in a Sanctioned Rally in order for those contestants to receive points for JCNA recognition toward National or Regional Awards. My argument is based on the fact that if the rules of the event meet the JCNA requirements for sanctioning, then only one Jaguar entered, would qualify! The requirement should be at least five cars of **any make** would constitute a Rally.

If, only one Jaguar was competing with a disparate group of entrants, it would be the only car to receive JCNA credit. After all, Rallying has little to do with the vehicle, as far as competing in your class is concerned, it’s the skill of driver and navigator, not too mention a “lotta luck!” Beginners have as good a chance of winning as the most experienced. Of course I mention this as an incentive for you “rookies” to sign-up for the Thunderbolt Rally, but it’s certainly true! Ask our Editor, Michelle!

Its understandable you’d want more than five cars competing in any Rally to justify the effort and cost to put on the event. Rallying can be one of the most enjoyable things to do with your “Jag,” or any car for that matter. We will be alerting our members with flyers in the coming months of “One Day” Rallies that consume an afternoon, or part of the day, that are mostly “fun” type events.

Next month appears to be a busy month as well! We have an Officer’s meeting on April 19<sup>th</sup>, our Spring Brunch on the 27<sup>th</sup>. I’ll need to schedule the judges training sessions on Saturday mornings at our location in Chester, PA on the 12<sup>th</sup> & 26<sup>th</sup>. So, you judges from last year mark your calendars. I’m especially looking to add first time “novice” judges, so don’t be surprised if I call on **you!**

May starts off with our first Sanctioned event of the year, with a weekend Road Rally at Millville N.J. Its called the Thunderbolt Rally. Please see the flyer enclosed in this month’s Purr. There’s lots of good things happening in the Millville area with the opening of a new Racetrack called the Thunderbolt Raceway! Lots of activities have been scheduled throughout the Summer. I suggest you go online, click on their home page, [www.northeastrallyclub.com/menu.html](http://www.northeastrallyclub.com/menu.html), and you’ll have the opportunity to select the whole package. For starters click on the tab for the Thunderbolt Rally. For those without computer access, the flier is enclosed.

I think I’ve covered most of what I have to say for this month and I’m looking forward to seeing all of our members that have planned to attend in Pittsburgh. The planners told me they were delighted to have you as their guests!

Be Courteous, Drive Safely, and Have Fun,

*At your service, President*

*Charles Olson*

## The End of an “E”-ra! By Larry Shear (Part 1 of 2)

Last night (Monday 2-18-08), I watched an episode of CSI-SVU (Yeah! I always say, “SUV” when speaking aloud!) wherein a father organized a kidnapping of his daughter to raise ransom money to be used to eventually reimburse his business for his bad business decisions and debts – he essentially sold his daughter into slavery, albeit temporarily! The story struck a chord with me (No, I didn’t sell one of my daughters . . . might have thought about it a few times, like right after the 1 AM phone call from a neighboring town’s police dept. – “Mr. Schear, Do you know where your daughter is now?” I replied that she was asleep in her bedroom; he said, “Guess again!” Her motor scooter almost went in to the ocean that night, right from the tailgate of my station wagon, but that’s another story – but you see what I mean!). Today, I DID part with one of my ‘children’ for mere money, though, and, as I write this on scraps of placemat from a Chinese restaurant, it’s only been a half an hour, and I’m already feeling Seller’s Remorse! The Turquoise Terror – my lovingly hand-assembled competition XKE which had garnered so much historic glory for the DVJC, is now out of my life, and it hurts already!

She entered my world inverted, as so many babies do, but this was on the Big Bend (“The Hook”) corner of Lime Rock Park race-track, back in the Spring of 1968. The Empire Division, JCNA, had hosted a Competition Weekend, and I was up there with our DVJC contingent with my ’55 XK-140 DHC. During the time trials, which were run then in class, I was awaiting my class’s time slot, and was working as part of the safety crew on the aforementioned corner (a 190° degree gradually-decreasing right-hand curve, shaped like a fishing hook). An SCCA-experienced competitor from the Empire Division was enthusiastically driving his girlfriend’s sand-colored ’66 XKE FHC. She had just fitted new Continental Radial tires to it. He zoomed down the straightaway and tried to power

through the curve with reverse lock and a bit of slippage on the rear end; unfortunately for him, the new tires were very sticky, and he just steered off the track on the outside of the curve! So far, so good (as the Empire State Building jumper said as he passed the 5<sup>th</sup> floor!). He then tried to steer back onto the track, and the left front wheel dug into the bordering sandy strip, and the car went over! I was first to it, helped him turn off the key and unfasten his seat belt (from which he was hanging, upside down), and then, as we ran away from the car (no explosion, but just in case), as others were approaching with fire extinguishers, I said to him, “I want salvage rights to that car.” It seems that his wife didn’t know that he was up there that weekend with his girlfriend, so I

received little protest!

Damages were minimal – mostly to the bonnet and the top. Bob Roggio (from our club) and I then formed an informal partnership – Twin Cam Racing Associates - and we bought it with a high sealed bid from the owner’s insurance company (\$1,051.53, and we won by less than \$ 50!). I

built a tow-bar, using

Bob’s blue XKE FHC for spacing, and towed it home a few weeks later.



**1966 Jaguar E-Type**

We cut the top off with a hacksaw, pounded out the major dents in the bonnet, and headed out to local club competition events – autocross, gymkhana, drag racing, etc. and had fun for a while. We were both good drivers, and had the advantage of not caring too much about the condition of the vehicle, so we won a bit! But naturally, we wanted to go faster! I had an old 4.2 liter engine block (left over from my bride Diantha’s first anniversary present – a 1966 Mark 10 Sedan, which I bought from DVJC club members Norm and Sylvia Grimm) and I found a ’65 XKE OTS ‘tub’ - empty from the firewall back – at Angelo’s (then a Jaguar dealership in Trenton, NJ, right across from the Broken Drum Restaurant (“You Can’t Beat It!”)). Brought it home on

## The End of an “E”-ra! By Larry Shear (Part 1 of 2) . . . (cont.)

a trailer (though married by then and living in a Lawrenceville, NJ, apartment, my automotive ‘home’ was a double garage next to my parents’ house in Trenton), and Bob and I embarked on a 2-year labor of love – the gestation period resulting in the true birth of our ‘baby’! At least one day a weekend, we mixed up a pitcher of Black Russians, turned on the 8-Track tape of “In-A-Gadda-Da-Vida” by The Iron butterfly (wore out 2 8-Track tapes in the process), and built ourselves a race car!

Benny, at the Trenton Speed Shop, helped with the selection of oversized (0.040”) pistons with high-compression crowns. These were cast for us by Jahn’s (1/4<sup>th</sup> the cost of forged ones – in retrospect, a BIG mistake!) – pistons were 11:1 compression ratio, and we used a thin steel head gasket, not the thicker composition ones that were starting to appear about then. Perfect Circle Piston Rings, and Perfect Circle Teflon valve guide seals, designed for the famed Chrysler Hemi engine! Benny also overbored the Mark 10 cylinder block 0.040” for us.

Bob Puglisi was one of our DVJC members and, at that time, owned a machine shop in Trenton; Bob later became a Mechanical Engineering Lab Professor at Princeton University! and the ‘principal’ at Jaguar Specialties in suburban Morrisville, PA, (Falls Township, actually), now owned by Paul Toth, who lived down the street from my folks and visited us at my garage many times during those years (and whom I helped acquire his first Jaguar – an XK-140 DHC, which he

still has!). Bob (Puglisi) made us a set of valve guide stems from phosphor bronze, rather than cast iron, to provide better valve stem lubrication, and he cut the top ends to fit the Teflon valve guide seals, which, unlike the rubber ones Jaguar had designed and specified, didn’t crack or loosen or leak oil with time!

Ed Iskendarian ground us a set of my old camshafts to match his XM-3 Full-Race Cam high lift and timing, and, of course, we installed new valves, valve seats, and camshaft bearings in the head – set the valve clearances to 0.008” inlet and 0.010” exhaust, per Isky’s recommendation (using his extra-thick tappet pads, custom ground (by me) to fit). New piston wrist pins and bushes, new bottom-end bearings (mains and rods - Vandervell), after checking and verifying the (lack of) wear on the crankshaft, and reassembly began (oh yeah – took the pistons, wrist pins, rebushed rods and bolts, main and rod bearings, crank, crank damper, clutch, and pressure plate to the Trenton Speed Shop for static and dynamic balancing – supposedly good to 10,000 rpm! Never had it above 8k, though).

Let me tell you about the clutch – Bob Puglisi had found that the mounting bolt positions and the line-up pins for the 327 Corvette engine were the same as for the Jaguar, but the pressure plate was cut for a larger swept area clutch plate (about ½” larger and ½” smaller diameters, for increased contact area! Hmmmmmm! He also found a clutch plate that would both fit the Chevy pressure plate AND fit the Jaguar transmission

input shaft splines! Double hmmmmmm! No more Laycock fingers pressure plate! More pressure, more area, and much more reliability! Had to modify a Chevy throw-out thrust bearing (No more graphite!), and we had a no-slip drive-train! While not quite as good as the multi-plate setup on the D-Type, it was MUCH cheaper and probably more reliable,



**30 Years of Experience, Knowledge & Quality Products**

Wire Wheels • Tires • Hubs • Adapters  
Knock-offs • Conversions • Custom Work • Wheel Care Products

CALL US TOLL FREE: **800.WIRE WHEEL** (800.947.3943) • [bwwsales@pacbell.net](mailto:bwwsales@pacbell.net)



and much more effective than the original system (I think Paul Toth still makes such available, if asked!).

Bob Roggio’s company (Lehman Specialties, Inc.) had some heavy metal-working facilities, and Bob made us a set of 1” anti-sway bars for the front and rear of the car (the originals were 5/8” diameter), for a stiffer, flatter-cornering ride. Drilled and tempered to match the originals, I then had to find or make mounting bushings to fit. I bought a set of new hard-rubber ones (no polyurethane was then available), froze them with some liquid nitrogen I had ‘borrowed’ from work, and quickly drilled them out to 1” before they warmed up! I had used the same liquid nitrogen to shrink the new valve seats and guides before installation, heating the cylinder head in Mom’s kitchen oven! Koni shocks fore and aft, cranked up hard, again for flatter cornering.

The original ‘donor’ car had wire wheels, but they were too narrow for true racing tires – by then, I had bought a lightly-used set of Goodyear Racing Tires from Roger Penske’s Chevy dealership on Chestnut Street in West Philadelphia – tires that Mark Donahue had raced on (once) while driving an AMC Javelin for Old Rog (who’s team finished first and second in the Daytona 500 last weekend! (as I write)). 9.20/15 in the front and 10.0/15 in the rear – crossply! To mount them, we bought a set of four new steel wheels, originally designed for a 1970 Chevy Monte Carlo, and retrofitted Jaguar 3.8S Sedan wheel hubs, front and rear, which had the same bolt circle as the Chevy. Took out the bonnet counterbalance springs in front, and the suspension rebound rubbers in the back, to allow the big tires to fit and steer without interference, and had to spread out the rear wheel well arches a bit, to fit the tires on the outside. Did that very empirically – took an XK-140 screw jack and placed it inside the wheel well, then cranked on it ‘til the jack shaft bent about 20 degrees! Each! Ruined two jacks that way, but I then had about 1/8” clearance between the outside of the huge rear tires and the inside of the wheel wells, and that was enough – nothing moved horizontally back there!

We fitted Jaguar 3.8 XKE seats, even though they didn’t have a headrest, because they gave better side-to-side back support. Stucker’s

Used Auto Parts, a junkyard in Staten Island, NY, provided us with a fiberglass bonnet; I had been up there with the XKE, seeking something else, when I saw this beauty off in a corner – it had come off a car that had been pranged on the right side, behind the front wheel well, but it looked salvageable – Frankie Stucker and I reached a fair price (I had been haunting Stuckers for years, as he apparently got ‘first pick’ of all New York



Serving the insurance needs  
of collectors nationwide.



**American Collectors Insurance**

If it's worth collecting, it's worth protecting.

**www.AmericanCollectors.com • 1-800-360-2277**

Available in all states except AK & HI. Underwritten by American Bankers Insurance Company of Florida.  
In MN, underwritten by American Security Insurance Company. CA Lic # 0B46640 Ad code CM-AM2

City; foreign car wrecks each week, and I used to go there every month to see what was new, as I was stocking up on XK-140 parts for the next 20 years (Diantha said I had enough for a lifetime!)

I now had the XKE with the bent bonnet, plus a second fiberglass bonnet – how to get it home? I lowered the soft top and put the fiberglass bonnet on the back of the car, facing backwards, positioned so that the rear-view mirror would line up with the radiator cooling oval in the front of the bonnet, and fastened it in place with the ever-present Racing Tape (Duct Tape)! Headed home on the NJ Turnpike, at cruising speed! Wasn’t stopped once, but I drew a few stares, mostly from toll-collection attendants (three times – once from the Outerbridge Crossing bridge folks and twice on the NJTP!).



Jerry King (“Skip”), who owned an Alfa Romeo Guiletta Spyder, took it upon himself to repair the missing section of the fiberglass bonnet, and he did a yeoman-like job – effective but heavy! Over-application of fiberglass cloth and Bondo! A disk sander later did wonders for it! The glass headlight covers from the original steel bonnet were still usable, but heavy. Bob and I circled the car, trying to find ways to reduce weight. The fiberglass bonnet took off seventy pounds from the front of the car; this was offset by the equivalent weight of the custom 4-point-anchor roll bar I built, fitted behind the seats (no diagonal strut to the right front floor was then required), thus making the car almost neutral in weight distribution (again, better cornering!). I had removed about a pound of ‘excess’ flat washers from the car, and Bob wanted to reinstall the glass windows in the doors!



Back to the headlight covers! Off they came, and were replaced by a pair of 1/8” Lucite (Plexiglass) sheets which I had cut to fit over the original glass headlight covers – 30 minutes in Mom’s oven (again!) at 350° and they sagged to match the glass contour – cooled and trimmed to fit, and secured with 3/16” countersunk aluminum screws! Saved another 5 pounds! No chrome trim. Contoured backup lights from an MGB inside the headlight cover, on the inside walls of the sugar scoops, provided us with turn signals (we wanted to be able to drive to events, even though I had made a car transporter trailer, and it had to be PA street legal (moved to our first house, in Falls Township, PA, by then)).

The roll bar interfered with the operation of the convertible top (hood), so I found a factory hardtop, for transport and weather protection – easily removed for active campaigning. Punched a big hole above the rear (inboard) brakes on the boot floor and propped the boot lid open 1½” to allow for better brake cooling there; never made the front brake cooling air scoops!

*Tune in next month for part two.*



***Don’t forget to send in your  
registration form for the  
Spring Brunch!  
April 27, 2008  
The Desmond  
Malvern, PA  
(See Flier on Page 15)***



**K&T**  
**VINTAGE SPORTS CARS**  
LLC

484 664 2353  
www.ktvintagecars.com  
1511 East Woodlawn St.  
Allentown, PA 18109

- Vintage British & American Sports Cars
- Electrical service and interior restoration
- Minor to major body repairs/restorations
- Engine and transmission repairs & rebuilding
- Wire wheel tire mounting and repairs
- Tune ups to frame off turnkey restorations
- Appraisals

**Ken Beck Owner**

## Cloverleaf Auto Service

610-647-5900

[www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)



Serving the needs of Jaguar owners since 1979  
Restoration, Repairs, Service & Sales



207 Pennsylvania Avenue  
Malvern, PA 19355

## RAGTOPS & ROADSTERS BRITISH AUTOMOBILES INC.

Performance Tuning,  
Service &  
Award  
Winning  
Restoration  
of your  
Vintage Jaguar



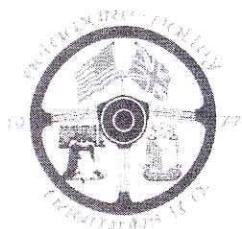
203 South Fourth Street, Perkasie, PA 18944

[www.ragtops.com](http://www.ragtops.com)

Perfection . . . Delivered !

**(215) 257-1202**

**Cars of England**  
**At Historic Hope Lodge,**  
**Fort Washington, Pa 19034.**  
**Present the 43<sup>rd</sup> Annual Delaware Valley Jaguar**  
**Concours d'Elegance**



**Saturday May 31<sup>st</sup>, 2008**

***Field opens at 8:30 am; Judging begins at 10am***

***\* ( Rain date: Sunday, June 1<sup>st</sup> )***

This Concourse d' Elegance is sanctioned by the Jaguar Club of North America  
For the participation of all Jaguar owners

***Hosted by the Delaware Valley Jaguar Club (DVJC)***  
***In conjunction with***  
***The Delaware Valley Triumphs Ltd. (DVT)***  
***and***  
***The Friends of Hope Lodge***

- **Registration is \$35 per car if received before May 24<sup>th</sup>**
- **Registration after May 24 is \$45 per car**
- **Two or more cars \$25 per car, \$30 after May 24<sup>th</sup>**
- **Display cars are \$15 per car \$20 after May 24<sup>th</sup>**
- **Registration for non JCNA members entering Jaguars in The Champion, Driven or Preservation class is \$35**
- **Ample parking on site for Cars, Trucks and Car Trailers for easy unloading.**
- **Commemorative dash plaque for all pre-registered vehicles**
- **JCNA rules of judging will be followed as per the AGM 2007 and Official Trophies awarded for 23 Champion 11 Driven, Preservation & Special Classes. Trophies for Best in show, Entrants Choice & Longest dist. Driven**

The Hope Lodge is providing a separate area for a Car Corral & Autojumble for a \$25 fee.  
Send a separate check to: Friends of Hope Lodge P.O. Box 294 Skippack, Pa 19474.  
Include a description of car/material when registering. (British related items Only)

**Music by the Bucks Caledonian Pipe Band. Food and beverages are available all day**

**Contact: Charles Olson, DVJC Concours Chairman at 215-757-2028 or e-mail  
cwolson29@comcast.net**

**Registration Form & Directions on reverse side.**



The Hope Lodge is an Historic Site administered by the Pennsylvania Historic & Museum Commission. It is located at 553 South Bethlehem Pike, Fort Washington, Pa 19034.

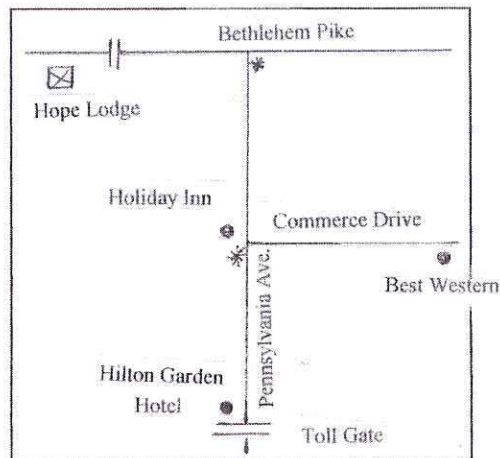
Directions:

**From the Pa. Turnpike:** Exit Fort Washington **Interchange 339**. After the Toll Booth, continue straight, you'll be on Pennsylvania Ave. after several traffic lights till you arrive at a "T" intersection. Turn left onto Bethlehem Pike. (South) & continue **straight** approx. 1 mile and just after passing under the Overpass, **Hope Lodge is on the left**.

**Hotel Recommendations:**

Name	location	Ph#	Rate .
1. Best Western	285 Commerce Blvd	215-542-7930	\$ 89.00 2dbl
2. Holiday Inn	432 Pennsylvania Ave.	215-643-3000	\$104.00 2dbl
3. Hilton Garden Inn	530 Pennsylvania Ave.	215-646-46371	\$159.00

*Group Rate available at Best Western & Holiday Inn  
Must reserve before April 30th  
Mention Cars of England at Hope Lodge.*



Map showing Hotel locations

**For Rain Date Check:** [www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc) website

Show info "Hot line" 610-825-2617.

Detailed instructions will be provided upon receipt of registration

Cut here & return form below.

## Registration Form for DVJC Concours d'Elegance 2008.

Please submit a separate Registration Form for each car that you enter

Name \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Class \_\_\_\_\_

Address \_\_\_\_\_ e-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

JCNA# \_\_\_\_\_ VIN \_\_\_\_\_ Do  
you plan to trailer your Jaguar?

Division: Please circle one only: Champion Driven Preservation Display Special

Make Check Payable to: DVJC c/o Charles 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 May 31<sup>st</sup>. (rain date June 1<sup>st</sup>) 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, the DVJC and the Hope Lodge from any and all liabilities, or loss arising from my entry, attendance or participation in these activities.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
(Signature of the Jaguar owner)



# Roving Reporter

By: Michael Tate

March 2008

## NATIONAL CHAMPIONS

You will see in the January-February Jaguar Journal that our club can boast to have five National Champions. We were only piped by Pittsburgh who fielded six. It is appropriate that JCNA is holding their 50<sup>th</sup> anniversary in Pennsylvania as the state provided eleven National Champions out of a possible 21.

Our top Jags are:

### Class 01A

John & Marte Murphy 1937 100 OTS 99.8300

### Class 02

Joan & Tom Wolf 1954 XK120 99.9567

### Class 04

John & Linda Spillman 1959 XK 150 99.9670

### Class 06

Franklin Schaffer 1968 E Type 100.0000

### Class 10

Wayne/Katherine Tubbs 1972 XJ 6 99.9200

Your fellow club members send you all our warmest congratulations and this "Roving Reporter" says that if any of you would let me write up your success for publication in the Purr similar to the report on Marte & John Murphy's SS 100 in this edition contact me at 610 827 7763 or mjtate1414@cs.com.

## PENNSYLVANIA DEALERS RELEASE XF

We should soon see the new XF on the roads causing OOOS and AAAHS and turning of heads as it flashes by. During the month, dealers have been releas-

ing the car and I attended the release by "Main Line Jaguar" They had three of the new cars in various modern colors looking wonderfully aggressive, modern, and clearly extremely competitive. The greatest attribute is that the XF looks the part both inside and out and reports on its performance are reported to be outstanding for road holding, acceleration, comfort and silence.

Main Line put on a 1<sup>st</sup> class party for the release and the large attendant crowd had a selection of high quality food and drink to celebrate this new Jaguar which I am sure is going to be a huge success.

GO ROAD TEST IT FOR YOURSELVES  
Also don't forget that the recognized best value on the road today is the purchase of a used Jaguar.

## PRESS DISCOVER TATA

There has been no official announcement from Ford that Jaguar and Land Rover are the new owners of the marques. One British paper, the "Birmingham Post," has said its all over and Tata have clinched the deal. Birmingham is a major British city close to Solihull where Land Rovers' headquarters are and not too distant from Coventry.

One thing is certain and that is the magazines and newspapers have discovered an Indian Conglomerate called Tata and there has been a succession of stories about the company and all very favorable. Even our "Philadelphia Enquirer" had a lengthy piece. The only disappointment to me has been the remarks by some people in the USA, who should know better, saying the ownership by an Indian Company will depreciate the brand. I have to understand why they say this. My first hand experience of Tata and their people is that their employees, especially at the top, are highly

*(Continued on page 14)*

## Roving Reporter (cont.)

Celebrating Its 50th Year

(Continued from page 13)

educated at, Oxford, Cambridge, Harvard, Yale etc, intelligent and articulate and speak English. Their boss Raton Tate is a people person who protects his employees.

One headline that caught my eye "*Fiat Boss hopes Tata will share Jaguar's secrets*" Tata collaborates extensively with Fiat via several joint ventures in Italy. Fiat hopes to use technology developed by Jaguar and Land Rover in the Alfa Romeos and Maseratis.

When you look at the facts no one could have screwed it up more than Ford. It wasn't that they did not spend money, they did ...billions. But they changed direction so many times. When they took over the company the low cost magnificent Series F \$50,000 sports car, named for the stunning 2000 Detroit concept, got cancelled. All \$'s got put into reconstructing the manufacturing process. Not new product. I grant that quality and reliability needed improvement but no new product was a killer. Cost cutting may generate profits, but it cannot generate revenue, only customers and great products can do that and only revenue can grow a company.

Then millions of \$'s went into their entry to Formulae One Racing. Later they had to pull out. They changed management every time a venture failed. This a favorite ploy when failure is obvious to top management. Yes Jaguars factories were not good in a modern comparison, but they had survived the unreliability of the British Leyland days and were producing an acceptable product. A new design for the XJ sedan perhaps could have saved the day. Instead BMW stepped in and sold thousands of their ugly sports car I know I have said it all before. Sorry....but in 2007 Jaguar only sold 60,000 cars!!

### ALL IS NOT LOST

In their issue of February 11, the magazine AutoWeek disclosed Jaguars Post-Ford

product plans. A headline says "*Revived F-Type and Four-Door XK among the claws in Jaguars paws*" Also a new XJ is planned plus a 4 door XK - \$120,000 Aston Martin Rapide/Porsche Panamera/Mercedes- Benz CLS rival

These cars are all in the feasibility stage - not in a confirmed program says AutoWeek. Jaguar knows these are all cars they must make and committing investment will be a top priority once the expected purchase of Jaguar and Land Rover by Tata Motors goes through in the next month

**The future will be another golden era for our favorite brand!**

### Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell  
Panel Shop & Structural Wood Reworking  
Electrical Work / Fuel Injection Fault Diagnosis.  
High-Quality Refinishing a Specialty.  
Upholstery Shop  
Engine and Driveline Rebuilds  
Comprehensive Maintenance on Later Models  
*Servicing British Makes at the Same Location Since 1967*

**Jaguar**



LINDLEY MOTORS  
10 SOUTH SANATOGA ROAD  
POTTSTOWN, PA 19464  
610-326-8484





**DVJC  
SPRING BRUNCH**

**Sunday April 27<sup>th</sup>, 2008**

**10:30 am**

**Ben Franklin Room**

**The Desmond Great Valley Hotel and Conference Center**

**One Liberty Boulevard**

**Malvern, Pa 19355**

**Program**

**Michael Tate : Jaguars New Owner: Tata**

**Glenn Davis : Power Point Presentation: Collector Car Insurance**

**DVJC Regional and National Award Winners**

*Ben Franklin Brunch Menu will include:*

*Assorted juices, fresh seasonal fruit and Berries, assorted dry cereals,  
fluffy scrambled eggs, bacon, sausage, potatoes and breakfast pastries.  
Freshly brewed 100% Columbian Coffee and a Selection of Tea*

**Price per Person \$ 20.00**

**Reservations must be received before April 22<sup>nd</sup> 2008.**

For more information contact Pauline Craig, e-mail [pvc16@aol.com](mailto:pvc16@aol.com)  
or call 215-438-5861.

---

Send this Form and Your Check, payable to DVJC, to:  
Pauline Craig 323 Lodge Rd. Philadelphia, PA 19128.

Number of people attending \_\_\_\_\_ @ \$ 20.00 per person

Payment enclosed \_\_\_\_\_

Name \_\_\_\_\_

Guest \_\_\_\_\_

Phone Number \_\_\_\_\_ e-mail (optional) \_\_\_\_\_

Weather Permitting will you drive your Jaguar? \_\_\_\_\_

## NATIONAL WINNERS MARTE & JOHN MURPHY AND THEIR SS100

Written By Michael Tate in discussion with John Murphy

SS Cars Limited was incorporated 10 October 1933. What did "SS" stand for ? Many say it was "Standard Swallow", Others say "Swallow Sidecars" as this was the first production when the company first commenced business in 1921. I think it was "Sinfully Special" but we will never know as William Lyons never commented. However we did see on our visit to top Jaguar collector Brian Beni an old radiator badge which had in the center the "SS" emblem and on the top "Standard" and on the bottom "Swallow" All we know is that in those early formative days following the incorporation a succession of elegant and racy models flowed from the design workshop. From 1933 through 1935 the models had the following distinguishing features:

- \* Both 1932 SS 1 & SS2 models have stationary front cycle wings
- \* 1933-35 SS1 models have sweeping wings connected by footboards and in 1934 were on the SS2
- \* Early models have a narrow rectangular
- \* Later models have a narrow "V" grille with vertical vanes
- \* "SS". Insignia on the hub nuts and grille emblem
- \* Side-valve engine
- \* Saloon and coupe' models are fitted with two rear hinged doors
- \* Open sides on the wings

From 1936 to 1940 SS Jaguar models were introduced

- \* Deep-chested radiator shell with vertical sides
- \* SS Jaguar badge on the grille
- \* Overhead-valve engine
- \* Closed sides on the wings of saloon and drop head coupe models

The exciting evolution continued and one of the most hallowed of SS Jaguars came to life in the form of what, at the time, was considered the ultimate sports car. It played a major part in young men's lives especially pilots who flew in World War 2. Some US pilots brought their cars back to the US after the war. We have three SS 100's owned by members of our club and one of these is under the care of Marte & John Murphy.

### CHRISTMAS BIRTH

Their car, a 2 1/2 litre, is serial number 49026 which went for final assembly, according to the Jaguar Daimler Heritage Trust, on Christmas eve 1937 and is most probably the last one of the 97 built that year. In total from 1936 to 1940 314 SS100's were built. 200 2 1/2 litre and 114 3 1/2 litre. The car was originally black and through time this changed to red (are not all sports cars red?). The car was painted red in the early sixties when purchased by a Cornell University student, Bob Wood. Bob became a serious car collector and held onto the SS for over 30 years. He had the car restored and painted an appropriate British Racing Green in the late sixties. Unlike many of the remaining 2 1/2 litre cars, this one still has its' original engine and body. Only the wings have been replaced

In the mid nineties an avid vintage car racer, Gary Ford, purchased the car to add to his fleet of antique racers. The car was run at Lime Rock and elsewhere, but was also shown in Concours events, winning a best in class award at the prestigious Amelia Island show. I recall Gary showing the car at the Radnor Hunt Show as it was parked just behind my 1934 SS1 Tourer. Quite an historical pair and illustrated the progress from 1934 in the short three years to 1937 You could certainly tell they were from the same family but the SS 100 was much smaller and had a more nimble engine. Just a seriously more appealing and desirable car.



John and Marta Murphy with their SS100.

John Murphy knew when Gary Ford had the car for sale but was busy moving house. On the day he was invited to visit and view the car it was moving day so he never got to see it. Gary Ford only lived 30 miles from

## NATIONAL WINNERS MARTE & JOHN MURPHY AND THEIR SS100 (cont.)



John but he missed the opportunity. Gary had the car consigned to a broker in Cheshire, England so it went back to the land of its birth. John had always had his

heart set on a SS100. He started his love of Jaguar in his early years over an XK 120. Now he had to find the SS 100 which he did, at Brian Classic in Cheshire. He purchased it in June 2004 and brought the 67 year old back to its adopted home after its short stay close to Coventry

John says the car was in quite good condition when he took delivery at the port in Newark, NJ; however, the few stints on the race track and the age of some of the older restored areas left it needing a lot of "detail" Attention. He says that showing the car in 2005-2006 gave him the opportunity to learn what the judges were looking for and attend to those areas. The SS garnered several prizes during that time, and the judges' scores continued to improve. All this was in preparation for the 2007 concours season.

Improvements John carried out were that he rebuilt the generator, replaced the interior, extensive detailing, new bright work. The car has received a pile of awards as reward for John's hard work:

2005 - 2006	Hope lodge DVJC	Best in show... twice
	Radnor Hunt	Best in class
	New Hope	Best pre war sports car
	2007 DVJC	"Peoples Choice"
	Pitts Jag Club	"Chiefs Choice" and Best in class
	"JANE" Concours, Sturbridge MA	1 <sup>st</sup> in class
		"Peoples Choice" and Best in Show and 1 <sup>st</sup> in class

### AND THE BIG ONE

Jaguar Clubs of North America National 1<sup>st</sup> in Class  
Congratulations to John and Marte on the last award. It's wonderful for them and their 70 year old car!

When I asked John "what is your estimate of value of your SS100?" When it was new it cost about

400 pounds He was very coy with his answer & said "I dun-no". What we do know is that one was recently sold for \$425,000. John is real "petrol head". He has a new Moto Guzzi motor bike which replaced a BMW and he recently sold his 1941 Lincoln Continental Cabriolet to make room for his next ambitious project. He has purchased the body & chassis from a company in Michigan based on one of the most beautiful cars Jaguar ever designed...the one off XJ 13 and he will power this beauty by electricity. John says it will lack nothing in power and acceleration.

John reckons his SS 100 has a top speed of 97mph and he has had it up to 62 mph. I am sure that Jaguar advertised the top speed as 100 mph hence the name SS100. Yes John actually drives his car and it has 37,800 on the clock of which I have driven five nervous miles. I was thrilled to be able to drive the car and was amazed how easy it was to steer , accelerate, and change gear. I hope John continues to keep the car. It is such a



*"I was thrilled to be able to drive the car . . ."*  
**Mike Tate.**

pleasure just to look at it. I wonder what its life was in the war years and did it have a brave young pilot pushing it around the English country lanes with some besotted English girl sitting in the passenger seat ready to take off?? As late as March 5, 2008 over a pie and a pint John assured me he was not going to sell even though a similar car was sold on Feb 9 at the Retromobile show in Paris by Bonhams for \$375,000. There was no report on condition or originality. Anyway a more compelling reason not to sell is that John recently purchased on E-bay an original rotor arm in its original box for \$10. He just has to hang on after such an investment



# POSTCARD

from Bridgnorth



Here at SNG Barratt, there is nothing we like to see more than the start of the new season and those cars that have been laid up for the winter venturing out again. With this in mind we are offering 10% discount on the usual retail price of the following routine service and maintenance items...

<b>NK120</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit			
straight top hose	£15	€48	\$65
angled top hose	£15	€48	\$65
Oil Filter	£3	€12	\$16
Wiper Blades	£10	€13	\$18
Coil	£24	€114	\$157
HT Lead Set	£77	€105	\$144

<b>NK140</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit			
2.4	£40	€54	\$75
Oil Filter	£3	€12	\$16
Wiper Blades	£10	€13	\$18
Coil	£24	€114	\$157
HT Lead Set	£77	€105	\$144

<b>NK150</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit			
Oil Filter	£40	€54	\$75
Coil	£24	€114	\$157
HT Lead Set	£77	€105	\$144

<b>MK1</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46

Rotor arm	£3	€5	\$6
Hose Kit	£24	€33	\$46
Oil Filter	£3	€12	\$16
Fuel Filter	£9	€12	\$17
Wiper Blades	£10	€13	\$18
Coil	£24	€114	\$157
HT Lead Set	£77	€105	\$144

<b>MK2</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap			
DMRZ to 1964	£24	€33	\$46
2206 1964 on	£3	€11	\$15
Rotor arm	£3	€5	\$6

Hose Kit			
2.4	£36	€49	\$68
240	£36	€49	\$68
3.4/3.8	£36	€49	\$68
340	£36	€49	\$68
Oil Filter	£3	€4	\$6
Air Filter			
240 11713	£8	€10	\$14
3.4/3.8/340	£8	€11	\$16
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£24	€114	\$157
HT Lead Set	£77	€105	\$144

<b>Balance X8</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£47	€64	\$88
Rotor arm	£15	€21	\$29
Hose Kit	£62	€85	\$117
Oil Filter	£7	€9	\$12
Air Filter			
2.5	£10	€13	\$18
220	£10	€13	\$18
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£33	€45	\$62

<b>E-Type Series 1.3.3</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit	£47	€64	\$88
Oil Filter	£3	€4	\$6
Air Filter	£7	€9	\$12
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£33	€45	\$62

<b>E-Type Series 1.2.4.2</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit			
Series 1	£47	€64	\$88
Series 2	£47	€64	\$88
Oil Filter	£3	€4	\$6
Air Filter	£7	€9	\$12
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£33	€45	\$62

<b>E-Type Series 3.3.12</b>			
Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit	£47	€64	\$88
Oil Filter	£3	€4	\$6
Air Filter	£7	€9	\$12
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£33	€45	\$62

## SNG Barratt UK Ltd,

Bridgnorth, WV15 6AP

TEL: +44 (0) 1746 765 432

FAX: +44 (0) 1746 761 144

E-Mail: sales.uk@sngbarratt.com

## SNG Barratt USA,

Manchester, NH 03104, USA

TEL: +1 800 452 4787 (toll free)

FAX: +1 603 622 0849

E-Mail: sales.usa@sngbarratt.com

## SNG Barratt France,

71850 Charnay les Macons

TEL: +33 (0) 3 85 20 14 20

FAX: +33 (0) 3 85 29 01 47

E-Mail: sales.fr@sngbarratt.com

## SNG Barratt BV,

Oudeveer, Holland, 506 UJR

TEL: +31 (0) 15 521 1552

FAX: +31 (0) 15 521 1550

E-Mail: sales.nl@sngbarratt.com

**Buy Jaguar parts on-line 24/7 at [www.sngbarratt.com](http://www.sngbarratt.com)**

All prices exclude shipping and are correct at time of going to press. Special offers expire 31.04.08. GBP includes VAT. € excludes tax. \$ No sales tax to pay in NH, E & OE.



The largest Independent retailer of new, used & rebuilt Jaguar spares since 1965

1-800-875-5247 | [www.welshent.com](http://www.welshent.com)

223 North 5th Street, Steubenville, OH 43952

## Aluminum Thermostat Housing

AJ8-2217-KIT | XJ8/XK8

Brand new product manufactured by Welsh Enterprises for your XJ8 or XK8.

Unlike the plastic version supplied by Jaguar dealers our aluminum thermostat housing will not crack or break. So, fix your cat once and for all with this brand new item from Welsh Enterprises.

**\$69.95 per kit**



Includes components:

AJ8-2217 - stat housing

AJ8-5875 - stat cover

NCA-2246-BA - O-ring

NCA-2269-CA - O-ring

NCA-2269-CA - cap



## 17" Lamina Alloy Wheel Set

MJD-6116-AA | XK8/XKR

- 17"x8" alloy performance wheel  
- sold as set of 4

**\$850.00 per set**



## 18" Proteus Alloy Wheel Set

C2S-37477 | X-Type

- 18"x7.5" alloy performance wheel  
- sold as set of 4

**\$1,250.00 per set**



## Brembo "R" Performance Caliper Kit

XJ8 | XJR | XK8 | XKR (up to 04)

- 2 front loaded Brembo calipers  
- 2 cross drilled vented rotors  
- Includes all parts to convert brakes

**\$1,450.00 each**



## 18" Impeller Alloy Wheel Set

MJE-6118-BA | XK8/XKR

- 18"x9" alloy performance wheel  
- sold as set of 4

**\$850.00 per set**

# NORTHEAST RALLY CLUB

## Thunderbolt Rally

May 2<sup>nd</sup> – 4<sup>th</sup>, 2008

Millville, NJ

Driver _____	Navigator _____
Address _____	Address _____
City/State/Zip _____	City/State/Zip _____
E-mail Address _____	E-mail Address _____
Phone # _____	Phone # _____
SCCA Member? _____	SCCA Member? _____
Region _____ Member # _____	Region _____ Member # _____
Emergency Contact _____	Emergency Contact _____
Emergency Phone # _____	Emergency Phone # _____
Minor? Yes ____ No ____ Age ____	Minor? Yes ____ No ____ Age ____
Rookie? Yes ____ No ____	Rookie? Yes ____ No ____

Vehicle Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
Color \_\_\_\_\_ License # \_\_\_\_\_ State \_\_\_\_\_  
Does either competitor own this vehicle? Yes \_\_\_\_ No \_\_\_\_  
Does this car have a number displayed? \_\_\_\_\_  
If yes, what number \_\_\_\_\_

**Class** PRO \_\_\_\_\_ SOP \_\_\_\_\_ ROOKIE \_\_\_\_\_  
(select one)

**INSURANCE** each vehicle must be insured and street legal. Proof of insurance must be included with your entry.

**MAIL CHECK AND PROOF OF INSURANCE TO:**

**NORTHEAST RALLY CLUB**

**% Barbara Tiffany**

**719 Casterline Road**

**Endicott, NY 13760**

# NORTHEAST RALLY CLUB

Thunderbolt Rally

May 2<sup>nd</sup> – 4<sup>th</sup>, 2008

Millville, NJ

## ENTRY FEE

\$280 entry form and proof of insurance received by April 15, 2008 \$\_\_\_\_\_

\$310 entry form and proof of insurance received after April 15, 2008 \$\_\_\_\_\_

\$10 additional people attending Fridays dinner \$\_\_\_\_\_

\$10 additional people attending Saturdays dinner \$\_\_\_\_\_

\$10 additional people attending Sundays lunch \$\_\_\_\_\_

(Meals for driver and navigator included in entry fee)

DISCOUNT for club members (-\$30.00) \$-\_\_\_\_\_

Dues must be current for discount

DISCOUNT for signing a rookie team (-\$50.00) \$-\_\_\_\_\_

Payment & insurance must be received prior to discount

**TOTAL** (check payable to NORHEAST RALLY CLUB) \$\_\_\_\_\_

**ROOM RESERVATIONS** must be made directly with Country Inn at 856-825-3100 and ask for NORTHEAST RALLY CLUB RATES. A block of rooms is being held for the Northeast Rally Club Rally.

Please list the name or names of anyone that will be coming with you so that we can make passes for them.

1. Name\_\_\_\_\_Hometown\_\_\_\_\_

2. Name\_\_\_\_\_Hometown\_\_\_\_\_

NORTHEAST RALLY CLUB

353 N. DUPONT HWY MILLSBORO, DE 19966 302-933-0115

[www.northeastrallyclub.com](http://www.northeastrallyclub.com)



# DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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



## **Devon & Jones D700 3-Season Jacket**

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



## **Ultraclub 8536 Pique Golf Shirt**

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



## **Lee (83062)**

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



## **Lee Mens (71808)**

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



## **Folding Camp Chair**

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



## **Mesh Camp Chair**

Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.

Color: Hunter green

Price: \$28.95



## **Hat (#1701)**

Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo

Colors: Jaguar green

Price: \$7.00







## **Hat (#3701)**

Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo

Colors: Jaguar green

Price: \$7.00

## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<p><b><u>DVJC Pin</u></b> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)</p>
	<p><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</p>
	<p><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: \$</p>
	<p><b><u>Deluxe Duffle Bag</u></b> Full length zippered pocket on front &amp; 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>

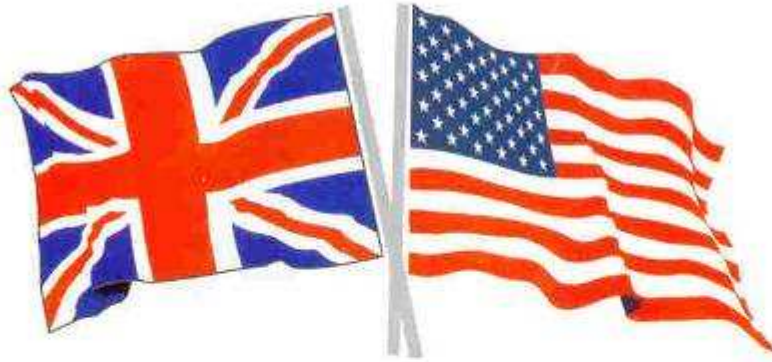
### ORDER FORM

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](mailto:pynh@comcast.net)

Name:		Ship to (if different):		
Address:				
Phone:		Email:		
Qty.	Item	Size	Color	Price
Shipping charges:		Orders totaling \$18 - \$50: \$7.95	Merchandise total	
		Orders totaling \$51 - \$100: \$12.95	Shipping	
		Orders over \$100: 10% of total	<b>TOTAL</b>	



**THREE GREAT BRANDS**  
all at one great location.



THE  
**GREAT BRITAINS**

900 South York Road  
**WILLOW GROVE**

215-443-5900

[www.thegreatbritains.com](http://www.thegreatbritains.com)





**Be Sure To Ask For Your Club Parts Discount!**



**XKs UNLIMITED**

*...It's In The Details*

We're Pleased To Support Your Club Events  
 (800) 444-JAGS • FAX (805) 544-1664  
 XKs UNLIMITED 850 Fiero Lane  
 San Luis Obispo, California 93401 U.S.A.

Get all the latest Jaguar parts, news and  
 info is on-line at...  
[www.xks.com](http://www.xks.com)

© 2007

470-Page Volume 5: Print or CD Version  
**MASTER JAGUAR CATALOG**  
 Routine Service Parts • Maintenance Parts  
 Restoration Parts • Upgrade Parts • Accessories  
 Performance Upgrades • Racing Applications  
 Jaguar Specialty Clothing & Collectibles  
 Books • Manuals • Art  
 Huge Inventory For All Jaguars From 1948  
 Catalogs or CDs Can Sent Free With Parts Order.

**SE HABLA ESPAÑOL**

# THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

Editor : Michelle Meehan  
 23 Pancoast Avenue  
 Aston, PA 19014