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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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*April 2009*

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

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## Spring Fling Simeone Foundation Museum



**Top: The DVJC was well-represented at the Spring Fling at the Simeone Foundation Museum.**

**Bottom: DVJC member, Bill Scola, was able to get some face time with his E-Type next to the D-Type legend!**

*See Roving Reporter on page 14 to learn more about this event.*

*See Press Release on page 13 to learn about another Simeone Foundation opportunity.*

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Doylestown	Doris Carr	215-345-7831	gdoldecarr@hotmail.com
Philadelphia	Brian Craig	215-483-5861	bhc166@aol.com

# Upcoming DVJC Events

**May 1st—3rd, 2009**

**Northeast Rally Club Spring Rally**

**Beach Lake, PA (New Site)**

*Contact: Kurt Rappold (610-358-4055)*

**June 6th, 2009**

**DVJC Concours d'Elegance**

**Oakbourne Mansion**

*See Flier in this month's Purr*

*Contact: Charlie Olson (215-757-2028)*

**July 25th, 2009**

**DVJC Slalom**

**Garnet Valley High School, Glen Mills, PA**

*Contact: Kurt Rappold (610-358-4055)*

**September 10-14th, 2009**

**Watkins Glen Grand Prix Weekend**

*Contact: Mike Tate (610-827-7763)*

# Upcoming Other Events

**April 25, 2009**

**Jaguar "Demonstration Day"**

**Simeone Foundation Automotive Museum at 11 AM**

*www.simonemuseum.org*

*See Press Release in this month's Purr*

**May 2, 2009**

**Lewes British Motorcar Show**

**Lewes Historical Complex, Lewes, DE**

*Contact: Mike Tyler (302-645-8550)*

**May 3, 2009**

**Fun Road Rallye**

**Motorsport Club of North Jersey**

*See Flier in this month's Purr*

*Contact: Michael or Pepi at (718) 376-4788*

**May 23, 2009**

**Susquehanna Valley Jaguar Club**

**Sunset Lane Park, York, PA**

*See Flier in this month's Purr*

*Contact: Dave Hershey (717) 792-5271*

**September 5—6th, 2009**

**Nations Capital Jaguar Club Concours**

**Reston Town Center, Reston, VA**

*Contact: Michelle Dawson, 571-213-1847*

**September 13, 2009**

**Del-Val Miata 20th Anniversary Roadster Picnic**

**Harleysville, PA**

*Contact: drkane4@verizon.net*





Last Month I addressed the rule changes proposed for the Delegates to vote on at the **Annual General Meeting (AGM)** and I'm going to post the results briefly, since the explanations were published in my Prez Sez column in the March Purr. Listed below are the results of those issues.

**The two year in advance rule was defeated.** As it turns out, three affiliates submitted their desire to host an AGM covering a period of the next two years! It appears that rule really didn't need to go to a vote.

**Indianapolis, Indiana will be the AGM location for the AGM in 2010.** It will be Sponsored by the Jaguar Association of Greater Indiana. This is the group that hosted the Challenge Championship in 2007. Gerry Kunkle and I attended and were favorably impressed by their organization and planning of this event. I congratulate them on acceptance as the Host for 2010.

The Jaguar Club of Florida successfully bid for the **AGM in Orlando, Fla. for 2011.** I was hoping that the club from VA would get the approval for an AGM in Williamsburg.

**The elimination or limiting the number of proxies Failed.**

**The JCRC ( Jaguar Concours Rules Committee) proposed several changes as follows:**

- |   |               |
|---|---------------|
| • Driven Division Entrants may trailer their cars to a Concours if the car is 1974 or earlier. That will be a floating year, for next year it will include all models before 1975 | <b>Passed</b> |
| • Changing the Display category to Enthusiast   | <b>Failed</b> |
| • Entrant Spirit  | <b>Failed</b> |
| • License Plate Frames ( champion Division)   | <b>Passed</b> |
| • Replacement Parts   | <b>Passed</b> |
| • Pin Stripping Deduction Amended to 1.0 Point  | <b>Passed</b> |

**Rally Committee Proposals**

**Passed**

The **Special Awards** such as the Andrew Whyte, Fred Horner, Karen C. Miller, and Newsletter Awards were reported by **Kurt Rappold** in his human interest and informative article entitled "Wings over the Rockies" in this issue.

**Our first** event of the year was a visit to the **Simeone Foundation Automotive Museum**, including a personalized tour by Dr. Simeone himself. **Mike Tate and John Murphy** who co-sponsored this are to be congratulated for sponsoring this outstanding event. I really didn't expect to receive the vast knowledge that Dr. Simeone provided along with the passion he has for the history of race cars and their evolution. The concept of presenting the cars, mostly in their original un-restored condition, captures the very essence of the period of time in which they were developed and raced on the major tracks in Europe. I invite you to return to learn and savor this marvelous collection.

Then, when we thought the tour was ended, Dr. Simeone climbed into the **1956 Jaguar D-type and started it up!** Hearing the sound of the engine was more than I could have imagined! Then up went the doors and out went the Jag with Dr. Simeone putting on a driving demonstration! Kurt said to me, "We should have our Slalom here", to which I replied, "I think Dr. Simeone is driving the course right now!!" I was amazed how the D-Type performed and it was obvious Dr. Simeone was having fun and most of us were in awe for a spectacle we'll probably never see again.

But I'm wondering . . . what if I follow up on Kurt's suggestion and have our Slalom there behind the museum and invite Dr. Simeone!! You never know when dreams can become a reality!

**Mike Tate** has written a nice article on this visit in the Roving Reporter. **Brian Craig**, our VP and Roving Photographer, has taken numerous photos to capture the essence of the event and the Jaguar D-Type in action!

# The Prez Sez (cont.) April 2009

**Our first Sanctioned Event** of the year starts with our Road Rally just a little over two weeks away! Most of our members consider it a get away weekend or mini vacation. Albeit involving driving skills while following a set of instructions to match a set time period to complete the course.

Each car has a Driver and Navigator with a booklet of detailed instructions, including a lecture on the technicalities to compute your time and avoid errors. Actually, I found it relies mostly on luck, rather than skill! Perhaps it's because I don't have very much skill! However, I do have a lot of fun! For those that get lost or don't complete a Rally, are labeled DNF (did not finish) but for me it's DAL, "Dead A - - Last"!! Well, anyway I do see a lot of great scenery when not getting yelled at by my Navigator daughter!

This Month of April will be spent collecting my group of judges for the Concours on June 6<sup>th</sup>. Every year the JCRC changes some rule at the AGM. So I need to issue those changes to the judges and discuss their implication on the process. I'm considering a gathering which I call a **"Training Session"** on **Saturday, April 25<sup>th</sup>**. I'm hoping to have it held at the Oakbourne Mansion, from 8:30 am till noon with complimentary refreshments.

To encourage members, especially those that are new, to participate and/or help out with the Concours, I'm planning to hold a seminar entitled, "Preparing Your Car for Judging." It will involve bringing your car to the session to learn how to prepare your care and to determine the division to enter. A late model might best compete in the Champion Division and a car used as your daily driver might choose the Driven Division. The main objective is really a means to stimulate involvement in our clubs activities and open up new avenues of enjoyment with your Jaguar. I've yet to set a date and location, most probably in May.

**Be Courteous, Drive Safely, and Have Fun,**

*At your service, President  
Charles Olson*

**Well it's now time to prepare my Taxes!**

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# WINGS OVER THE ROCKIES

By: Kurt Rappold

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## The 2009 AGM DVJC Delegate Report In Detail.

The trip began on Thursday at 6 AM EST with a trip to Philadelphia International Airport, security check in, and take-off which was delayed slightly as we were 17th in line in our 737. The 3.5 hour trip was interesting as I sat amongst a family of 6 adults and two babies going to California. He was a Maryland potato farmer so we talked Jaguars and tractors.

Our landing was perfect with not even a bump upon landing. The host hotel, Crown Plaza, picked us up for free which is unusual as I remember paying \$40 to a taxi driver last year in Pittsburgh to get to the hotel.

I was prepared to be dressed warm but with 60 degree temperatures I didn't even need a jacket. Three of us did not fit in the three vehicles they had to ferry us to "Bass-Master" for a fish dinner so I ate with two other delegates in the hotel. It was a good dinner, so I ate my three breakfast's there also. Not too expensive and very convenient.

On Friday we had a prearranged trip to a former Air Force field called "Wings Over the Rockies", where only two very large hangars still exist. Houses are built right up to these hangars now. There is a B-52 bomber sitting outside and a B-1 bomber inside.

About 100 other small planes and memorabilia are inside. I was particularly interested in a section titled "The Flying Tigers" as I always heard my parents talking about them during the second world war. I even made a street sign "Burma Road" for the street behind our house in Norwood because of all the reports about the Burma Road to China and how rough it was. My father would carry water out to the garage to wash our car and put it right away as soon as he was finished due to dust and rocks from our back street "called the Burma Road." that sign

was still there 3 years later when I returned from Germany and the service.

Friday evening all the delegates climbed upon giant buses and visited the Cussler Museum. Mr. Cussler is a famous writer who collected cars and had a Harley Davidson with a side car from 1946 on display. What a great evening with over 100 cars on display. He also has a second building filled which we did not see. The host club, Rocky Mountain Jaguar Club, arranged for a beautiful barbequed dinner for us, which we all enjoyed.

The following morning (Saturday), we started the AGM, Annual General meeting, at 7:30 AM which lasted until 3:30 PM. We completed action on many issues. The new trailering rule is that you may trailer a driven category car if it is over 35 years old. This is a reasonable change I think based on the opinions I heard about from our membership. The Fred Horner Award standards are going to be re-evaluated by a committee because nobody won the award this year due to the way the rules are written.

Both Charlie Olson and I thought we were eligible this year for this award but we're denied. One must compete in 2 rallies, 1 slalom, and 3 Concours. The thing we did not know and which was never published is that the events must be in our own region. We both did the Concours

in Yor, only 50 miles west of here, but for some reason is considered to be in the north central region.

There were many housekeeping word changes in the rally rules that were passed. For instance, if you go through a check point the wrong way, there will be a 50 second penalty. Believe me, if you do that, you are so far behind, 50 seconds is nothing. In our type rally (T1), when you go passed a check point, your time starts over.



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# WINGS OVER THE ROCKIES (cont.)

By: Kurt Rappold

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Another issue we “kicked around” was pin stripes. No Jaguars ever leave the factory with them. We now will live with a 0.5 deduction



per side of the car for a total of 1.0 point max for pin stripes. Previously it was 1.0 point per panel which could add up to 8 points for a Saloon. Many people in JCNA did not show their cars in 2008 due to this rule which was very unpopular. Jaguar cars actually encouraged dealers to pinstripe the Jaguars of that day. Very few XJs can be found without pin stripes as most dealers had them put on.

Another issue was the color of new replacement fan blades. Some original blades were yellow or white; replacement blades mostly seemed to be black. The new judging rule is the fan blade finish will not be judged.

Item 1 was an effort to change the rule book from Display Only to Enthusiast Division. This Failed.

Item 4 proposed to change the entrant qualifications since some restorers are entering Jaguars they do not own. This was sent back to the committee.

Item 5 proposed that license plate frames and covers will now only be judged for cleanliness in the driven division. This Passed.

Article 5 proposed that the new board and officers shall take office upon completion of the business of the AGM. This Passed.

There were 135 votes for all the blubs present; this included the proxies.

Two clubs did not pay their dues, Empire Division of New York and Music City of Nashville. This means that (a) they had no votes at this AGM and (b) we now have only 10 clubs in the Northeast while North Central has 11 clubs. The reason given for the Susquehanna club to be in North Central was that they wanted to level the number of clubs between regions.

There was a discussion about Youth Enthusiasts. We have three under 25-year old members.

After the AGM meeting, we enjoyed a couple of seminars — one by Haggerty Insurance and one about Rule Book Specifics.

This was followed by cocktails, dinner, and the awards ceremony. A very good AGM again this ye4ar with a lot of input from most delegates.

It appears that the next AGM will be held in Indianapolis, IN in 2010 followed by Orlando, FL in 2011.

I flew home early Sunday morning. I had a good flight but a very rough landing in Philadelphia. I brought along a complete delegate package for President Charlie Olson who could not attend due to a personal emergency.

I appreciate being able to serve the club as a delegate and travel to cities in this beautiful country.

Your delegate,  
President Emeritus  
Kurt Rappold.



# **Motorsport Club of North Jersey**

**Invites You to Participate in a Fun Road Rallye**



## **Sunday, May 3, 2009**

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**No rallying experience or special equipment is necessary. All you need is a car (any car will do) with a working odometer (a trip odometer is preferable), plus paper and pencil. A briefing will be held shortly after sign-up. Please plan on staying after the rallye for lively discussion and the presentation of trophies, which should be completed no later than 4:00 pm.**

**Starting Point:** Burger King, Route 23 & Keil Ave, Butler, NJ; (201) 838-9791

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## **Pre-registration Encouraged**

**Rallye Limited to 25 Cars So Register Early—Don't Get Shut Out!!!**

**This is essential since you will be sent materials needed to prepare, and we have to know how many cars are likely to participate. See attached registration form. Please return completed form to Michael and Pepi Brooks at your earliest convenience: [m.brooks6@verizon.net](mailto:m.brooks6@verizon.net).**

**Questions? Call Michael or Pepi at (718) 376-4788**

**Please note that actual registration form is not included in the Purr.**

**Please contact Michael or Pepi Brooks at (718) 376-4788 or [m.brooks6@verizon.net](mailto:m.brooks6@verizon.net) for registration information.**

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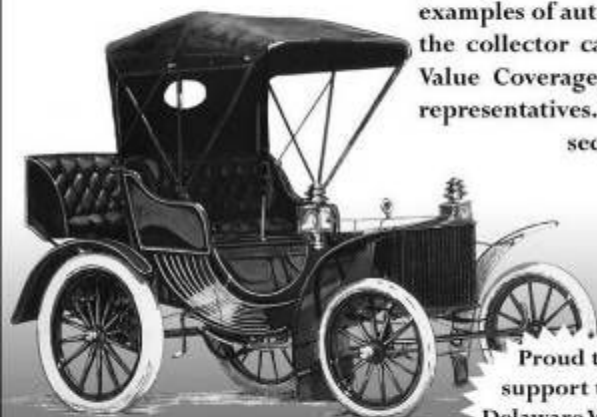


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Field Opens at 8:30 a.m.- Judging begins at 10 a.m. (rain date Sunday June 7th)

- Registration for all JCNA divisions is \$45 per car if received before May 30th
- All cars registered after May 30th, will result in a \$5.00 increase per car
- Two or more cars ; 1<sup>st</sup> car \$45, 2<sup>nd</sup> car \$25, 3<sup>rd</sup> and each subsequent car will be \$15
- Display cars and non JCNA cars are \$30 per car.
- Ample Parking on site for Trucks and Car Trailers for easy unloading
- *All cars must be driven thru a Vehicle Operation Check Point and to their assigned location for judging. The exception is a Display Vehicle.*

JCNA rules of Judging will be followed as per applicable by the 2009 AGM. Official trophies will be awarded for the Champion, Driven, Preservation & Special Divisions as well as special trophies for Best in Show, Participant's Choice & Longest distance driven.

Recorded Music will be provided and food and beverages will be available all day.

Contact Charles Olson, DVJC Concours Chairman at 215-757-2028 or e-mail [cwolson29@comcast.net](mailto:cwolson29@comcast.net)

- Rain Date info will be posted on our website Friday June 5<sup>th</sup> go to [www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

Registration Form & Directions on reverse side



The Oakbourne Mansion, 1014 South Concord Road, Westtown, Pa 19382.

[www.oakbournemansion.org](http://www.oakbournemansion.org)

Show info Hotline: 610-825-2617 or 215-757-2028

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In Penna: The *Oakbourne Mansion* is located in the West Chester Pa. area, just Southeast of the junction of 202 & 322 and easily accessible from the East or West Direction of the Pa..Tumpike and Route 95 North or South.

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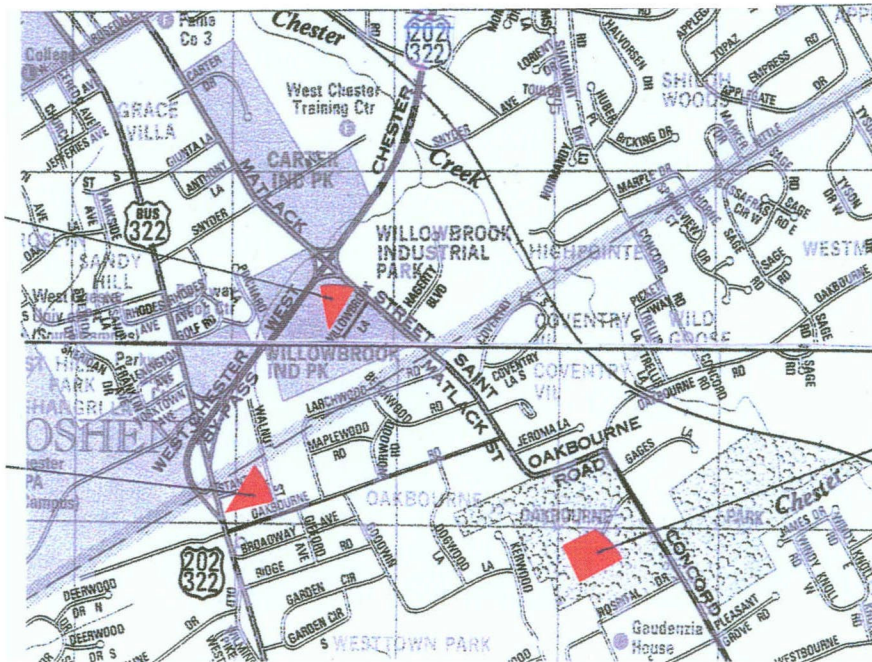
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Concours Site

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### Registration Form for DVJC Concours d'Elegance 2009

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

Detailed instructions will be provided upon receipt of registration

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

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

City \_\_\_\_\_ State \_\_\_\_\_ zip \_\_\_\_\_

JCNA number (include region) \_\_\_\_\_ VIN \_\_\_\_\_ Color \_\_\_\_\_

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

**Make Check Payable to: DVJC c/o Charles Olson, 302 S. Hawthorne Ave. Langhorne, Pa 19047.**

Release Statement: I hereby agree to enter car(s) described in the 2009 Concours d'Elegance on June 6<sup>th</sup> (rain date June 7<sup>th</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 Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed \_\_\_\_\_ Date \_\_\_\_\_

Signature of Jaguar Owner



**JAGUAR “DEMONSTRATION DAY”  
AT SIMEONE FOUNDATION AUTOMOTIVE MUSEUM**

6825 Norwitch Drive  
Philadelphia, PA 19153  
215-365-SAFE (7233)  
Www.simeonemuseum.org

**APRIL 25, 2009**

The event will feature rare racing Jaguar sports cars, including a 1938 SS100, a 1953 C-Type and a 1956 D-Type. The Simeone Foundation Automotive Museum is one of the few museums in the world where visitors can see and hear famous racecars like these run.

Before the cars are demonstrated, Executive Director Dr. Fred Simeone, Curator Kevin Kelly and Communications Director Harry Hurst will discuss the cars, their history and allow visitors to see the engines and interiors up close.

Admission to the Demonstration Day, held on the three-acre lot in back of the Museum, is included as part of the regular admission price.

The C-Type Jaguar that will be demonstrated finished third in the 1953 Sebring 12-Hour race. The D-Type Jaguar finished third in the 1956 Sebring. Both models were among the most successful racecars of the 1950s, enabling Jaguar to win the famous Le Mans 24-Hour race five times.

The Simeone Foundation Automotive Museum contains over 60 of the rarest and most significant racing sports cars in the world, and opened to the public last June. The central theme of the Simeone Foundation collection is “the spirit of competition.”





# Roving Reporter

By: Michael Tate

## MORE NEWS ON THAT "STOP PRESS" ORDER

I asked our correspondent in the UK, PGT, if he had heard any more about the JLR order for 13,000 vehicles as I had scoured the internet and had not found any further news. His answer was, "no, he had heard nothing further." But PGT, once asked a question that he cannot provide a positive answer to, never rests. Not being able to find further information he goes straight to the top — the Managing Director of UK Jaguar, Geoff Cousins. He is put in touch with the Personal Assistant to Geoff Cousins who is Tuula Itkonen. PGT then sent her the following E-mail (Suitably censored):

*Dear Ms Itkonen,*

*Thank you for your gracious help dealing with the question sent by my brother, Michael Tate, who has owned over 24 Jaguars. I have a 2.5 X-type Estate (wagon) and love it. I am not ashamed to admit I caress with the leather when washing it.. My brother is a passionate supporter of the Brand and writes a monthly column in the Newsletter of the Delaware Valley Jaguar Club. Michael was instantly alerted by me when the story broke in the UK about the recent Land Rover/Jaguar 3-year order by China and wrote about it about it in his monthly column. He E-mailed me yesterday with the question : "Have you heard any more news? What is the split between Land Rover and Jaguar?" I would be very appreciative of your assistance in answering this question.*

*Yours Sincerely,*

*Peter G Tate (Known in the DVJC as PGT)*

Here is the answer that Tuula kindly sent to me:

*Dear Mr. Tate,*

*Thank you for the China order inquiry which was passed to you by your brother. I am pleased to be able to confirm the following from our Overseas Operations: According to the Memorandum of Understanding, not a signed order, the volume split is 3,000 Jaguar and 10,000 Land Rover Cars. Thank you for your interest in Jaguar.*

*Kind Regards,*

*Tuula Itkonen,*

*PA to Geoff Cousins, Jaguar UK Managing Director*

So there we are, that is the situation. PGT ferrets out the facts. We thank you. When I was involved in my work days in Eastern Europe and Asia Pacific "Memorandums of Understanding" were very common and usually translated into solid orders. In our case we could not book them as solid orders until a formal contract was signed. When the delivery is over a 3-year period, as this is, then even when a formal contract is signed, only 12 months of business is booked at one time

## JAGUAR KNOCKS LEXUS OFF TOP SPOT

The much coveted yearly J.D. Power award for the most dependable brands has been announced with Jaguar and Buick tying for first place pushing Lexus to third place after 14 years at the top. The survey by J.D. Power is completed for 3 year old vehicles. Jaguar rose from 10th and Buick from 6<sup>th</sup>. Hopefully this will end the perpetual statements ignorant people will make "Jaguar...don't you need a mechanic in the trunk?" or "Lucas... the Prince of Darkness." Most of Jaguar's reliability problems date back to the dark days of British Leyland. I have had our XK Coupe for 10 months and X-Type Wagon for nearly 2 years and have had not one single problem. The only Jaguar problem I have experienced was last month when the starting motor on my 1967 420 needed replacement after 82,000 miles. Not bad. But in the USA it appears difficult for people to forget. Take the diesel engine as an example. Here it is remembered as noisy and smelly. In Europe diesel is number one and Jaguar have some of the very best engines. Not noisy. Not smelly. Driving one you would not notice any difference between it and a petrol engine EXCEPT you get far superior mileage from diesel. Amazing what clarity of minds takes place when gas is \$8 a gallon. Spread the word. **Jaguar is number one in dependability.**

## SIMEONE MUSEUM VISIT OUTSTANDING

Dr Simeone entertained 54 DVJC members on Sunday March 29 with two hours of commentary and detailed knowledge of his outstanding collection of Sports Cars. Before we got underway on our tour, Dr Simeone welcomed us and stated that he was not expecting such a large group. He noted that he would have to modify his normal tour so that everyone could see and hear. He has

*(Continued on page 15)*

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## Roving Reporter (cont.)

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*(Continued from page 14)*

been collecting since he was a young man. In the last issue of the Purr I outlined all the cars we would see. After taking part in this visit we can now understand why he said "There are few illustrations of the effects of competition as dramatic, and beautiful, as the evolution of the racing sports car". This was the theme of the exhibition at the museum where you can see the evolution of the race car as result of seven decades of the spirit of competition. In order to keep the cars in top condition, he told me that he takes out two cars a week for a run.

The highlight of the visit, for me, was that Dr Simeone had pulled out his 1956 Jaguar D-Type from its exhibition space, a similar car won Le Mans and is now valued at a minimum of \$4 million. He covered the history of the "Type " and opened up the engine compartment to reveal that beautiful, modified, XK engine. He then decided to start the car and that all familiar "grinding" of a flat battery greeted us. He came back later and the car started with a sound that defies description. Pavarotti is good but the sound of the burble and crackle of a just started D-Type is something that should be bottled like a fine wine. It was thrilling.

Then the good Doctor (I hesitate to call him Fred!) took the car outside on the an empty car parking lot at the back of the building. It was wet with accumulations of water but this does not seem to be a problem as he drove the car for five minutes to our



delight. It truly was a wonderful sight and, more importantly, a lesson to the whole classic car movement. Here was a car worth a minimum of \$4 million being driven on a wet surface. What a lesson to all those trailer Queens! I will be available for a punch up at the Concours if you take exception to that remark. One important observation is that Dr Simeone prefers to keep his cars in the condition he got them. No big restorations. They illustrate the lives they have lived.

I believe there were questions about the \$15

entrance fee we charged. When organizing the event we had to estimate what to charge to break even. This means estimating attendance. On top of the entrance fee there was a cost of \$150 for having Dr Simeone give his talk. Worth every \$. The result was that, due to the high turnout, the club, after all costs, made \$110 which will help with the heavy costs of the Concours. \$2 per attendee was the contribution!! Thank you

### **SPIED!! 2011 JAGUAR XJ PUTS ON XF AIRS**

The headline above appeared in the March 23 edition of Auto Week showing a photo of the heavily disguised replacement for the XJ8 Sedan stating "Jags 2011 XJ drops the current cars sedate styling for the XF's coupe like design" Expect a stunning new Sedan to be announced for 2010. The project is code

n a m e d X351 and it is said, "visually we are going to be very surprised". It is the same



size as the current XJ8 sedan but "clever packaging tricks learned during the transformation of the S-Type into the XF will add more usable space, particularly in the rear seat." It is said the first sight of the new car will be at Pebble Beach in August this year. Production starts late this year, and US sales begin in Spring 2010.

With the introduction of this new sedan and the recent introduction of the XKR and XFR (the D-Type mentioned above topped out at 185mph) which recently achieved 225 mph at Bonneville, it must be said that Jaguar has a world topping product range beating anything that BMW, Mercedes, or Lexus can offer. Couple that with the recent accolade and award of the most dependable Brand it can be repeated what Sir John Egan (past Jaguar Chairman & Managing Director) once said "No longer is Jaguar hanging onto the coat-tails of the industry; it is now firmly amongst its leaders, both on the technological front and in terms of customer satisfaction." Despite world conditions Jaguar sales are up and, once the economy improves, watch them take off.

*(continued on page 16)*



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## Roving Reporter (cont.)

### THIS AND THAT — F-TYPE — AUCTION

The E-Type replacement — the F-Type — has been a rumor for 30 years. Drawings, models, proto-types, and mock-ups have been shown. It is a fact that had the car hit the market at the same time as the Porsche Boxster it would have taken a large share of that market. The pundits continue to say that the F-Type is a more likely proposition now than it has ever been. It will take three years but it could complete the line-up then.

You will recall the “Garage Find” in Gosforth in the North of England of the 1937 Bugatti Type 57S Atalante, 40 of which were made. It was sold by Bonham’s at the Retromobile auction, Paris for 2,990,000 pounds which a year ago would have translated close to \$6 million. With the deteriorating \$ today, it’s about \$4.5 million. Either number is good for the present owners who found the car in their uncle’s garage when he died!!

At the same sale, a 1939 SS 100 3.5 liter engine (chassis: 49057) was sold for 189,500 pounds or \$284,250. A year ago it would have translated close to \$380,000. Originality is of prime importance for cars as distinguished as these two. The Bugatti is very original. The SS100 was said to have raced at Brooklands by Ian Appleyard which is very unlikely as he would have been only 16. Also the SS had a later post-war MkV engine block. This is an almost indistinguishable save for the “Jaguar” script in place of the “SS” but originality and authenticity have a considerable bearing on the market.

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*Car has been garage keep with cover and only driven in spring and summer. The car is located in about 40 miles outside of Washington D.C. Just removed from winter storage, new oil change and VA inspection 3/10 asking \$13,500*

Contact Jim: 703-609-6402



# Susquehanna Valley Jaguar Club



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2<sup>ND</sup> ANNUAL JCNA CONCOURS D' ELEGANCE

Saturday May 23, 2009  
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Field opens	8:00 a.m.
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Awards presentation	2:00 p.m.

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For Information call Dave M. Hershey, Chief Judge (717)792-5271

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Concours d'Elegance  
Title Sponsor Jaguar Harrisburg  
May 23, 2009**

Concours d'Elegance entries are open to all Jaguar owners. Entries in all Champion Division classes, all Driven Division classes and all Special Division classes are judged according to JCNA rules approved for the current year.

Rules require only that your entry is a Jaguar, or Jaguar replica, with a Jaguar engine. Entries may cross over between Divisions, but points awarded in one division become invalid when crossing over to another division.

**Registration Information**

Last Name _____	First Name _____	MI _____	JCNA Number _____
Address _____		State _____	Zip Code _____
( ) _____ Daytime Phone	( ) _____ Evening & Weekend Phone	JCNA Club Affiliation _____	
Do you plan to trailer your Jaguar? _____ Yes _____ No			
Email Address _____			

**Car Information:**

Year _____	Model _____	Body Style _____	Color _____	Champion/Driven (Class) _____	Display _____	Class _____
Year _____	Model _____	Body Style _____	Color _____	Champion/Driven (Class) _____	Display _____	Class _____

**Registration Fees:**

<b>Pre-Registration Fee:</b>	(Must be received before May 1, 2009) \$40 per car entered in Champion, Driven or Special Division 2 Vehicles - \$75 before May 1, 2009	\$ _____
<b>Registration Fee:</b>	After May 1, 2009 and non-JNCA members \$45 per car entered in Champion, Driven or Special Division	\$ _____
<b>Total:</b>		\$ _____

Please make check payable to Susquehanna Valley Jaguar Club and mail to:

Dave M. Hershey, Concours Registration  
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Release of Liability: JCNA Events Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate should be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Susquehanna Valley Jaguar Club 2008 Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., the Susquehanna Valley Jaguar Club and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

_____ Signature of Jaguar Owner	_____ Date
------------------------------------	---------------

**NOTE TO PARTICIPANTS:** Entry to the show field will be at 8 a.m. (weather permitting). Rags-down will be at 10 a.m. Awards presentation on the field will be at approximately 2 p.m.



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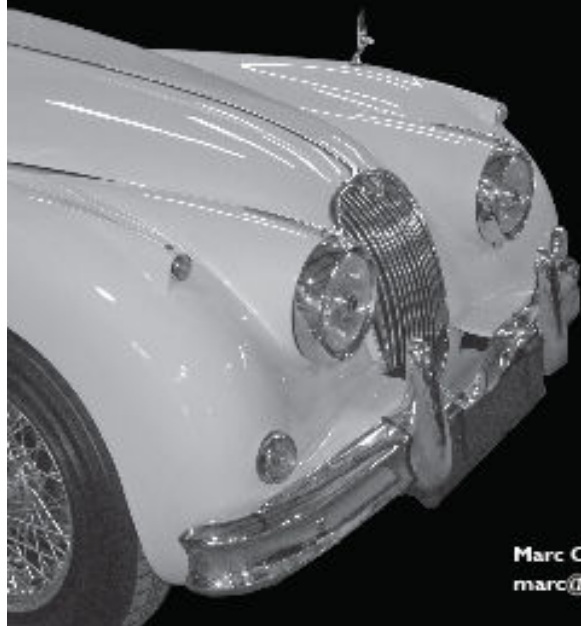
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Color: Hunter green

Price: \$28.95



## **Hat (#1701)**

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Colors: Jaguar green

Price: \$7.00







## **Hat (#3701)**

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Colors: Jaguar green

Price: \$7.00

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Editor : Michelle Meehan

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