

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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July 2009

www.jcna.com/clubs/dvjc



DVJC SLALOM SCHEDULED FOR JULY 25, 2009



Look How Much Fun We Had Last Year!



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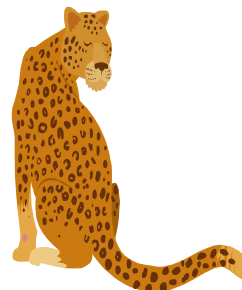
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Philadelphia	Brian Craig	215-483-5861	bhc166@aol.com

Upcoming DVJC Events

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)

Oct 30—Nov 1, 2009

**DVJC/Northeast Rally Club Pumpkin Run
Millsboro, DE**

Contact: Kurt Rappold (610-358-4055)

Upcoming Other Events

July 18, 2009

British Car Owners' Ice Cream Social

5 Points Custard, Rt. 540 & Rt. 557, E. Vineland, NJ

Contact: Rob (856-692-2335) www.bmcsmj.org

September 5—6th, 2009

Nations Capital Jaguar Club Concours

Reston Town Center, Reston, VA

Contact: Michelle Dawson, (571-213-1847)

September 12 –13, 2009

Jaguar Drivers Club of Long Island

All British Car Show and Jaguar Concours

Contact: George Stephani (631-981-5708)

September 13, 2009

Del-Val Miata 20th Anniversary Roadster Picnic

Harleysville, PA

Contact: drkane4@verizon.net

September 19, 2009

Virginia Jaguar Club Concours

Richmond, VA

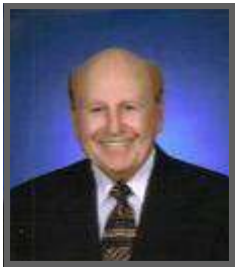
Contact: Steve Kelley (skelley@oxfordattorneys.com)

September 20, 2009

Classics on the James

Browns Island in Richmond, VA

Contact: Kevin Allocca (804-909-5751)



The Prez Sez July 2009

It's the Fourth of July as I write this and by the time you receive our monthly newsletter, The Jaguar's Purr, the celebration will just be a memory! I hope it is a good memory for you, like the one I have of our **Concours**, this time last Month. With all the compliments from other attendees and the encouragement from the Oakbourne Mansion Committee to return, I'm going to **put it to a vote** at our Officer's meeting next week, that we schedule our Concours in conjunction with the Cars of England at the **Oakbourne Mansion on June 5th, 2010**.

A much larger issue is agreement of the committee for the **changes to the By-Laws** for presentation to the membership for approval to form our new Constitution! The current one was modified way back in 1981. It requires changes to incorporate the JCNA definition of a **Family Member** and add the category of **Youth Enthusiast**. Other areas for change will be considered and hopefully the committee will have the final version for the Membership to approve before the start of next year.

We're only a few weeks away from our next **Sanctioned Event, the Slalom**. I urge all of you who would like to try their skill at driving to enter this event. You're given five separate opportunities to lessen the time it takes to maneuver thru the circuit, to avoid hitting the traffic cones and straying off course! First timers are encouraged and detailed instructions are provided, but as every first timer will testify, you have to do it to learn it! And, that's the fun part! Need more info? Talk to Brian Craig, the Chairman or Steve Kress or myself — we'll do our best to convince you to try! The application is on the back pages of this edition. All you need is your Jaguar and a small entry fee to experience this challenging and fun-filled event! So- not so sure? Well, we welcome spectators too, so come on out and watch us run!



Regarding that large edifice on the cover of the June Purr, some might ask, **"What!? - That's the Mansion?"** I thought you might like to know it's actually a **Water Tower** cleverly designed to be architecturally compatible to the Mansion. A web-site, "ImagesGreaterWestChester.com", reveals it was built to hold water for Fire Protection for the Oakbourne Mansion which was built for Mr. and Mrs. John Hulme in the 1880's. It later became the Summer home of Mr. and Mrs. James C. Smith. In 1893, the property was willed to the Philadelphia Protestant Episcopal City Mission as a convalescent home for women. Today the mansion is owned and operated by Westtown Township.

The Tower was nearly destroyed by Hurricane Agnes in 1972, but fortunately the Township had purchased the land in the mid-seventies and with the financial help from the Goshen-Westtown Rotary Club, restored the Tower and the Mansion. It is currently administered by the Oakbourne Mansion Commission.

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Jaguar Year: _____

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Slalom Class: _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 25, 2009. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

DVJC 2009 SLALOM

Directions to Garnet Valley High School Glen Mills, PA



DIRECTIONS:

From the North: Northeast Extension 476, continue on 476 Blue Route to Route 1 South to Route 202 South or go to Valley Forge Exit 26 to Route 202 South. Follow Route 202 South towards West Chester. Turn left on Smithbridge Road for 2.1 miles. GVHS is on the right.

From the East (NJ): Take the Commodore Barry Bridge, go South on I-95 to exit 2 and go north on 452 to Village Green and West on Concord Road. Follow Concord Road through Aston to the traffic light at Smithbridge Road. Turn left on Smithbridge. GVHS is down the road on the left.

If you 'wind up' on Route 322 continue to right turn on Route 1, then turn right onto Concord Road. From here, you would turn right onto Smithbridge Road. GVHS is down the road on the left. (There is no exit from 322 onto Smithbridge Road.)

From the South: From I-95 take exit 8 to Route 202 North. Continue on Route 202 North into Pennsylvania. Turn right on Smithbridge Road. Bruster's Ice Cream is on the right. Continue on Smithbridge Road for about 3 miles. GVHS is on the right.

From the West: On the PA Turnpike, take exit 23 South on Route 100 to Route 202 South to left on Smithbridge Road. GVHS is on the right.

There are signs for GVHS as you approach the school. The school is not visible from the road; look for the sign at the driveway as the school sits back from the road down a long driveway.



Roving Reporter

By: Michael Tate July 2009

EVENTS KEEP HAPPENING

Our UK correspondent PGT recently reported, at the young age of 83, that he had adopted and become guardian of yet another Jaguar. I know he has always admired the XJS so he could not resist the sight of a 1978



V12 XJS Coupe sitting forlorn and lonely on the lot of a local garage. In reasonable condition he persuaded the owner to part with it for 500 pounds (\$800.00). Think of it, a V12 engine complete

with a carrying case to take it home in for only \$800.00. (This reminds me of the tale of Lofty England, Managing Director of Jaguar, responding to an E-Type owners complaint about the rusting body of his E by saying "We only sold you that magnificent XK engine, we gave you the body to carry it away in.") PGT says the garage owner drove it home for him and it was parked at the end of his garden. Unusually it had rained (It does not rain as much as it does in PA) recently so the car sank up to its axles. That V12 engine is really heavy. Fortunately a local Farmer came with his Land Rover and pulled it to high ground after spraying mud, stones and grass over everything in the vicinity.

PGT has always had a great fondness of the Jaguar brand and his greatest delight is to polish and refurbish both the outside and inside and it is a certainty that it will not be long before it is sparkling like new. I am sending our editor some photos of the XJS hoping she can publish them. It is so good to see that PGT has taken on this project as it is vital that he has this type of stimulus to ensure he reaches his 100th birthday. All the advice says when you are retired, exercise, watch your diet, and keep the mind stimulated. Just like an old Jag: Give it



regular exercise, plenty of good fresh liquids, and let it compete with the modern vehicles.

NEW XJ SERIES RELEASE JULY 9

So July is a big month. On the 9th Jaguar is going to release the new XJ series. Everything we hear about it says it is going to be a winner. The present XJ8 is a wonderful machine. A joy to drive and in fact the driving experience would beat any of its competitors and satisfy even the toughest critics. However its styling has been termed as "Old fashioned" and consequently sales have seriously declined proving that looks play a major part in the decision to buy a new car. Well it is said that the new XJ satisfies every modern concept both internally and externally. This married to the proven running gear should produce a winner. Hopefully we will have a few photos to show you.

I saw a Jaguar advertisement on ABC's Good Morning America. It looked like a very good promotion and amazingly they promoted the diesel engine saying "Diesel is not dirty anymore." Not only is it not dirty but it is highly efficient. Need an example then here is one: X-Type 3.0 liter Petrol All Wheel Drive Wagon (AWD), city 19.0 mpg, long distance 36.4 mpg; 2.5 liter Petrol Auto Sedan city 18.9 mpg, long distance 37.3 mpg; 2.2 Diesel Sedan city 34.0 mpg, long distance 60.1mpg!! All measurements are using an Imperial gallon. The change from petrol to diesel must happen in the USA. But when??

WHAT HAPPENED TO THE BRITISH CAR INDUSTRY?

I have been preparing this July report in mid June as on June 29 I will point the XK towards Toronto and at the end of the week will point it onwards to motor city to spend the 4th of July with our eldest son & family in Michigan returning home July 15. So I thought I had better complete my contribution before departing. But what to write about as things have been very quiet since the Concours. We have had Chrysler taken over by Fiat (Does this mean their execs can get a Ferrari at cost?) General Motors goes bankrupt. Then it struck me. At the Concours we had nearly 300 British cars showing the elegance and excitement of their designs created many

(Continued on page 10)

Roving Reporter (cont.)

(Continued from page 9)

years ago. Yes 300, give or take, representing a multitude of famous manufacturers which prompted someone to say to me “What happened to the British car industry?” So I will try to answer that question. First of all many of the makes that are now defunct were flourishing before World War 2. After the war Britain was penniless and so were the manufacturers who had been making products to aid the war effort. Jaguar were making aircraft while their senior management, at night, were doing “Fire-watch” duty while designing the XK engine which proved to be their salvation. (Fire-watch entailed being available at night to put out factory fires should the Germans choose to bomb you.)

Think of the glorious makes: Lagonda, Aston-Martin, Rolls-Royce, Bentley, Daimler, Sunbeam, Triumph MG, AC, Jensen, Riley, Wolseley, Alvis, Morris, Austin, Morgan, Humber; Lea Francis, Standard, Hillman and others including of course Jaguar and Rover which are one of the few still being manufactured though foreign owned. Many of these brands were marketed in countries other than England especially Morris and Austin which had a strong hold on the markets in ex-Empire countries. In fact Austin and Morris rose to great prominence and this led to the formation of the British Motor Corporation (BMC) which



then swallowed up MG, Riley, and Wolseley. BMC then merged with Jaguar in 1966 and this became British Motor Holdings (BMH). In 1968 BMH and Leyland (famous for its trucks) merged to become British Leyland Motor Corporation (BLMC). Then in 1975 BLMC ceased to exist, replaced with a new car division being named British Leyland, with — would you believe — the British Government holding a 99.8% stake!. Does all this sound familiar? Jaguar was privatized in 1984; in 1988 Rover Group was purchased by British Aerospace, Jaguar was bought by Ford in 1989 and sold to Indian based Tata in 2008,

and in 1994 the Rover Group was sold to BMW. Now I believe that Morgan is the only brand British owned and manufactured!

So how did all this go so horribly wrong? There are several reasons: the reluctance in the motor industry to bring in “new blood” from the Universities and Technical colleges, rather to promote in house; the lack of development given when technically superior cars like the Morris Minor, the Mini and the 1100 range were introduced; little idea that competition could be planning products to steal their market (MG sat on its luck by marketing the MGB for 25 years without any major changes and long after it became obsolete) or realization that new products and innovative ideas were always required despite how well the current product was selling; the reluctance to employ strict product planning between engineers and the accountants resulting in a lack of appreciation of true production costs; and of course the quirks of the various personalities involved over the years.

This story is old but I always find it incredible that every Mini sold, and there was over 5 million of them, was sold at a loss. It is amazing. What on earth were they thinking of? All in all an ALMOST unbelievable story of failure. I say ALMOST only because we have seen similar stories emerge from the US manufacturers in recent months but they, I believe, have the skills, new structures, and new management to right the ship.

The good news is that out of the British story have come all these worshipped vehicles, not only in the USA but around the world. They are restored, pampered, polished, and admired. My major worry is who is going to continue this preservation when we are gone. When I visit the various functions where our cars are the center of attention I do not see many young faces and even if there are — will today's special cars be the ones they will choose to lavish their affection on? If I am correct I believe that many owners today have selected vintage vehicles that they lusted after but could not afford in their youth thereby fulfilling this long suppressed desire. One thing is for certain and that is that we have to express a debt of gratitude to those wonderful engineers of the 30's, 40's, 50's, and 60's for leaving behind their visions of motoring's exceptional excellence.

Roving Reporter (cont.)

BONHAMS AUCTION UK

Sports Car Market magazine for July report on the April Auction held by Bonhams at Hendon in the UK. This was an unusual sale in that it offered cars from the La Vignette collection most of which were SS cars and Jaguars. Yes, yes . . . okay . . . the sale did also include a two-seater Vickers Super Marine Spitfire, the first to be sold at public auction for 20 years. Discovered in a scrap yard in Cape Town, South Africa in 1970 it was a single-seat MK 1X that was converted into trainer format. It brought \$2.5 million

But now for the cars. I will give brief details all of which were superbly restored:- 1933 SS Tourer sold for \$77,140; 1934 SS1 Sports sedan sold for \$86,710; 1935 SS1 20hp Airline coupe sold for \$110,635; 1937 SS 11/2-liter sedan sold for \$26,680; 1938 SS 2 1/2-liter drop-head coupe sold for \$73,950; 1938 SS 100 31/2 liter roadster sold for \$289,275; 1948 Jaguar MK 1V 31/2 liter drop-head coupe sold

at \$75,545; A similar car without its original engine went for \$81,925; 1950 Jaguar MK V 21/2 liter sedan sold for \$38,353; 1955 Jaguar MK V11M sold for \$29,181; 1962 Jaguar XKE S1 3.8 convertible sold for \$52,418; 1965 Jaguar MKX sedan sold for \$25,846. All these cars were sold in British pounds and the dollars shown were converted at an exchange rate of \$1.45. Last year they would have converted at the much higher rate of \$1.98. Example the SS100 fetched in pounds 199,500 and at to-days exchange of \$1.45 \$289,275,,if the exchange rate had stayed at \$1.98 the 199,500 pounds would have translated to \$395,010 or an additional \$105,735! In addition the British registration plate from the SS100 was sold separately (100 SS) for \$26,680! In another notable sale an XK150S roadster in condition 3 sold for \$121,000 so the market is still good.

Enjoy your summer. I am just about to drive some 1,800 miles in an XK. What more could you want out of life?

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COME TO THE GLEN

WATKINS GLEN *GRAND PRIX* WEEKEND

SEPTEMBER 10-14, 2009

Ef Adnopo, a DVJC member, summers on Keuka Lake, one of the Finger Lakes and within 20 miles of Watkins Glen. He is pleased to organize, with the assistance of Mike Tate, a venue, initially to be limited to 10 cars, of a full weekend of touring, ogling hundreds of great vintage cars, racing and the festivities.

Arrival (around 280 miles to the Hotel) would be on Thursday, September 10th. After our Group is formed by early 2009, we will then determine which specific events on Friday to consider.

On Saturday, we would likely all attend the Vintage Car racing on the newer Watkins Glen road track and join the many other vintage cars in the center areas near the pits and grand stands; dinner will be arranged.

Sunday group therapy is optional but a road trip on rural roads of the beautiful Finger Lakes Wine Trail will be designed with wine tastings and lunch; the evening would end with a BBQ at Ef's home.

Rooms are reserved in Penn Yan (14527) at the new, Best Western Hotel., at around \$160.00 per night in king sized beds.

A PROMPT RESPONSE IS REQUIRED—THIS EVENT BOOKS UP QUICKLY!!!

FOR DETAILS OF THE GRAND PRIX FESTIVAL GO TO:

www.grandprixfestival.com and look things over.

If you are interested, contact Ef at:

efadno@gmail.com (first come, first served)



Motoring through the vineyards

Virginia Jaguar Club

Our Best Concours Ever?



There are more reasons than ever to put this year's Virginia Jaguar Club Concours d'Elegance on your calendar. We are changing the location, stepping outside the Classics on the James (COJ) on Brown's Island and moving to the historic and always festive Shockoe Slip area in downtown Richmond. We are changing the day to **Saturday, September 19th** in the afternoon/evening, (the day before the COJ). Also, we will be celebrating afterward with a very nice awards ceremony and banquet in a private room at Sam Millers, one of the top-rated restaurants in Richmond. Don't miss it!

Make it a great double-header weekend! Since it's already all shined up and in a showing-off mood, we encourage you to show your Jag in the COJ on Sunday as well and go for a second trophy. For those who are coming to Richmond from out of town on Saturday anyway, entering the COJ has obvious advantages including a discounted hotel rate, access to a parking garage and shuttle service to the Shockoe Slip area and back.

As always, registration for the COJ show is a separate matter and future articles and mailings will include details. In the meantime, get all the information at the Central Virginia British Car Club website at www.cvbcc.com. If you are a regular entrant, you'll be receiving their information in the mail soon.

Steve Kelley, VJC Concours Chairman



XF

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Purr Classified

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Welcome

to our newest members:

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John Sutch
Gilbertsville, PA

Daniel Busch
West Chester, PA

Brad Bronov
Melanie Bronov
Magnolia, DE
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Ivan Inereld
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1947 Mark IV
2002 X-type



Miata



S2000



Del-Val Miata 20th Anniversary Roadster Picnic

Come celebrate our 20th anniversary with the Del-Val Miata Club

This year the Delaware Valley Miata Club celebrates the 20th anniversary of the introduction of the Miata and the forming of the club. We have planned a special event that celebrates all makes and models of roadsters. If you enjoy a sports car that offers open-air excitement, please bring it along to join in the celebration.

The event consists of a great drive that includes scenic views and twisty roads and a catered picnic lunch at the end of the drive. We will meet in Harleysville, PA for the start of the drive, take some time to meet each other and take a look at the assembled cars. The drive is designed to exploit the best features of our favorite cars. We will take a wide loop though upper Bucks County. We will then end at the Moravian Tile Works in Doylestown, PA to assemble the cars once again and enjoy a gourmet lunch.

This celebration is scheduled for **Sunday, September 13, 2009**. We will assemble at 9:00 am at the Harleysville, PA Wal-Mart at the corner of PA routes 63 and 113. From there we will depart in groups of up to 20 cars for the drive. The groups will enjoy a 60-mile drive that will take about 2 hours. The drive will end at the historic site of the Moravian Tile Works in Doylestown PA.

We welcome all makes and models of roadsters, but the event is limited to the first 120 cars. A registration fee as indicated in the coupon below is per person. The fee includes participation in the drive and the gourmet lunch. Please fill out the coupon below, enclose a check for the total amount and mail to the address below.

There will be no rain date. Questions? Contact drkane4@verizon.net
Mail to: Del Val Miata Club, c/o Denise Balsama, 317 Albert Road, Stroudsburg, PA 18360

Del-Val Miata 20th Anniversary Roadster Picnic – Sunday, September 13, 2009
Make checks payable to THE DELAWARE VALLEY MIATA CLUB

Driver Name _____

Make/Model of Roadster _____

Number of Participants _____ X \$17.50 = _____ TOTAL PAYMENT

Driver Email _____ Driver Phone Number _____

REGISTRATION DEADLINE IS AUGUST 15, 2009

Jaguar XJ: Global 'Reveal' of All-New Model

Submitted by Bob DeLucia

"It is the most emphatic statement yet of Jaguar's new design direction," said Jaguar styling supremo Ian Callum, as he pointed out the elongated teardrop shape of the car's side windows, the powerful stance and wide track. "The new XJ is a thoroughly modern interpretation of the quintessential Jaguar."



Sleek, sporting and sophisticated, the XJ boasts a panoramic glass roof – the key to that lower, more streamlined roofline. Both standard- and long-wheelbase models are offered, the latter giving an additional 125mm of rear legroom, while the 520-litre boot on both models can readily swallow two large suitcases, side-by-side.

Jaguar has used aerospace-inspired aluminum body technology to keep the weight of the new XJ down, making it a claimed 150kg 'lighter than its rivals' – a vital factor in delivering the promised performance, handling and economy.

Inside the cabin, chrome and piano black details contrast with leather and veneer surfaces, available in a range of choices not seen before. Three specification levels – Luxury, Premium Luxury and Portfolio – are exceeded by the Supercharged and the top-of-the-range Supersport, the latter including a leather roof-lining, semi-aniline leather seats and veneers with laser inlays.

The 12.3-inch high-definition 'Virtual Instruments' complement an 8-inch touch-screen that projects DVD movies or television programmes to the passenger, allowing the driver to concentrate on vehicle functions or the sat nav.



All Jaguar's efficient new Generation III petrol and diesel engines will be available in the XJ: the 3.0-litre V6 diesel, 5.0-litre naturally aspirated V8 and 5.0-litre supercharged V8, joined by a 470HP version of the supercharged unit.

Hosted by American chat-show presenter Jay Leno, last night's launch attracted an impressive array of public figures, business leaders, celebrities

and the media, keen to welcome a car which, in the words of Jaguar MD Mike O'Driscoll, "re-imagines the ultimate sporting luxury car".

(Continued on page 18)

Jaguar XJ: Global 'Reveal' of All-New Model (cont.)



The all-new XJ is available to order now, with the first customer deliveries scheduled for early 2010. Prices start at £52,500 for the standard-wheelbase 3.0-litre V6 diesel Luxury.

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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

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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

	<u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<u>Folding Table</u> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95
	<u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$
	<u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95

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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
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