

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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November 2009

www.jcna.com/clubs/dvjc



Pumpkin Run 2009



Bringing Home the Aces





Nancy, Pauline, and Michelle at the rally!

Newsletter Contents

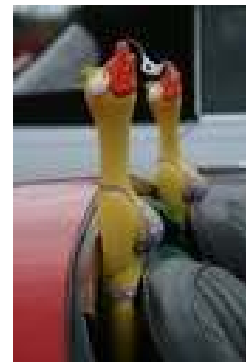
Upcoming DVJC Events.....	4
Upcoming Other Events.....	4
Advertising Rates	3
List of Officers.....	3
The Prez Sez	5
Margie Callery Memorial Rally.....	9
Roving Reporter	12
XJ: The Icon Reimagined	17
Purr Classified	11
DVJC Membership Application	7
Holiday Luncheon Flier	8
More Rally Photos.....	15
Photo Opportunity	18



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Pumpkin Run photos provided in this publication were provided by our own Brian Craig, DVJC, as well as Ron Atkins from the Northeast Rally Club.

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Ragtops & Roadsters	2
SNG Barratt	6
TireLocker	21
Welsh Enterprises.....	15
XKs Unlimited	22



Our Editor, Michelle Meehan, was very surprised (and pleased) when rally participants shared their rendition of Happy Birthday with her.

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

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Upcoming DVJC Events

December 6, 2009

DVJC Holiday Luncheon

Whitemarsh Country Club, Lafayette Hill, PA

See Flier in this month's Purr!

April 30—May 2, 2010

Thunderbolt Rally

Millville, NJ

Stay tuned for more information.

Upcoming Other Events

Please share your suggestions!

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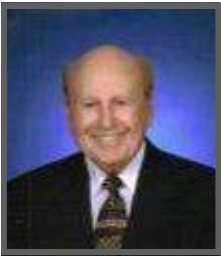
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The Prez Sez November 2009

As an ardent Phillie baseball fan, I'm just starting to understand there's no game 7 to watch tonight and I can start getting back on track and put together this monthly article, "The Prez Sez." Quite frankly, I don't feel like sayin' much, but I feel a responsibility to say somethin'!



Philadelphia
Phillies —
National League
Champs
2008 and 2009

The By-Laws Committee spent a lot of time over the past year putting together a revision of the Constitution and By-laws. I have tried to ensure that each of you has received a copy and a ballot to consider to accept or reject, by sending your vote to **Brian Craig**, Chairman of the By-Laws Committee.

The By-laws of Nov. '81 are still in effect, and you will have a chance to address any open concerns that you may have at the holiday party. A final vote will be taken during the **business portion** of the Holiday Party. Assuming the vote is for ratification, it will become effective immediately.

The Holiday Party is and should be a means to come together to enjoy and renew friendships as a family. It also serves to acknowledge the accomplishments of our members in competition events by an Awards Ceremony and the recognition of the new members who have joined this year. In addition, it provides the opportunity to layout our plans for the coming year and give a brief state of our club's current finances.

The Holiday Party flier is inserted in this edition. ***I urge all of our members to attend this joyful and important gathering.*** for those that won an Award in 2009 please bring your trophy so it can be presented to you at the Party

Another of our DVJC events sponsored by Gerry Kunkle was held on October 18th to the Museum of over the road travel called, "**America on Wheels**", located in Allentown, PA. The group met at the Limeport Inn near Coopersburg for a quick lunch, then formed a ten-car caravan for a short but scenic drive to the museum. We were greeted to a personally guided tour by three members of the museum staff! This allowed them to provide the background and significance of the various displays for individual interest!

This is a museum of transportation and featured early automobiles and trucks, especially Mac Trucks, that were manufactured locally in Allentown. They also had a great display of cars of the 30's and 40's, occupying the second floor of the building. Several vintage motorcycles and balloon tire bicycles of the 40's, complimented the disparate array of transportation, that featured vehicles propelled by steam, diesel, gasoline, electricity, and people power. An added feature was a library room — still growing with automotive literature.



This was a very educational and entertaining event which I recommend to those **not** necessarily interested in automobiles, but have an appreciation of how commercial and personal transportation evolved from the locomotive of the 19th century.

Over the Halloween weekend several of our members participated in the annual **Pumpkin Run road rally**, sponsored by the **Northeast Rally Club**, headquartered in Millsboro, Delaware. **Kurt Rappold** served as a Rally Master for our group that formed the Jaguar contingent and competed with 42 other various makes. The Jaguar entrants that are JCNA members, are recognized by the JCNA as competing in a Sanctioned Rally event and may compete for a National award. Kurt Rappold has written an article about this rally in this issue and Brian Craig has provided photos.



Perhaps they will interest you in considering participating in the Northeast Rally Club event in Millville, NJ in early May?

I'll look forward to seeing you at the **Holiday Party**, Sunday, December 6th, at the **Whitemarsh Country Club**. The information and registration appears in this issue.

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Charles Olson

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(please indicate year, model & color)

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Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). Additionally, JCNA will make available a **Youth Enthusiasts*** membership at a cost of \$15.00 for members 25 years of age or younger.

Annual Dues: \$50.00 per member

Signed: _____ **Date:** _____

Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *Jaguar Purr*, the local club monthly newsletter with free Classified Ads for members.

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Signed: _____ **Date** _____

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Membership runs from January 1st to December 31st @ \$50.00, Members joining after July 1st pay \$35.00 for remainder of the year.

Please make your checks payable to DVJC and mail to:

Ann Perry, PO Box 163, Mendenhall, PA19357



Please join us for our annual Holiday Luncheon

Sunday, December 6, 2009

*Whitemarsh Valley Country Club
815 Thomas Road
Lafayette Hill, PA 19444*

*12:00 p.m. Hors D'Oeuvres and Cash Bar
1:30 Buffet Luncheon*

*Buffet Luncheon includes:
Capon Marsala and London Broil*

\$40.00 per person

*Please return number of people attending
and check made payable to Delaware Valley Jaguar Club by:*

November 25th

to:

*Pauline Craig
323 Lodge Road
Philadelphia, PA 19128
215.483.5861 or pvc16@aol.com*

*Directions: Germantown Pike can be reached from Route 476 at Plymouth Meeting.
Take Germantown Pike East approximately 4 miles to Thomas Road.
Turn left on Thomas Road to the club entrance.*

For more information call Karen Davis at 610.869.2609 or karenjudithdavis@yahoo.com





The Margie Callery Memorial Rally 2009

By Kurt Rappold, Rally Master

We had a beautiful drive to lower Delaware where we met the other 49 rallyists at registration at the Millsboro firehouse. Once again Sister McRae came up from Cranberry, Texas to do all the registrations and official paper work and then ran the Sunday rally with "Keeper" John Hart in his restored E.P.A. Dodge police car. They looked the part with their flat wide brimmed police trooper hats.

Margie Callery was missed from this rally along with her perfect XJ8 which was a familiar sight rolling down the back country roads of lower Delaware with husband Bill navigating. We missed them.



Our Friday rally only had 3 Jags running; we went about 100 miles on the west side of Millsboro. Right now the farmers are mostly planting winter wheat. Most of the corn has been harvested but quite a few soy bean fields remain to be harvested. Of course this area is noted for big chicken operations owned by Mountainaire and Purdue. The Vlasic Pickle plant is still there in Millsboro and I noticed no free samples this year. I guess their "bean counters" figured they could no longer afford to donate to the NE Rally Club. Our donation tables were extremely full, which enabled us to generate \$7,200.00 to the fire company.

The Friday rally ended just at dark at our Atlantic Motel. We had a great shrimp dinner cooked by the ladies of the fire company's auxiliary. All desserts were provided by the local Dairy Queen. All participants in the rally from the DVJC received a participation award with a XK120 coupe on top and a plate engraved with Margie Callery's name on it as a gift for showing up.

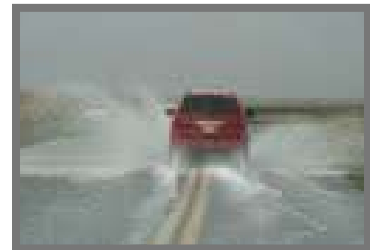
On Saturday, we started off with another home-cooked breakfast by the ladies of the fire company. They missed nothing! No item was overlooked from OJ and fruit, to sausage and scrapple. During breakfast we were also entertained by those who took the time to get creative with costumes. Examples of this are (a) Snow White and the Seven Dwarfs accompanied by their own music, (b) Dorothy from the Wizard of Oz, and (c) Minnie Mouse.



Judging for this was done by popular ballot voting and all winners received a prize for Halloween.

The cars all left in a predetermined order at (1) minute intervals. We did a speed calibration run to determine our speedometer deviation, all speedometers have some deviation. We rallied westward into Dorchester County. We were scheduled to have lunch and restart at the Elliott Island Firehouse but the south-wind, full moon, and high tide put 5 "or 10" of water on low spots.

It finally got so high tide they shut down Elliot Island. We returned to Vienna Firehouse where we stopped for a pit stop/break earlier.



We all pitched in to effect eating lunch with no tables or chairs. We made it back to Millsboro just before dark. I asked for and received permission from the fire chief to rinse my jaguar underneath as the flood water was of high salt content — others joined me.

We enjoyed a great fried chicken dinner with all the fixings. We held our raffles, silent auction, and conventional auction after dinner. We were informed that the rally committee B.O.D. had determined that the nearby Georgetown, DE P.D. was in dire need of a K-9 police car because theirs was impounded due to the tragic loss of an officer in August. This is what we supported so all of our generosity contributed to a new K-9 police

The Margie Callery Memorial Rally 2009 (cont.)

car. The young police officer's grandmother was present as was the police chief. It was a very emotional experience.

Out of our group of 7 Jaguars on Saturday, we had 2 teams who achieved an "ace" for (1) leg. This is a score of 00.0000. The Kress's and Murray/Jordan achieved this record run — figure the odds. We cranked up another 200 miles on the old Jaguar. It's amazing that the 1994 XJ6 just keeps purring along. This year it was shoed with Goodyear "Eagle R.S." tires, good for 170 mph. That should handle the average rally speed of 35 mph. On a couple of occasions we were instructed to drive at 37 and 38 mph. That a laugh with the tiny little lines on the jaguar speedometer each worth 2 mph. If you get a speed change while doing a turn the big air bag in the middle of the wheel blocks the speedometer once the wheel is turned 90 degrees.

The Sunday rally covered a total of 100 miles to the south west of Millsboro, with no flooding here. It's extremely flat down there with lots of forests. Not much in the way of wildlife to report this year. We were car #10 this Sunday, so that's 10 minutes behind the first car so maybe that's why the wildlife got back into hiding. Many residents were standing along the roads because we put on a show of old antique and classic cars for them lasting 49 minutes.

The good thing about this area is a lack of traffic which is great while trying to stay focused on steering and safety while maintaining exact speeds. Being farm roads one must use care to stay on the narrow roads. It must not freeze much down there because very few potholes are in the roads unlike Pennsylvania where they are common.

Once back to the fire house for the final checkpoint, we enjoyed yet another brunch that was all you can eat. We presented our 1st, 2nd, and 3rd place awards as follows:

- 1st – Murray/Jordan 19 seconds
- 2nd – Jones/Jones 22 seconds
- 3rd – Craig/Craig 24 seconds

These are extremely good scores for 2 days of rallying 300 miles. Our rookie team in their 66 E-Type coupe (Chuck and Kate Gilligan) achieved 57 seconds for their one-day Saturday 200-mile run.



I was pleasantly surprised when several other DVJC members inquired about joining us in this year's Pumpkin Run. For whatever reason, they did not show up. For everyone's planning book, the spring 2010 Thunderbolt Rally in Millville, NJ will be April 30, May 1 and 2. This is near the NEW New Jersey Motor Sports Park. Please call me if you think of participating in your Jaguar. At one time we had 17 jaguars from our DVJC out there.



Also, the defunct "Great Race" now called the "World Race" will depart New York City on May 28th, 2010 for the west coast, then onto China arriving in Paris on April 15th. If interested look at vcra.com for further information. Corky Coker of Coker Tires is promoting this rally and I expect it to be a 1st class, well-run rally.



Chuck and Kate Gilligan with their '66 E-Type.

Margie Callerie Memorial Rally (cont.)

Our own Jim Feeney, who checks and re-checks and times all of our rally routes has already been to China and completed the same process. The rally group will be limited to 26 cars due to border crossing logistics. When Dave Milling invited me to assist the clover-leaf effort team in 1994, we had 100 teams, all with trucks/trailers. It was like Army days for me, moving across the entire country, every day another city and meeting a lot of really nice people. They loved our SS-100, 1937 Jaguar which ran flawlessly.

Give it a try, you may enjoy the time rallying, meeting new friends and running that jaguar a little.

DVJC Members Make Us Proud! Two of the Top Three Spots Went to DVJC Teams!



Steve and Betty Kress earned first place in the SOP (Seat of Pants) class with a total score for all legs of the two-day rally of 1 min 54 seconds.

Brian and Pauline Craig earned third place in the SOP class with a total score of 2 min 19 seconds!



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Roving Reporter

By: Michael Tate

THIS AND THAT

It is hard to believe it's nearly the end of the year and time to consider what to do with the "Old Jag"! Many people carefully prepare their car to go into hibernation. I used to when I had a number of "Old Jags" but now, as I only have one *old* one, the only thing I do is make sure the strength of the anti-freeze is good and then put the car in a friend's garage. Also I clip the trickle charger onto the battery. There are so many really nice sunny days and dry roads during the winter when it is a joy to take the 1967 420 Sedan round the country roads. A good run gets the damp out of the exhaust and other important parts and in my view is better than letting the old girl sit for X months. Note I did say **"a good run."** Just starting the engine and letting it idle does more harm than good. (Not my opinion. I read it in a book.)

If you read my article in last month's Purr you may recall that I told you that I hit a pothole on the outside lane of Route 476 while travelling at a moderate 70 mph in my XK. At the time I thought I had taken the passenger side front wheel off so strong was the impact. However on inspection all seemed to be well and I continued to Watkins Glen. I also came home with no problem. Two weeks went by and then the warning light went on to say I needed air in my tires and a message said specifically the front passenger side wheel. I inspected it and could see nothing wrong. I mentioned it to my grandson who looked at the wheel and said "look it is bent just there" He pointed to a spot that was visible on the top of the wheel.

When I purchased the car at Jaguar Main Line in Wayne in April 2008 (it had been their demonstration car), I had taken out an "Entire Car Protection Ultimate 4-in-1 Insurance Policy" This protects against Windshield damage, Tire and Wheel (Rim) damage, and Dent and Ding damage. So I took the car to the dealership and was greeted with "Yes you have a policy but they will not do anything if you are not losing air" "I'm losing air... all the warning lights are on....look!" "Good," they said, "We should have it back to you tomorrow" and away I drove in a GMC loaner. (*Editor's Note: Really? A GMC loaner?*) Tomorrow came and went and so did the next day. Eventually came the message: "They could not repair it so we have had to order a new wheel.(\$1,200.00). Come and get it at lunch time." I did and there she was all

freshly washed with four sparkling wheels. The invoice was presented...detailing new wheel and balancing of all wheels. Zero balance. It was all covered by the policy. Now, interesting lessons I learned:

1. They would not have done anything if I was not losing air. So it was fortunate I did not discover the problem for two weeks.
2. Never say you curbed the wheel. Curbing is your careless action. Always say you hit a pot hole.

So everything turned out fine and it was fortunate, that for the first time, I had taken out the insurance policy.

MK2 50 YEAR ANNIVERSARY

Released in October 1959 with three engine options. It became one of the most successful Jaguar Sedans of all time. With its advanced design, speed, and all of the leather and walnut finishings there was nothing like it on the market. It could accelerate quicker than sports cars like the Austin -Healey and AC Bristol and cruise comfortably for hour after hour at 100mph. There were 26,322 built with the 2.4 engine, 29,531 with the 3.4 and 28,848 with the 3.8. Not great by today's volumes but good then.

It was raced with great success all around the world. Also, it was known as the getaway car for criminals and extensively used by the British Police. It is in great demand by collectors in Europe and Australia. I had a 3.8 version in 1962 and found it to be remarkably versatile machine which could propel me from Liverpool to London with effortless ease. How innovation has moved since then. At the time I thought the fact that the rear view mirror had a clip that moved it from full view to where if someone following had not dimmed their headlights it dimmed the lights into pinpoints as the most wonderful forward thinking. It was a manual version and my wife achieved the amazing feat of snapping the steel gear shift clean in half. In 1966 I then got the "S" version which had even more wood and leather. In 1992, while I was back working in Europe, I purchased a 3.8 LHD 1965 MK 2 Automatic which had been owned by a Doctor in White Plains, NY and somehow found its way to the UK. The car needed a lot of work including a complete interior rebuild and much mechanical work.. It never recaptured

(Continued on page 13)

Roving Reporter (cont.)

the magic of that 1962 car. When I returned to the USA in 1994 the car came with me on the QE2. They had a special deal. The price of the ticket included one car and one animal. So our Blue Persian came too. I had to pay for the wife. I kept this car until 2007. With the proceeds I then invested in the final incarnation of the MK2, a 420 Sedan. Bigger and softer than the MK2 it was a preview of the incoming XJ6 with its 4.2 engine and independent rear suspension. I really enjoy this car better than the MK2's and the XJ6 Series 3 I had in 1985. It is a little known, underrated, and rare sedan in the Jaguar range.

THE CLASICS AT BRANTWYN 2009

DVJC member Paul Merluzzi contacted me some months ago asking me if I would bring my 420 to the Sunday October 4th Classics at Brantwyn event held at the Dupont Country Club in Wilmington. Paul will tell you that I was a little reluctant to say "Yes" as the price of attending was \$160 for two tickets which included a Champagne brunch. The event was in aid of the Kennett Symphony of Chester County. Having said "Yes" I have to say it was worth every cent. The day was blessed with an abundance of sun and the trees were spectacular as were the 30 cars attending.



We gathered at the lower car park of the club where a breakfast of coffee and forbidden goodies like doughnuts/bagels/cream cheese/danish were available together with a goodie bag which included a top class certificate stating what our car was together with our name. Also an equally top class brochure announcing "A Vintage and Supercar Tour and Show". It listed the

Symphony Directors and Staff; The Events Of The Day; Contributors and Underwriters; Corporate Sponsors and Underwriters (amongst whom was Cloverleaf Auto Service!); and all the Vehicles On Display with their owners names. I will not list all 30 cars but the following will give you a feel for the quality: 1933 Alfa Romeo 6c Zagato, 1935 Alfa Romeo 6c 2300 Pescara, 1953 Mercedes 300s, 1956 Mercedes 300SL Gullwing, 1958



AC Bristol, 1963 Ferrari 400 Superamerica, 1998 Dallara/Olds Indy 500 winner, 2009 Jeff Gordon #24 Sprint Cup Car. I am sure you get the idea!!!!? The design of the most attractive wall poster, which we found in our bag, was portrayed on the front of the brochure. Another nice touch was the inclusion of a number plate saying "The Classics At Brantwyn 2009." Another trophy to hang on my garage wall together with the Wall Poster.

Feeling rather humbled by this display of exotic machinery, we were lined up to complete an hour long tour of Chester County. I followed one of the Mercedes while behind was the Gullwing. Fine company but the Jaguar 420 held its head up high and never faltered. The countryside was magnificent. As we returned the plan was to go to the lower parking lot but I had a very strong "call of nature" and diverted to the club house pulling up to the front door I jumped out only to see the Gullwing and others had followed! I waved and took off.

Dupont Club members and others were gathered and each car in turn and its owner were introduced in a drive by and proceeded to a prearranged spot in the manicured gardens. By each car was a placard describing the cars attributes. Brunch with drinks was served and the crowds came and viewed. Music, or should I say

Roving Reporter (cont.)

the “Blues” was played by Mark “Muddy Harp” Hodgson. Great stuff. It gave just the right ambience to the occasion. It was a most enjoyable day and really professionally executed — everything being very top class. It was a privilege to take part. If asked, I will be back next year.

HATCHING JAGUARS

“Jaguar plans to add a dramatically styled sports- hatch model to its lineup beginning 2014” says the 19th October Autoweek magazine which devoted a two page spread to the announcement. This is not a replacement for the X-Type as price will start about \$60,000. The sports hatch was inspired by the R-D6 concept first shown at the 2003 Frankfurt motor show. It is said that the design was considered an ill fit for Jaguars sedan/sports-car image at that time but is now gaining support at the highest levels of the company. “There is a growing feeling with R-D6 that we really had something very innovative, fresh and different. Maybe we missed something back then, but the idea is even more

applicable now,” said a source. I am always wary when I read “a source says” so I will look to see if any other magazines like Jaguar World pick the story up. The story goes on to say that the sports –hatch will share its chassis with the next generation XK and entry level XE under development as a future Porsche Boxster fighter. It will be interesting to see if this story is backed up by actual named fact especially the XE! Hopefully exciting times

ANNUAL HOLIDAY PARTY RETURNS TO WHITEMARSH

It was good to hear that the annual holiday party has returned to the elegant Whitemarsh Valley Country Club. Introduced by Kit Racette a number of years ago, it has always been a very pleasant venue to celebrate. I look forward to seeing you and your Jaguar. Perhaps you can tell me a few stories of your activities with your Jaguar during the summer to include in forthcoming Purr’s. I have a bottle of wine for every story printed!

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XJ The Icon Reimagined

By "Where's Bob?" DeLucia

During a recent visit to the UK in October, I met a friend for a visit together at the London Science Museum (Graham Robson, for those that may know of him). After our visit together, since it was a beautiful fall day in London, I decided to forgo the Tube and walk back to my hotel. I was walking in the Kensington Gardens area, along Knightsbridge Road, no too far from Harrods, and many Embassys.

As I was walking back, I noticed many people looking at the sleek-looking, dark gray building across the street and in the large window display that was there. As I walked closer I saw on the building "XJ The Icon Reimagined". I walked across the street and saw the all-new Jaguar XJ in the window. Of course, as a curious Jaguar owner, I went into the building and discovered that this was, as the impeccably dressed young man inside told me, not a Jaguar dealer, but a Jaguar "boutique". It seems that the local Jaguar dealers have to make appointments to have their prospective customers come in and look at the new XJ. I was also told that this was the only XJ in the UK, and that orders were being taken for 2010 for the UK, and eventually the US market.

... *Not a Jaguar Dealer, but a Jaguar "boutique"*



The photos in the various car magazines do not do not do the model justice, as it is a stunning car in person. Originally I was skeptical of

the new design, but seeing it in person made me have a different viewpoint. Interestingly enough, the only XJ in the UK was a left-hand drive car. Since they had no appointments at the time I was there, they had no problems with me taking photos and looking over the car. They even suggested I sit inside to "try it on". Since I did explain I was a



Jaguar owner, and a freelance classic-car journalist, they even started asking me questions about the design and what I thought about it. They were especially interested in what I thought of the rear design, since apparently that has been a point of some controversy in various car magazines. The model I looked at was a light silver in color.

They gave me several marketing brochures, one from "Autocar, The Original Car Weekly", an 8-page brochure with the XJ from the showroom. They also had a another 82-page booklet, called "Jaguar. All New XJ. The Icon Reimagined". In additions to these expensive marketing materials they had a huge display on the back wall with all the exterior colors available, and all the interior leather, carpets, and wood grains available for the various models that will be available. The wall had hundred of options to choose from. The model in the showroom was a XJ Supersport LWB with a super charger. When finally introduced into the US market this new Jaguar flagship will sell from \$75,000 to \$115,000.



Photo Opportunity



Found this while going through some files. This is from the Beaulieu Auto Library in the UK. It was a poster on their wall. Circa early 1960's. Great shot!

Submitted by Where's Bob DeLuca

This is an illustration of a Jaguar Hatchback taken out of Auto Week magazine. They are promoting the idea that Jaguar will make it.

Submitted by Mike Tate.



Photo of Anne Perry, DVJC's long-time membership chairperson taken in Washington (NCJOC Concours).

50s Jaguar MK IV Drop Head Coupe owned by fellow DVJC member, Al Pincus.

This rare car is currently for sale. It would be nice to see someone from the club purchase this beauty to keep it in our club. It would be sad to see it go back over the "pond" to England . . . Lost to the DVJC forever.

Submitted by Kurt Rappold

DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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



Devon & Jones D700 3-Season Jacket

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Colors: Forrest, Stone

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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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