
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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February 2010

www.jcna.com/clubs/dvjc

The Rolex 24 at Daytona and the 1966 Jaguar E-Type



See article on page 14.



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Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

April 30—May 2, 2010

Thunderbolt Rally (*Sanctioned*)

Millville, NJ

Stay tuned for more information.

June 5, 2010

Delaware Valley Jaguar Club Concours (*Sanctioned*)

Oakbourne Mansion, Westtown, PA

Contact: Charles Olson 215-757-2028

July 24, 2010

DVJC Slalom (*Sanctioned*)

Garnet Valley High School, Glen Mills, PA

Contact: Brian Craig 215-483-5861 or bhc166@aol.com

October 9, 2010

Brits at the Village Annual Car Show (*Non-sanctioned*)

Featured Marque—Jaguar

Peddler's Village, Lahaska, PA

*Contact: Glenn Davis 610-436-4400 x107 or
gdavis@buckleyllp.com*

October 29-31, 2010

DVJC—Northeast Rally Club Pumpkin Run

Millsboro, DE (*Sanctioned*)

Contact: Kurt Rappold 215-358-4055

Upcoming Other Events

February 19, 2010

British Motor Trade Association Conference

See Flier in this Purr.

February 26—28, 2010

Atlantic City Classic Car Show

Atlantic City, NJ

<http://www.acclassiccars.com/>

May 2, 2010

11th Annual British & European Car Show

New Town, Williamsburg, VA

http://www.wmbgbrit.com/carshow_registration_form.htm



The Prez Sez February 2010

To all our members South of the Poconos, perhaps you had the opportunity to drive your Jag last Thursday before the “Big Storm”! I enjoy driving my ‘94 XJS Convertible all year round, on clear days and sometime on not so clear days! I’ve expressed my philosophy many times before, that “Jags should be driven”! With prudent judgment of course! On occasion I’ll drop the hood on a cold clear winter day, keep the windows up, pull the hood on my jacket over my cap, select a nice scenic route through the Bucks Co. countryside — and if a mantle of snow covers the ground, it’s a real wonderland enjoyed from an open cockpit! Well, I guess prudent judgment is subjective! Anyway, I’m watching the snow from the comfort of my living room as it cascades down making the area a beautiful site.

I’m pleased to announce that **Mike Tate**, our Roving Reporter and contributor to the Purr, has accepted the appointment as **Vice President**, replacing **Brain Craig**, who wanted to serve as our full-time Webmaster. The Webmaster in our club is a very busy position and Brian was delighted to relinquish his additional responsibility as Vice President.

Mike’s first task will be to monitor membership renewals and to promote new membership in 2010, thru Area Coordinators. Our membership will be separated into geographical areas and assigned to an Officer of the club as an Area Coordinator. This is not something new, for we’ve had a system in place before I became President, but I didn’t attach the priority it should’ve been given. With proper emphasis it should provide our Coordinators the opportunity to have personal contact and receive inputs, ideas, or comments from our members.

For all you members that have not **as yet** renewed for 2010, I urge you to do so ASAP. Our Membership Chairman, **Ann Perry**, needs to submit your renewal to eliminate the hassle of extra paperwork and provide continuity to receive your JCNA Journal. So please — help her out and fill out your form — **or just send a check with your JCNA number. But do it! Please!!**

February activities started out with my trip to the **Philadelphia Auto Show** and while working my way to the Jaguar Display, I couldn’t help but overhear a lot of spectators mention they wanted to go to the Jag exhibit! It seems they all found it, because of the number of people surrounding the cars! It’s the Jaguar mystique that draws interest to people that really have no intention of buying one, but the chance to sit inside, marvel at the beauty, and get the sense that here is something exciting in design that goes far beyond the concept of transportation. I was one of them.

Featured was the all-new XJ collection : The XJ, XJL, XJ/X Supercharged & XJ/X Supersport. The various colors of the cars on display were predominately the lighter shades, but the richest color in my opinion is black! The all-new XJ collection is superb and ranks at the top of any luxury brand on the market in appearance and engineering. However, my favorite is the XF edition. Alas - I’ll just have to wait for that pre-owned model!

The next event I plan to attend is the **8th Annual British Motor Trade Association Conference** at the Renaissance Hotel near the Philadelphia Airport on **Friday Feb. 19th** starting at 7pm. **Mike Cook**, the editor of the Jaguar Journal, will be the special guest speaker. See the flyer on page 8 of this month’s Purr for more details. **I urge all our members to attend.**

The following week is the annual **Atlantic City Classic Car Show & Auction** sponsored by G. Potter & King, Inc. from **February 26th thru the 28th**. Next Month we plan to insert our Flyer for our **Sanctioned Concours at the Oakbourne Mansion on June 5th** for those making early plans. I’m sure there are some members looking for that info already!

Be Courteous, Drive Safely, and Have Fun,

At your service, President

Charles Olson

Delaware Valley Jaguar Club



Application for Membership / Renewal

Name _____

Spouse / Co-member name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____

E-mail address _____

Jaguars owned _____
(please indicate year, model & color)

Occupation _____ Retired _____

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.

***Youth Enthusiast**

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Address _____ State/Zip _____

Date of Birth: _____

Annual Dues \$15.00 per member

Signed: _____ **Date** _____

Receiving The Purr via e-mail reduces club costs and keeps membership rates lower.

Would you prefer to receive *The Purr* by: _____ e-mail _____ U. S. Postal Service

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:

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welcome to the BMTA!
www.britcar.org

Save the Date!

February 19, 2010

8th Annual
British Motor Trade Association Conference
Philadelphia, PA

The BMTA is a nationwide trade association consisting of businesses that center around our British Cars (service, parts, publications). The 8th Annual Trade Conference will be held right here in our backyard at the Renaissance Philadelphia Hotel (near the Philadelphia airport).

The Friday evening (7:00-9:30) events will be open to the local British car community and your attendance is requested. Guest speakers will include Carl Heideman from Eclectic Motorworks in Holland, Michigan who will be discussing topics of interest to both the businessman and the hobbyist. The special guest speaker for the night is Mike Cook. Mr. Cook is currently a columnist, newsletter editor, and JCNA Archivist. He spent the better part of his career from the 1960's through the 1980's as publicity/advertising manager for British Leyland, Triumph and Jaguar.

A meet-and-greet will allow you to chat with some of the big names in the national British Car Community. Representatives from the major parts suppliers, service shop owners, and magazine editors will be in attendance. Check www.britcar.org for more details as they become available.

There will be a slight admission charge at the door of \$15 per person.

Refreshments will be provided.





Roving Reporter

By: Michael Tate
February 2010

STOP PRESS

Jan 26 UK Daily Telegraph announces “Jaguar chief David Smith in shock departure.” Jaguar Land Rover was in the center of renewed speculation about strategy and leadership after parting company with chief executive David Smith. No reasons were given for the loss of an executive who had played a major role in reviving JLR’s fortunes. Tata has announced a director of JLR, Ravi Kant, as temporary Chief Executive. You will recall that last month I speculated that Carl-Peter Forster, former boss of GM Europe, was tipped to become head of JLR. Lets see what happens.

THE CAT HAS WINNING WAYS

The cat continues to claw its way back into favor with the media and worldwide honors. February Automobile Magazine announced their 10 All Stars winners of 2010. The All Stars competition was intense with 39 cars receiving votes. The final voting produced a true list of standouts that span a wide range of the automotive spectrum. The 10 winners were Audi S4, BMW Z4, Chevrolet Camaro, Dodge Ram1500, Ford Flex, Ford Fusion Hybrid, Mazda Speed 3, Porsche Boxster/Cayman and yes, of course the Jaguar XF/XFR. The XF/XFR was the first to receive a full page spread under the headline “This cat has claws” saying that the “blazing fast XFR is easily our favorite cat.”



*“This Cat
Has Claws”*

Then in a full-page spread in the Uk Telegraph January 2 the XF got the best headlines I have seen for many moons . . . **“The CAT with the CREAM”** “As the Jaguar XF is so capable, why would anybody want to buy a German rival?”. The motoring correspondents of the Telegraph had an XF on long-term test and commented “There are not enough boxes of Kleenex in the world to stem the flow of tears now that we have to say goodbye to our beloved XF long-termer. This car ticks every box: copious amounts of room for four adults, huge trunk, good looks inside and out, amazing stereo system with touch screen, iPod controls, supple suspension, leisurely automatic gearing for a relaxed cruise, pinpoint steering, and on demand power surge that still takes our breath away after three months of driving on long journeys and the urban slog.” They continue “The very fact you are

driving a JAGWAAAR and not a German monster is cause for celebration and a big fat Cheshire grin every time you see the cat on the steering wheel boss. This is a beautifully serious piece of kit which does chassis better than any Mercedes, interior better than Audi, and engines better than any BMW.” You could not get better heartfelt outpourings of emotional acceptance and I believe we will read even more glory when the new XJR hits the road.

Further great news is told us in the March edition of Road & Track who state “Jaguars Cats Getting Frisker for 2014” and continue “Jaguar is getting ready to jump back into the sports car market as the XE takes shape as much more than a rumor. It is now set to go on display at the Geneva Motor Show – just in time for the 50th anniversary of the famed E-Type” R & T even show the image of the XE looking a little like a cut down XF?!? All this is coming after Jaguar nearly faced extinction before Ford came to the rescue with a surprise bid that thwarted General Motors in November 1989.

Paul Skilleter, Managing Editor of Jaguar World magazine, reminds us in the February edition that GM’s purchase of Saab was a knee jerk reaction to Ford’s win. As we have just seen GM was recently trying to sell Saab after they had run it into the ground. They were in the process of closing it down when Spyker, the Dutch super-car maker, purchased the company with a \$70 million bid. That is peanuts for a company like Saab. GM really pursued a badge engineering concept with the company which Skilleter thought could have happened with Jaguar. So though Ford made a few mistakes they did allow “Jaguar’s inherent virtues to surface and find expression in the highly successful range we see today.”

HEADING BACK TO LE MANS

Further good news came with the announcement that for the first time in 15 years Jaguar was heading back to Le Mans. They have won the event seven times placing them 4th in overall wins. The majority of wins came in the 1950’s with the C & D Types which helped to establish their name. The last win was in 1990. The car being entered is the XR GT2, which looks like a super XK. So Tata is doing wonders by aggressively pushing the brand in contrast to the USA approach of conservative caution.

(Continued on page 10)

Roving Reporter (cont.)

All this, of course, is good news for the value of our cars. The brand name "JAGUAR" is regaining its former luster which will then be recognized by today's generation, creating a demand for our treasured wheels! (Just as I typed that last word "wheels" at 7:00 pm on February 4, I was in the kitchen next to the garage and there was what I can only describe as a tremendous explosion shaking the house. Opening the door into the garage there was my wife, Mo, sitting in our X-Type Wagon looking very dazed and the X emitting steam from the front end with coolant pouring onto the floor. YES she had put her foot on the juice and not the brake and the car had rocketed into the garage wall. Her very first accident. She was very shaken and had a gash and bruising on one of her legs. As she has "Bionic" knees it could have been a disaster. The car had extensive front end damage and has just left on a tow truck for the Classic Coach Works in Wayne for repair. One thing I remembered was to clean the coolant from the floor as animals are attracted to its sweetness which would have been fatal to our dog. Mo is good this morning with two bruised legs but nothing worse. The many glasses of soothing wine helped the healing. As my good friend Paul Racette would say "Sh** happens!")

CHANGING OF THE GUARD. THE WRECKING OF AN X-TYPE

As Charlie Olson has told you I have been appointed Vice President of the club. I will do my very best to contribute to an active and interesting menu of events for members. I am most grateful to the generosity of Brian Craig, who on hearing I was willing to offer my services as a Director, volunteered to resign as the incumbent VP. Brian is one of the nicest Police Chiefs I have met and it is very positive that he and his wife Pauline will still be continuing as club members even



though they recently totaled their bright red X-Type. I was interested to learn this car was a 2003 with 92,000 miles on the clock as it always looked so pristine and new to me. Here is their story in Brian's words:-

"My father passed away in May 2002. The in-

heritance was shared with my brother and sister. It wasn't a lot but it gave each of us a little something to play with. I decided to use some of it to buy a new car. I had a Pontiac Grand Am which I found woefully small and I missed the 4-wheel drive of my previous car, a Chevrolet Blazer. I was considering another SUV when Pauline and I were shopping at the Plymouth Meeting Mall. On display was a car immediately recognizable as a Jaguar. I mentioned to Pauline that I wanted to look at it even though I knew it would be too expensive. When I studied the sticker I was shocked to learn this car had all wheel drive, was available with a 5-speed manual transmission, and was priced lower than the SUV I was considering. My car buying options just got more complicated.

I knew little about Jaguars other than they were not the most reliable vehicles to be had. Never the less I started some research. That's when I learned Ford had taken over Jaguar and was addressing some of the quality control issues. Not wanting to make a snap decision I continued my research and narrowed my choices down to an Audi A4 and the Jaguar X-Type. I test drove each car three times. While standing in the showroom at The Great Britains, Pauline asked me what I was thinking. I told her the Audi would probably be more reliable and cause me fewer headaches but the Jaguar looked like a Jaguar. With the 5 year, 60,000 mile warranty and 4-year maintenance service included I thought the Jaguar was the car to get. The Great Britains had three X-Types with manual transmission. The one that had the features we wanted was Phoenix Red. I wasn't crazy about the color but I decided I'd live with it. We drove home our 2003 red Jaguar X-Type 2.5 on December 30, 2002."



Roving Reporter (cont.)

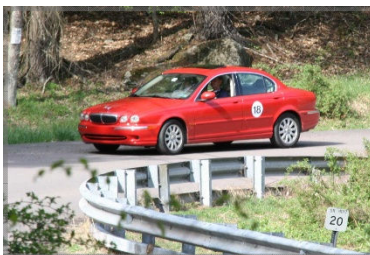
The rest, as they say, is history. In the process of doing more Internet research I found the JCNA Web site. The membership cost was small so I asked Pauline her opinion. I needn't have asked, she said, "Do it!" Need I say more?

It took a bit for me to understand the club. My first experience was receiving an invitation to try out the new XJs at the Summit Point Raceway in West Virginia in May 2003. I traveled there with my son, John-Paul, and spent a delightful experience with several members of DVJC. It was the first hint of what was to come. We were warmly received by Mike Tate, Paul Racette, and Jim Shields. It made an impression.

That same December Pauline and I attended the DVJC Holiday Party at the Whitemarsh Valley Country Club. Kit Racette made us feel right at home and introduced us to many of the club members. We didn't realize it but we were on our way to making some really good friends.

Our participation took baby steps. During 2004 we attended the February social, the Fall Foliage Tour and the Holiday Party. Kurt Rappold encouraged us to attend more events and was pleasantly persistent. It was an easy sell as Pauline and I enjoy being together and we were increasingly enjoying our time spent with members of DVJC. However, with a number of events going on including a son in college and other activities we limited our involvement to social activities during 2005.

2006 was our defining year. Thanks to Kurt's (not so) subtle prodding we signed up for the Thunderbolt Rally. Our first ever rally took place on the day



of our 34th wedding anniversary. It was almost our last. We made all the rookie mistakes and started taking it way to seriously. Then, we realized we were there to have fun and settled down to enjoy

Club. 2006 was also our first Concours, first slalom, and the year that the Jaguar became more than a pleasant motoring experience, it became a part of our life.



"Jaguar became more than a pleasant motoring experience, it became a part of our life!"

Since then we've made friends too numerous to mention, shared experiences with our children and DVJC members at the same time, and spent a most pleasant visit in Punta Gorda, Florida with Tom Murray and Chris Jordan. Steve Kress has taught me the finer points of maintaining a Jaguar while he and Betty have given Pauline and I pointers on rallying. Tom and Nancy Jones expanded our musical experience, Michelle Meehan showed us how well a club newsletter can be produced, and Charlie Olson dragged me kicking and screaming into club leadership and event participation.

In short the Jaguar was more than a car, it was a life style. Everyone in our neighborhood immediately recognized it. Pauline teaches computers at our local diocesan school. Whenever we would drive around children from the school would wave at the car knowing it was Mrs. Craig. Strangers would approach us and make comments about how they liked the car. On top of all that it was a sheer pleasure to drive.

Pauline and I already deeply miss our X-Type. We realize nothing lasts forever. We have also come to realize that the car may be gone but the memories and friendships will continue. I salvaged the leaper and will add it to the various trophies we accumulated. We look forward to our continued association with DVJC. I will continue to be a royal pain in the butt taking my pictures."





2010 Dover Days Car Show

**Friday, April 30, 2010
5:30-9 p.m.**

Legislative Mall, Dover

Mapquest: 411 Legislative Avenue

Street Rods, Hot Rods, Classics, Antiques and More!

Day-Of Registration is 5:30-7 p.m. ▪ Participant Judging

Dash Plaques to First 100; Trophies (Best in Show, Top 10) Awarded at 8:30 p.m.

\$10 In Advance; \$15 Day Of

Event is Free and Open to the Public. No Rain Date.



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Car Show Registration Form

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Address: _____

Make: _____ Model: _____ Year: _____

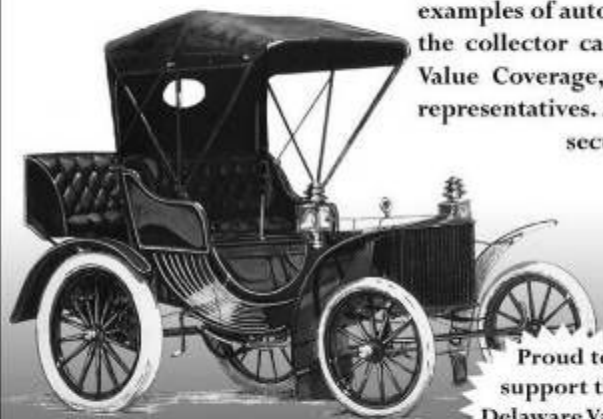
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Drexel Hill, PA **1989 XJS V12**

Cortright & Janice Wetherill
Devon, PA **1960 XK150HC**

Charles Woolson
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The Rolex 24 at Daytona and the 1966 Jaguar E-Type

By "Where's Bob?" De Lucia

My son and I recently attended the Rolex 24 at Daytona the last weekend of January. Not yet having the experience of the several car enthusiasts who I had gone to the race with, and who had attended the legendary 24 Hours at LeMan's several times, I did not know what to expect.

One thing I did not expect to see taking laps at the Daytona speedway, was a bright red 1966 Jaguar E-Type on the Saturday morning before the race's 3:30 pm start. The E-Type in the exotic company of many classic race cars, held its own. The E-Type took part in the Rolex 24 Heri-



tage Exhibition that ran about four hours before the actual race. I later found out that E-Types had won at Daytona in 1962 and 1963, in the old Daytona Continental, the predecessor to the Rolex 24. They were entered by the Briggs Cunningham team, which was Jaguar's factory team in the US.

Daytona was such a great experience.

For those that caught part of the race on Speed Channel, it was pretty rainy as you saw on TV. We expected that and we were prepared clothing-wise, with layers (it was cold and damp) and rain-gear. As I learned and heard from my experienced colleagues, with 24 hours you never know what you are going to hit.

Daytona was such a great experience, with great access to pits, garages, and a great course to watch a 24 hour race, with great hairpins turns etc.. The wet track really made it more fun to watch with spin-outs, near misses, etc., adding to the experience. You could see the entire track from several spots. With our tickets we had access

to the garages before the race started. You could literally be standing next to someone in the garage working on a transmission, or whatever. Total and close access, no fences, no barriers. Once the 24 hour race started, the garages were still open to the public. We actually stood about a yard next to someone working on a replacement transmission during the race, as we were just trying to get out of the rain.

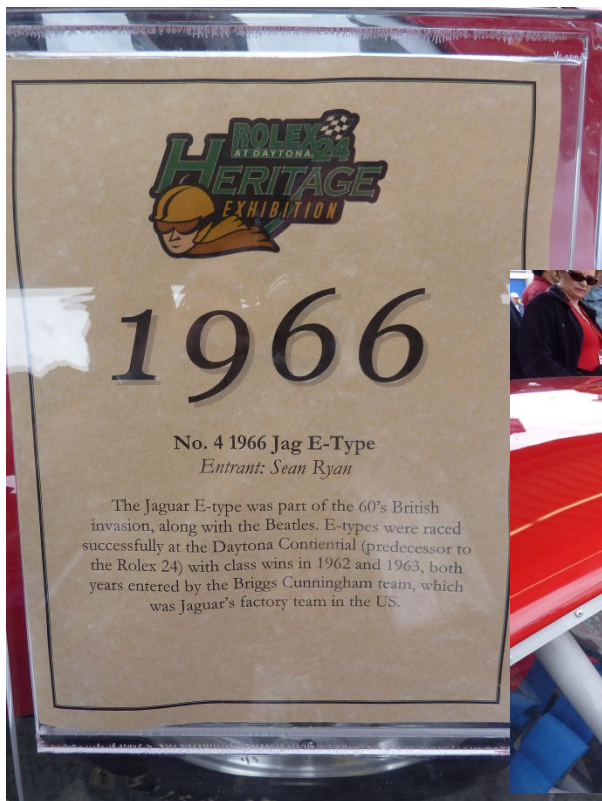
It was very weird watching the start of race at 3:30pm, staying until about midnight, going back to timeshare condo for 5 hours of sleep (and you could still hear the screaming engines 5 miles away at the condo), and then going back at about 8:00am, to stay until the end at 3:30pm. A total sensory overload, and draining — but damn good fun. My son Max had a great time, taking close to 1,000 photos, and getting caught up with a Corvette/Porsche team driver he knew from taking photos at Watkins Glen, when he had press access. It was also very strange in stands as they were pretty empty, compared to the Daytona 500 back in mid-February, which had about 200,000 strong. Many people watched from the infield in their RV's, campers, or just tents set-up next to the track.

And yes, from the original roots of Daytona racing, you can still drive your car on the beach between sunset and sunrise. Our friend Ralph, who drove

down to Daytona from Doylestown in his very nice 2006 Mustang GT convertible, took his on the beach.

This was a great learning experience for a future 'bucket-list' LeMan's trip, what to do, not do, etc.





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Ultraclub 8536 Pique Golf Shirt

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Colors: White w/Green Trim

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Lee (83062)

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Colors: Stone, Moss

Price: M-XL: \$28.50 XXL: \$33.50



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Color: Hunter green

Price: \$28.95



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Colors: Jaguar green

Price: \$7.00







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Colors: Jaguar green

Price: \$7.00

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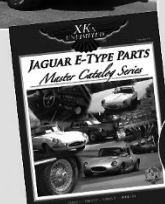
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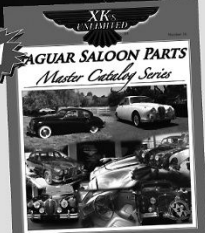


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