

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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July, 2011

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



*The Faces of Delaware Valley Jaguar Club* (see Page 10)





## Newsletter Contents

Advertising Rates.....	3
List of Officers .....	3
Upcoming DVJC Events .....	4
Upcoming Other Events .....	4
The Prez Sez .....	5
Roving Reporter.....	7
Father's Fest 2011.....	9
The People of DVJC .....	10
Photos of The People of DVJC .....	11, 12
DVJC 2011 Concours Entries Photos .....	14
DVJC 8th Annual Slalom Registration ..	15
Classified Advertisements.....	16
Welcome New Members .....	16
DVJC E-Type Extravaganza Scenic Drive Pics ...	17
DVJC Customized Merchandise Sale.....	19

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Lindley Motors .....	3
American Collectors Insurance.....	13
K&T Vintage Sports Cars.....	13
Welsh Enterprises.....	13
SNG Barratt.....	18
JC Taylor .....	18
DVJC Customized Merchandise Sale.....	19
Ragtops and Roadsters .....	20
Triumph Rescue .....	20
DVJC Customized Merchandise .....	21
Jaguar Main Line and Jaguar Willow Grove .....	23
XKs Unlimited .....	24

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# Upcoming DVJC Events

**July 23, 2011**

**DVJC Annual Slalom**  
**Garnet Valley High School**  
*More Information Coming*

**October 28-30, 2011**

**Pumpkin Run Rally**  
**Millsboro, Delaware**  
*Information in Future Issues*

## Upcoming Other Events

**July 8, 2011**

**2nd Annual National Collector Car Appreciation Day**  
**Cherry Hill, NJ**  
*[www.AmericanCollectors.com/NCCAD](http://www.AmericanCollectors.com/NCCAD)*

**July 17, 2011**

**Chasin' for Chalfin Antique Car Show & Polo Benefit**  
**232 Polo Road, Toughkenamon, PA**  
*[www.chasinforchalfin.com](http://www.chasinforchalfin.com)*

**July 23, 2011**

**Jaguar Club of Pittsburgh Concours d'Elegance**  
**Schenley Park, Pittsburgh Vintage Grand Prix**  
*Linda Drago 412-462-9837 Bryan Williams 412-751-2355*

**July 23, 2011**

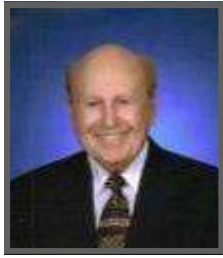
**British Car Owner's Ice Cream Social**  
**Pennypacker Mills, Schwenksville, PA**  
*Rob 856-692-2335 [www.bmcsonj.org](http://www.bmcsonj.org)*

**August 6, 2011**

**Seventh Annual Pennypacker Mills British Car Day**  
**5 Points Custard, Rt 540 & Rt 557, E. Vineland, NJ**  
*Paul Phillips 610-792-1158 [www.dvcmg.com](http://www.dvcmg.com)*

**September 17, 2011**

**British Car Club of Delaware Annual Car Show**  
**Delaware City, Delaware**  
*Sharon Kalinowski, [www.bccdelaware.com](http://www.bccdelaware.com)*



## The Prez Sez July 2011

Our Editors Brian and Pauline Craig thought it would add interest to our monthly Newsletter "*The Jaguar's Purr*," if our members would include more personal articles, such as a brief autobiography. I thought it was a good idea and to have the officers contribute so the members could get to know them, especially since they're running the operation of the DVJC. As your President, it's proper protocol that I should start! I don't especially like to write about myself, so I'll include my wife and family and the things you may have an interest in, as I express mine, in this month's Prez Sez.

If you're conversing with someone at a car show they might ask, "Where ya from?" I'd always say, "Philly, born and raised!" If I said Langhorne, my current domain, they'd say, "Oh yeah –the Langhorne Speedway, is it still there?" Nope! Bulldozed it and built a shopping center in '71. We located in Langhorne in 1958 after our Cape Cod home was finished. Carole and I moved in with my oldest son Charles Jr. that July. Time marches on, and **we're still here!** I told the builder to position the house so I could build a large unattached four car garage, which was designed as a workshop. Carole said make sure it's far enough away, so I don't smell any fumes when your working on that '29 Model A Ford.

Prior to that, I served a four year enlistment in the U.S.Navy during the Korean Conflict! It really wasn't technically known as a war you know, but you could still get your head blown off. Fortunately I still have mine, mostly because I was Stateside during my entire enlistment. I was attached to an aircraft squadron VC-5 in Norfolk, Va. The squadron was unique in the fact that the aircraft carried an atomic bomb and could be carrier launched with a catapult assist. My last two years were spent in special services where I was involved in water survival training for ditched aircraft at sea. While stationed at Norfolk, shore duty, would allow a trip home on "off duty" weekends. I met and married a beautiful girl from Philadelphia, in July of '53, and Carole became a Navy wife and the following April, a Mother! After my discharge in February of '55 we settled in Bucks County, Pa. and she's still with me to this day!

The GI bill of WWII, was later known as Public law 550 and I took advantage of that by attending the Evening Division of the Drexel Institute of Technology. The year I graduated in '65, with a B.S. in Mechanical Engineering, it became Drexel University. Regardless

of the title, it was still tough for me to get thru, balancing a full time job at the Naval Air Development Center and in conjunction with Carole, raising four kids! If it weren't for my wife, I'm not sure I would have made it! At my commencement she received an official pin, with the initials **PHT**—It stood for "Pushed Him Thru"! It certainly was more than symbolic!

The next 35 years were spent working **for** the Navy, only this time as a **civilian**. My Navy experience associated with aircraft and my education at Drexel served me well in developing Navigation Systems for Airborne and Shipboard vehicles. I spent more time on ships and flying in aircraft as a civilian project engineer, than I did in the Navy. Before I retired I had flown in everything the Navy had, except the jets. I came close though, when I had a system onboard an F-18.

In the early eighties the Navy had just 5 Satellites circling the globe, known as **Nav Sat** then as **GPS**. The military had twenty of them assigned for military purposes. The others along with later satellite launches took care of the other stuff for civilian use.

The urgent need for missiles to accurately hit the target, it was essential in knowing the precise launch position relative to the target. Inertial Navigation systems couldn't provide the accuracy. Just think when you're driving around and you activate your GPS. It knows precisely where you are, tracks you, and takes you precisely to your destination! **How does all this stuff work?** The best answer I can give you is—"**Sheer Magic!**" and a lot of cell towers that keep you in sight. Just enjoy the technology! We at NADC enjoyed it too, as a tool to supplement Inertial Navigation Systems. No, it didn't involve Cell Towers!

While all this was happening, that big four car garage was getting a lot of action. Mostly by necessity, with our four kids driving, as well as Carole and myself. She drove the latest vehicle and for me it was the "Model A" winding thru the back country roads from Langhorne to Warminster. It wasn't till after I graduated from Drexel did I have time to complete the restoration. I did complete the chassis for display at the New Hope Auto Show when they had an indoor exhibit in '64. After putting the body back on the chassis, my interest waned. My Kids thought it would be "more cool" if it was a sports car! After restoring my '56 Chevy convertible, we started a "Father and Son" project restoring a '66 MGB for a Senior Year High School Project. Much to his chagrin, Freshmen at PSU were not allowed



# The Prez Sez July 2011 (continued)

and to have their cars on campus and I was overjoyed to have the pleasure of driving it for my first sports car experience! After all, I worked on it too!

Then there was the introduction of the **E-type Jaguar**, which I always considered the ultimate sports car. A brand new '61 E-type OTS was parked at the curb near Drexel that year and *I was smitten by its beauty!* I'm sure a lot of you have experienced the same thing. I knew I had to have one like it someday and the quest to get one took 14 years. It was in 1975 when I had the chance to buy a 1967 OTS. It was all together but not running and I was naive to think I could get it running in short order. The previous owner tried to start it without synchronizing the valve train and bent every single valve! Sooo, carefully cataloging all the parts, I placed the Jag in the back corner of the garage. What happened after that is explained in an article I had written, called "The Black Cat" in '99, describing the choices one needs to make before restoring- and the result of those choices.

In late 1988, we got rid of *two kids and three dogs in six weeks* and they haven't been back since! Carole doesn't appreciate me putting it in those terms, but we're fortunate to have them all happily married and besides, they invite **us** to visit **them** these days!

My work was demanding but very interesting and combined with business travel I had little time for putting the Jag together. A higher priority was to make sure Carole and I supported all the kids activities, be it Sports, the Band and anything else, (but no Soccer) like vacations and of course Car shows! "Ya gotta wean 'em right!" The New Hope Auto Show was an annual affair and Carole was always delighted to have me take them! Now isn't that surprising? In 1959 I became the Model A chairman at the NHAS when the show was just developing. It was a challenge and after a couple years it became the largest Division of the show! I was helped by the fact that a lot of Auto Clubs were starting to form at that time, as affiliates of a National organization and were only too anxious to attend any car show of which they were aware.

Frank Weikel, our founding Father, had enabled the DVJC to be incorporated a couple of years before and served as the club's first president. FYI Frank is still active in the JCNA as a member of an affiliate in California and, as our past president, a lifetime member of DVJC.

A philosopher once said *"There's nothing as constant as change"* and I've seen a lot of it! The cars back then, considered restored, were by and large not professionally done and by today's standards, a nice "Parade Car" at best! Few of the winners exhibited professional work and over the next ten years, most of them did.

Competition compels the more competitive owner to obtain a better restoration than the other guy and things started to get more serious in all the Marqueses. So, a more stringent set of rules were developed in an attempt to avoid favoritism in establishing the winners.

The DVJC had one of its first Concours at the Glenhardie Country Club. I imagine in an attempt to suggest a more classy venue! We try to do the same today with the Oakbourne Mansion location. It takes a lot of time and money to professionally restore these cars and that requires a set of rules for the Judges to fairly determine the winners. The JCNA has a group called the "Judges Concours Rules Committee" who developed a comprehensive and detailed set of rules. It's goal is to have all the affiliates use the same standards. However, they keep making all these changes!

*Now you have to wonder why anyone would want to become a volunteer to take on the responsibility of leadership in any affiliate of the JCNA. In my case, I wanted to be part of the challenge to do something that complimented my past experience and my passion for cars, especially Jaguar cars! I've learned early on, the best way to be a success is to surround yourself with the best talent, define your objectives and set an example. I'm fortunate to have a team that makes my task easier and I get a lot of credit for their efforts. Each one holds a key responsibility that makes your club function as well as any affiliate of the JCNA. .*

I belong to several car clubs as do many of our members. I look for their scheduled activities published in their Newsletters and plan to attend to support and observe how they organize these events. One of the things that's subtle, but also salient, during all activities and car shows, **its really about people**, whose common denominator of interests sow the seeds of friendship.

*I hope I continue to enjoy good health and this July 11,<sup>th</sup> Carole and I are celebrating our 58<sup>th</sup> Wedding Anniversary! We both hope to enjoy it together with our family. I can always remember the date every time I buy a cup of coffee at 7-11. This December, I'll be 82 and it's probably a number I should forget, yet I just keep thinking, it's only a number! As you probably know, Fred Mack has always been an inspiration to me, to think that I too, by the Grace of God may reach that age with Fred's quality of life. I always kid Fred that, "I'm gonna catch up to him someday - if he hangs around long enough!"*

**Be Courteous, Drive Safely, and Have Fun**  
*At your service, President Charles Olson*



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# Roving Reporter - July 2011

By Michael Tate

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## WRONG NUMBERS. JAG-U-ER NEWS

What a big error I made. That \$1.1 billion profit I reported in the June Purr for JLR was pounds! So in \$ at current exchange rates the profit was \$1.63 billion so even better. Very much better! Just shows what a difference a currency sign can make. Trouble is my keyboard only has a \$ sign and no other currency signs. Which reminds me of my first visit to the USA in 1965. I had breakfast in a restaurant in New York and went to tip the waiter and pulled out a fist full of British coins. The waiter saw them & said, "Oh do you have money like us over there!!!!" "Yes" said I and asked him if he would like some for his kids as a tip. "That would be wonderful" he replied. So I gave him four British pennies. Great tip. Ask a stupid question you get the response you deserve. The profit stated above came from \$16 billion revenue and unit sales volumes up from 193,982 to 243,621. While announcing these growth numbers JLR also announced vehicle assembly in India. They opened, in May, the first vehicle assembly plant in the country. The new plant is located in Pune and it will assemble Land Rover Freelander 2 vehicles supplied from JLR's Halewood plant in the UK in complete Knock Down form. It seems only Land Rovers are planned for assembly and no plan for Jaguar has been revealed.

## EVOLUTION AND ANNIVERSARIES

As mentioned in previous articles 2011 is a year of anniversaries and we have already successfully celebrated the 50 years of the E-type but Jaguar's sporting heritage began much earlier with the stunning introduction of the C-type 60 years ago. No one had seen or heard of the C-type until in 1951 it was revealed at Le Mans and went on to win the race on its first outing. There were two versions of the C-type. The short nose and the long nose. In 1952 the latter car suffered from over heating. The car came back in 1953 to win again. In 1954 the C was replaced by the D-type. It won Le Mans in 1955, 1956, and 1957. On June 6, 1955 Sir William Lyons' (Jaguar founder and Managing Director) only son, Michael John Lyons, was driving a works MK V11 saloon from Cherbourg to Le Mans. He was killed instantly when he collided

with a US military bus. He was 25 and this year therefore would have been 81 had he survived.

Sir William once stated, "I have always been convinced that visual appeal is fundamental to the success of any product and it costs no more to design a product in a pleasing manner." So with the success at Le Mans and the glory of the C and D-types so began the vision of the E-type. Many of the attributes of these cars were fundamentally incorporated into the E. However two prototypes, not widely known, contributed also.. These were the concepts known as E1A and E2A. In between their introduction in 1958 and 1959 came the XKSS. Very few of these were made. The body is the same basic design as the D-type but without the headrest tail fin or center passenger compartment divider. It came about after the great fire at Browns Lane factory. The road going D-types were not selling so they were modified to create the SS. I have always thought that this Jaguar was something very special and has a rugged charm and real aggressive posture. Only 16 were produced and 71 D-types and 54 C-types.

The E1A was the first E-type prototype. Its shape was very similar to the E. It was powered by the 2.4 litre XK engine, had high latches on the side of the bonnet, Lucas L549 rear lamps, no headlamps, no bumpers to the front or rear and no hood. It did have a wrap-around windscreen similar to F-type Concept Sports Car introduced January 11, 2000. ( It was stated January 4 2001 that the F-type would proceed to production and be on sale 2004. It never was! Big mistake.)

A year later the second E-type prototype was introduced...E2A. This was first powered by the 3.0 then the 3.8 liter XK engine. Not as similar to the eventual E-type as it had a headrest with tail fin for the driver. Recessed headlamps were incorporated. There was much discussion regarding developing E2A to become a Le Mans challenger in 1959/1960 but Jaguar decided to rest on their laurels. Their many wins that decade was still very much in the public's mind. So in 1961 the E-type was born. E2A is still around today and earlier this year circled the track at Goodwood. Also it is getting much more recognition as a very important and historic car. E1A in 1966 was cut up for scrap and in 1988 the partial remains of its tail

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## Roving Reporter - July 2011 (cont.)

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assembly were recovered from a scrap yard near Coventry.

Development of the E followed. The Series 1 was followed by the (not factory recognized) Series 1 ½ and then the Series 2 followed by the Series 3. In 1963 twelve open two seaters were produced with Aluminum Series 1 bodies. They became known as the "Lightweight E-types". Worth well over \$250 K each now. They had exterior-latching bonnet, vented aluminum hardtop and for cooling of the rear brakes a vented trunk lid. Also D-type wheels with three-eared centre-lock hub nuts. One of these 12 was returned to the Jaguar Competitions Department in 1964 and Malcolm Sayer designed the special Low-Drag Coupe around it. Along with engine modifications the car became the most powerful Jaguar they had produced and also the last competition car they produced. Since then it has had a very unusual history. Racing at the Montihery Circuit in 1964 it crashed killing the driver Peter Lindner. The French wanted a full investigation of the accident so it was locked away at the circuit. It was so badly damaged that it was believed a full restoration was not possible. The car remained impounded for 10 years! Eventually the damaged car was sold to two or three people and finished up at the Lynx organization who started the restoration. They put on a replacement body but eventually found the expense too great so it was sold on through another three owners and eventually found its way to the Rosso Bianco Collection where it stayed for the next 25 years. With the help of author Philip Porter the car was purchased by Peter Neumark.

He wanted it restored to its original specification which meant the repair of the original body. Having seen a photo of this I would have thought repair was impossible. To cut a very long and painful process

short the car is now fully restored with substantially original parts including the 340bhp engine with its specially selected cast iron block and wide angle cylinder head with slide throttle inlet manifold for Lucas petrol injection. The car is now back on the road and is expected to be raced so we will be hearing and reading a lot more about it. Since this glorious time, including the XJ13, Jaguar has not put forward similar enthusiasm for racing with eventual product introduction. There has been the still born F-type Concept and the XK180 Concept. Some would argue that there was the XJ 220 but that was a separate venture of a super car.

But I believe the future is going to be one of history making again. Here are quotes from Adrian Hallmark, Jaguar's newly appointed Global Brand Director as printed in Jaguar World Magazine. "The C-X75 hybrid supercar. No other vehicle could, or will signify Jaguar's renewed confidence and its excellence in technical innovation than the C-X75. This is the car that is going to redefine performance and sustainability, while at the same time becoming a true halo model for the company. This is when Jaguar is at its best – when we do the extraordinary and lead rather than follow." He continued, "I would have found it hard to have joined Jaguar while Ford owned it, because of the low relative importance Jaguar had to their overall business. With Tata, they don't bring platforms; they don't bring engineering solutions that we have to adopt. They're not trying to amortise what they have themselves. Tata sees Jaguar as a genuine independent investment from which they can learn. Tata is the key to Jaguar's strong future."

So we have our history which was closely knit through outstanding concepts, prototypes and products and a future full of the same goals and mind sets. Let it be!



Brother and sister E-Types, Series 1.5, Old English White, built the same day, April 11, 1967, at the E-Type Extravaganza, Desmond Conference Center, June 5, 2011. The one on the left belongs to Kurt Rappold, the one on the right to Mike Wolf.



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# Father's Fest 2011

By Kurt Rappold, President Emeritus

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We were blessed with a partly cloudy day to celebrate Father's Day 2011 at the West Chester Helicopter Museum today. I was impressed with so many fathers, children in hand, touring the facility where such a variety of choppers only exists in the Delaware Valley. I brought along an extra case of Walnecks Classics which gave DVJC free advertising for the Oakbourne Mansion Concours event. While standing by my two motorcycles I realized all the fathers passing by with their children might enjoy some good reading material.

I was amazed at the interest the youngsters expressed when offered a book to read. Even the parents seemed to share the enthusiasm their children exhibited.

There were only four Jaguars in the actual car show but I saw half a dozen DVJC walking members visiting the fathers fest. The most exciting part of the event was the 10 minute helicopter rides offered by the Museum and I am sure this contributed to the museums fund raising efforts. Judging by the long lines to take the flights at \$50.00 per person per ride.

There were awards presented and a Jaguar XJS - V-12 O.T.S. took 1st. place and my B.R.G. Norton Commando 850cc took second in the motorcycle category. There were people's choice awards by any and all spectators.

The owner of the above mentioned XJS mentioned the car was for sale and that he intended to re-enlist in DVJC. Steve DeVeber had his sliver XK8 Coupe there. It was really 'shinin', Fred Mack arrived in his XK120 O.T.S. with the cloverleaf detailing still intact. This car always draws a crown, especially when they find out Jaguar President Sir William Lyons, sent Fred a personal letter thanking him for the purchase in 1953 and Fred has it on framed display.

I noticed several very old Rolls Royce examples in attendance and a young man with a custom "go-cart" pulling its own trailer. It looked like a great father/son project. My father always helped me with my home made projects. I learned a lot about how to use his tools properly and safely.

With the large crowd in attendance and helicopter rides, food vendors and gift shop, I expect the museum had a successful fund raiser.

At one time, if you entered a vehicle, you received a meal ticket. This practice is now discontinued.

If you ever attend this museum, take note of the control tower which was designed and built by Fred Mack, it's got all the bells and whistles for kids to figure out.

The next Jaguar club event in our area will be our Annual Slalom, July 23, from 8 to 12 at G.V. High School with lunch at the "Bistro" at noon. If you just want to be a spectator you could arrive to observe for a nice ride in the country, then join us for lunch and awards presentation at the bistro on Concord Road. Just below the Concordville Fire Company off Route 1, at 12 noon.

Another July 23 event is the Pittsburgh Jaguar Club Concours De Elegance, this is held in Schenley Park during the Grand Prix, look for their flyer if you can make the 300 miles to Pittsburgh. For your information this Jaguar Club although is in Pennsylvania, is considered to be in the North Central Region according to J.C.N.A. rules. This is their 15th annual show.

I recently sent in my flyer to BCCD - British Car Club Delaware for their annual September 17th, Delaware City for British Car Show for \$15.00. You get a cool Brit "T" Shirt and get to show your car in historical Delaware City, right next to an original canal lock on the Delaware River. If getting dressed in colonial garb is your bag, now is your chance. Just go down Rt. 1, left to Delaware City (before) the C&D canal. It should be cool by then!

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# The People of DVJC

By Brian Craig

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Pauline and I purchased a 2003 X-Type in December, 2002. While doing some on-line research we came across the JCNA Web site and, on a whim, joined the Delaware Valley Jaguar Club. With some trepidation we attended our first DVJC event at the Whitmarsh Valley Country Club the following December. To our pleasant surprise we were warmly welcomed and accepted. As a result we attended more events.

Having an interest in photography as well as cars I started taking pictures. Thousands of them. It's easy to do when the subject matter is a work of art like the Jaguar.

Recently I was reviewing photos of past DVJC events while putting together some material for *The Jaguar's Purr*. I realized that, as much as I appreciate the automobile, it's the people that make the club special. This realization came when I found I enjoyed the candid shots of the people as much, or more, as the photos of the cars. With that in mind this issue of *The Jaguar's Purr* is dedicated to you, our members. The cover and the following two pages concentrate on what makes this club special.

When our X-Type met its unfortunate demise we were without a Jaguar for a period of time. When we purchased another car we chose a Jaguar as much because of our enjoyment in participating in the club as our appreciation for the machine. Don't misunder-

stand, we enjoy the car. We enjoy the people more.

Pauline and I discussed this and agreed we'd like to know more about our fellow DVJC members. It seems the time we spend together is short and we are often involved in club duties. We've learned so much over the years but agreed we know so little. This led to the idea of presenting little biographies in future issues of *The Jaguar's Purr*. The idea was presented to our president, Charles Olson. He approved. What better way to start than with the club's leader? His article appears in this issue in The Prez Sez.

We would like to make these biographies a regular feature in our newsletter. Every member is invited to submit an article. Tell us about you, your family, your car, interests, profession, whatever makes you the person you are. You can submit these to me by e-mail or regular mail. They will be included in future issues as time and space permit. Please feel free to include photos. These personal histories may serve to disclose common interests we didn't know we shared. They may also serve as a basis for future discussions at upcoming club events as well as an inducement to attend those activities.

We look forward to publishing these articles in future newsletters and to learning more about our members.



Steve DeVeber's XK8 and Fred Mack's 1953 XK-120 at Father's Fest 2011. Fred Mack is standing between the cars.



DVJC membership "chairlady" Ann Perry with the Famous Terry Lippincott at the E-Type Extravaganza, Desmond Conference Center, June 5, 2011.



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The People of DVJC

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# The People of DVJC







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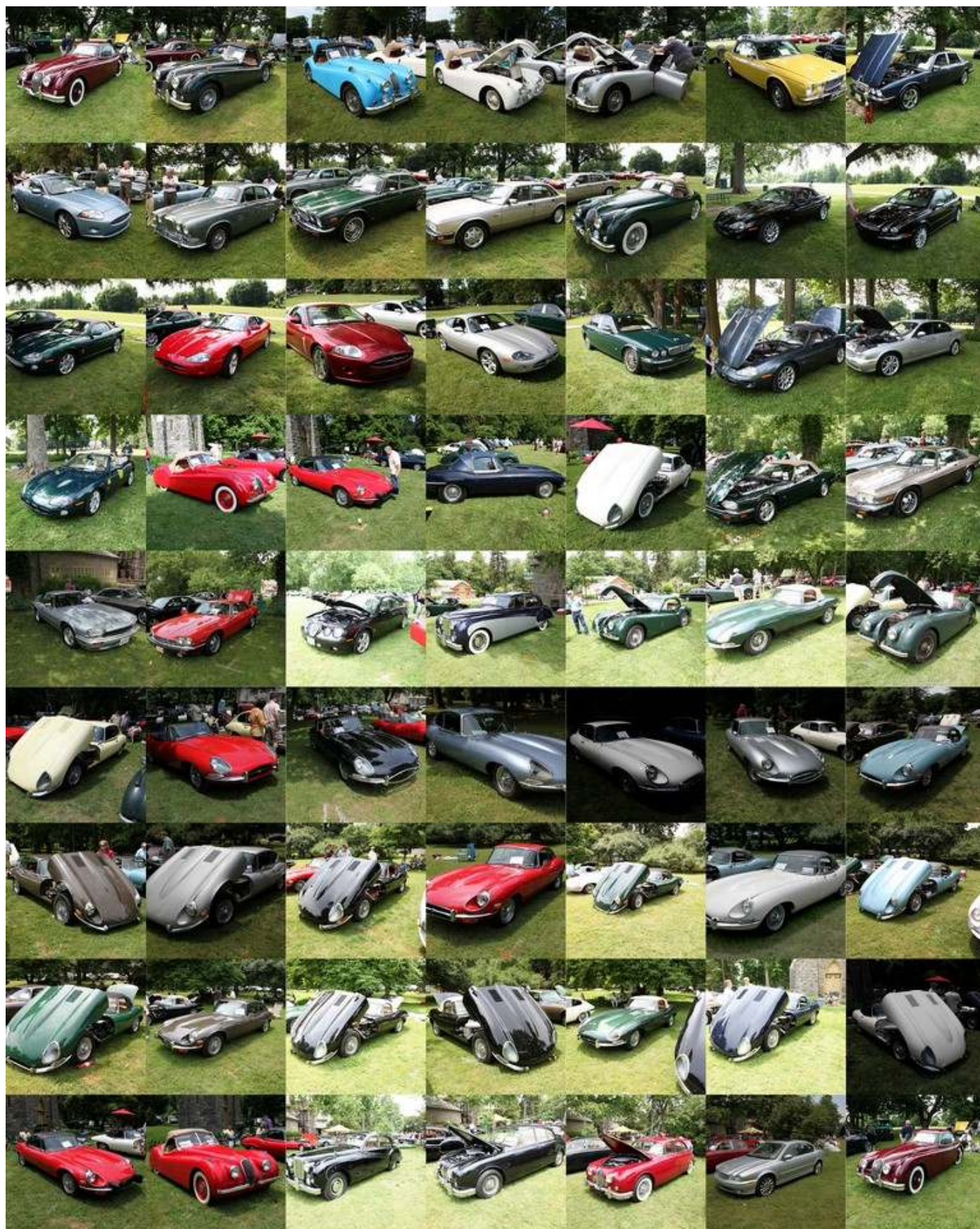
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## Delaware Valley Jaguar Club 2011 Concours Entries







## DELAWARE VALLEY JAGUAR CLUB

# 8th ANNUAL SLALOM

Saturday, July 23, 2011

8 AM to Noon

Rain date: Sunday, July 24, 2011

## GARNET VALLEY HIGH SCHOOL HOME OF THE GARNET VALLEY JAGUARS

Smithbridge Road, Glen Mills, PA 19342  
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JCNA MEMBERS ONLY DRIVING THEIR OWN CARS  
Event covered by J.C. Taylor Insurance, \$2 million aggregate

Lunch (not included in registration) after the event at a local restaurant nearby.

For more information, call Brian Craig at 215-483-5861.

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

Make checks payable to D.V.J.C.

Mail applications to:

Brian Craig  
323 Lodge Road  
Philadelphia, PA 19128

Pre-register \$15.00

Before July 16<sup>th</sup> 2010

Day of Slalom \$30

Cut Here

See next page for map

Name: \_\_\_\_\_

JCNA Number: \_\_\_\_\_

Address: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

City: \_\_\_\_\_

Insurance Co.: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Insur Policy No.: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Jaguar Model: \_\_\_\_\_

Email: \_\_\_\_\_

Jaguar VIN: \_\_\_\_\_

\_\_\_\_\_

Jaguar Year: \_\_\_\_\_ Color \_\_\_\_\_

Check Number: \_\_\_\_\_

Jaguar License No.: \_\_\_\_\_

Slalom Class: \_\_\_\_\_

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 23, 2011. 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: \_\_\_\_\_

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# Purr Classified

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**For Sale - 1968 Jaguar XKE Convertible**, red with black convertible top. Approx. 103,000 miles. Recently appraised at \$41,500 for estate valuation by certified auto appraiser. Per appraisal, car is considered to be in very good (C) condition. Full restoration was completed approximately 20 years ago. Photos and copy of appraisal report available on request. Contact Laurie by email at [lwerner59@yahoo.com](mailto:lwerner59@yahoo.com) or by phone at (908) 644-5064.



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1985 Jaguar XJS HE Coupe: Good condition. 79,500 miles. Please call 610-873-6192 or email [rcossa@aol.com](mailto:rcossa@aol.com) for more information and pictures. \$3,500.



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1974 Jaguar Series 2 XJ12L for sale. The exterior color is Sable and the interior is Moss Green. The car runs well with 107,500 miles on the clock. Car has all the power options. Price is \$3,000 or best offer. Contact Gerry Kunkle at 610-867-6955 or [agkunkle@aol.com](mailto:agkunkle@aol.com).

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Hardtop for Porsche 996, black, perfect condition, includes speaker. Half price—\$1,500 OBO. Call 610-358-4055

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1963 Corvair "Monza" coupe. Stored 30 years \$500 OBO. Has title and sales advertisement. Wire Wheel hubcaps. Special. Call 610-358-4055

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1989 XJS Convertible, V-12, black with red interior, 62,500 original miles. Took first place at Father's Fest Helicopter Museum People's Choice (Auto) Award. Only \$6,500 OBO. Call Marc at 267-897-7004. Mention DVJC.

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## Welcome New Members

**Kevin & Debby Kuhn, Malvern, PA**



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## Delaware Valley Jaguar Club E-Type Extravaganza Scenic Drive





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# DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE SALE

Delaware Valley Jaguar Club's vendor is offering some great prices on club merchandise, just in time for the holiday giving season. Most items can be seen in the following pages. Check these out.

ITEM	SIZE	QUAN	ORIG PRICE	SALE PRICE
Devon & Jones D400 Jacket	M	1	39.95	30.00
	L	1	39.95	30.00
	XL	2	39.95	30.00
Golf Shirt Green	S	3	22.00	10.00
	XXL	1	26.50	10.00
Golf Shirt White	XXL	1	26.50	10.00
Sueded crew fleece with V-notch - Tan	S	3	28.50	15.00
	M	2	28.50	15.00
	L	3	28.50	15.00
	XL	5	28.50	15.00
	XXL	4	33.50	15.00
Sueded crew fleece with V-notch - Green	XL	1	28.50	15.00
	XXL	3	33.50	15.00
Denim Light Weight	M	1	28.50	15.00
	L	3	28.50	15.00
	XL	3	28.50	15.00
Lee Button Down Shirt - Natural	M	4	28.50	15.00
	L	4	28.50	15.00
	XL	5	28.50	15.00
Lee Button Down Shirt - Green	M	2	28.50	15.00
	L	1	28.50	15.00
Solid Camp Chairs		12	28.95	19.95
Mesh Camp Chairs		6	28.95	19.95
Hat - Low profile, soft lining, velcro closure, pre-curved bill		48	7.00	5.00
Hat - Cotton twill sandwich cap, silver buckle and grommet		9	7.00	5.00

# DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE SALE (continued)

ITEM	SIZE	QUAN	ORIG PRICE	SALE PRICE
Patches		280		2 for \$5
Pins		100	3.50 or 2 for \$6	2 for \$5
Suter Garment Bag Black		5	25.00	15.00
Toppers 5320 Black Travel Bag	20x10.5x9.5	7	25.00	10.00
Tees	S	7	5.00	3.00
	M	11	5.00	3.00
	L	4	5.00	3.00
	XXL	5	5.00	3.00

**Shipping Charges:**

up to \$50.00 = \$7.95

\$51 - \$100.00 - \$12.95

Over \$100.00 - 10% of order

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# DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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



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

100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant

Colors: Forrest, Stone

Price: S-XL: \$39.95    XXL: \$45.00    3XL: \$47.50    4XL: \$50.50



## **Ultraclub 8536 Pique Golf Shirt**

White body pique golf shirt with multi-stripe trim.

Colors: White w/Green Trim

Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50



## **Lee (83062)**

Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle

Colors: Stone, Moss

Price: M-XL: \$28.50    XXL: \$33.50



## **Lee Mens (71808)**

Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs

Natural, Hunter Green

**NEW LOWER PRICE!!** All sizes: \$28.50



## **Folding Camp Chair**

Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair.

Color: Hunter green

Price: \$28.95



## **Mesh Camp Chair**

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

Color: Hunter green

Price: \$28.95



## **Hat (#1701)**

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

Colors: Jaguar green

Price: \$7.00







## **Hat (#3701)**

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

Colors: Jaguar green

Price: \$7.00

## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<b><u>DVJC Pin</u></b> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<b><u>Folding Table</u></b> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95
	<b><u>Weekend Garment Bag</u></b> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$
	<b><u>Deluxe Duffle Bag</u></b> 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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Qty.	Item	Size	Color	Price

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	Orders over \$100: 10% of total		<b>TOTAL</b>	





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