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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*August, 2011*

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

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2011 Slalom competitors getting ready for the event. L to R—Steve Kress, Charlie Olson, Mike Tate, Rich Rosen, Don Mullin (starter), Gary Tate, John Larson, Kurt Rappold, Bill Beiswinger, Jeff Dement (helper) and Anthony Cimino.



Celebrating a successful slalom. L to R—Anthony Cimino (driver), Don Mullin (starter), Alec Beiswinger (scooter operator), Bill Beiswinger (driver), Rich Rosen (driver), Mike Tate (driver), Charlie Olson (driver), Steve Kress (driver), Gary Tate (driver), Jeff Dement (helper), John Larson (driver), Patricia Rappold (cheerleader), Kurt Rappold (driver), Fred Mack (driver), and Pauline Craig (timekeeper).



## Newsletter Contents

Advertising Rates.....	3
List of Officers .....	3
Upcoming DVJC Events .....	4
Upcoming Other Events .....	4
The Prez Sez .....	5
Roving Reporter (Biography) .....	6
Slalom Competitors Awards Photo .....	8
2011 DVJC Slalom .....	9
2011 DVJC Slalom Standings.....	10
Slalom Competitors Photos .....	11
Slalom Collage .....	12
Interesting Events Calendar.....	13
E-Types Gather at the Desmond .....	14
2011 JCNA Challenge Concours .....	16
Classified Advertisements .....	17
Welcome New Members .....	17
DVJC Customized Merchandise Sale.....	19

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DVJC Customized Merchandise Sale.....	19
Ragtops and Roadsters .....	20
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DVJC Customized Merchandise .....	21
Jaguar Main Line and Jaguar Willow Grove .....	23
XKs Unlimited .....	24

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# Upcoming DVJC Events

**October 28-30, 2011**

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

**December 4, 2011**

**Holiday Party (tentative)**  
**Whitemarsh Valley Country Club**

## Upcoming Other Events

**August 13 & 14, 2011**

**New Hope Auto Show**  
**New Hope, PA**  
*[www.newhopeautoshow.com](http://www.newhopeautoshow.com)*

**September 10 & 11, 2011**

**Radnor Hunt Concours Invitational & Rally**  
**Edgemont, PA**  
*[www.radnorconcours.org](http://www.radnorconcours.org)*

**September 17, 2011**

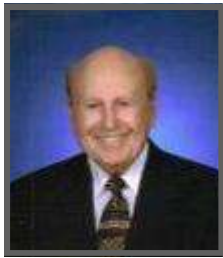
**British Car Club of Delaware Annual Car Show**  
**Delaware City, Delaware**  
*Sharon Kalinowski, [www.bccdelaware.com](http://www.bccdelaware.com)*

**September 18, 2011**

**Buckingham Concours**  
**Buckingham, PA**  
*[www.buckinghamautoshow.org](http://www.buckinghamautoshow.org)*

**October 8, 2011**

**"Brits at the Village" Philadelphia MG Club**  
**Peddler's Village, Lahaska, PA**  
*[www.phillymgclub.com.brits11carshowreg.pdf](http://www.phillymgclub.com.brits11carshowreg.pdf)*



## The Prez Sez *August 2011*

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I'm delighted to announce the signing of a top draft choice, Mike Wolf with the experience to add to our roster to support Rich Rosen and the rest of the team. We feel that Mike has demonstrated that he can make an immediate impact in the lineup, with Rich Rosen leading off in the series of events for August and September and are planning for October.

I'm sure you can see the influence on me by the player trading frenzy of the Phillies and Eagles sport teams. If you don't follow sports it doesn't matter, because Mike has made his reputation in organizing and leading dynamic activities in the past. You might recall his most recent, involving a caravan of E-type Jaguars from the Desmond Hotel to Valley Forge and return to celebrate its 50<sup>th</sup> anniversary last June. **We welcome Mike as a Director of Events in conjunction with Rich Rosen.**

Rich and Mike are spearheading plans not only to diversify the activity but geographically as well. There may be two activities on the same date. We don't consider them a conflict but consider them a choice! We try and support other British car clubs and list them as "Other Events" in the Purr. (see page 13). Jaguars are always welcome in conjunction with other British Marques.

I think you should know that each of the Officers have organized and served as Chairman of an event this year: **Ann Perry** "Lights Out" at Longwood Gardens in January. This appears to generate enough interest to make it an annual event. **Kurt Rappold**, for a sanctioned Spring and Fall road rally. Director **Rich Rosen**, for a scenic drive along the Delaware River, including a visit to a Brewery for Beer Tasting. I act as Chairman of our annual Concourse and **Gerry Kunkle**, organizing a "Fall Leaf" tour. **Mike Tate**, organizing a dinner Birthday Party for member Fred Mack's 100<sup>th</sup> Birthday at the Desmond. I'm planning a Tech Session with a British Car Restorer in the Fall. The Holiday Party, supported by **Pauline Craig and Ann Perry**. I wanted to point out that you are being served not only administratively, but actively by sponsoring and participating in events.

I also want to give a special thanks to Slalom Chairman **Brian Craig**, who is also our Webmaster, Associate Photographer, and Editor of our Newsletter! He is present at most of our activities to photograph the

event. This is a perfect compliment as Editor of our Monthly Newsletter to bring to our readers a pictorial description. For those that are interested, Brian has available a disc of the 2011 Slalom.

I became a Jaguar owner because I loved the car and just having one to drive seemed enough. When I learned that a club of other Jaguar owners existed, called the Delaware Valley Jaguar Club, I joined. It was not only out of curiosity, but how I might expand the use of my car and meet other people with a similar love of Jaguar automobiles. The members were all very congenial and friendly people who had different interests in participation. Over the years I had formed an opinion to describe the characteristics of this disparate group of our members.

**The Art collectors:** Their **main** interest is to be the owner of an authentic piece of art, that happens to resemble an automobile. These are people who recognize something worthy of appreciation and the means to pursue it. In addition to maintain history to provide to the general public. A goal that I most admire!

**The Competitors:** The desire to compete, to be a winner, have a show car, be it a static or dynamic competition. The "Art Collectors" compete in static display events such as a Concours, and strive for obtaining perfect scores. A good number of owners compete in the Concours event as well, and do so to strive for a better score, than their competition and in any event they enter, be it a driving event, a Rally's or Slalom!

**The Drivers:** Perhaps competitive nature, but mainly, don't care what event it is, they just love to drive their Jag!"

**The Independents:** A combination of all of the above, but don't wish to join a club, but willing to join an event of their choice. We love to have them come out and certainly respect their wishes.

The purpose of my characterization was to show how events can be planned to appeal to most of our members. Considerations for social and cultural activities also need to be explored in addition to geographical areas. With our team of directors and your President I look forward to providing you with interest-

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



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## Roving Reporter (Biography) - August 2011

By Michael Tate

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Having been asked to write a biography I am not sure this is not an obituary. Depends on the time of life and if it's written in the past or present tense I suppose.

I was born in Leeds, Yorkshire, England in 1931 (Work it out) about 130 miles north of the "Holy Grail" of Coventry. At the start of W.W2 in 1939 my Father, who had been a flying officer at the end of WW1 was, much to his disappointment, put into a "reserved occupation" which meant he had a job important to the war effort outside actual combat. He and the family moved home to Solihull in the industrial area of the UK Midlands. So now we were only 13 miles from Coventry and four miles from the Land Rover factories.

In 1942 my brother lied about his age and landed up as a seaman on HMS Empress, an escort carrier under the lease lend ( or was it lend lease) program with the USA on its way to the Pacific conflict. The same year, because the Germans were heavily bombing Coventry and the Rover facilities every night, my parents decided that my sleeping under the dining room table was not the best protection and shipped me off to boarding school located in the Oxfordshire countryside; a village called Bloxham (The XJ 220 was built there in the 1990's) hence "Bloxham School" which, in a perfect contradiction, was known in the UK education system as a Public School. IE it was private & you paid heavily. I was eleven and I hated it.

I stayed there eight years and after six months began to enjoy the comradeship. Reminders of the war were still there as next door was a U.S airbase and every night multiple flights of Flying Fortress' took off for Germany. The headmaster was a great sports enthusiast and I found myself representing the school at Athletics, Rugby, Boxing, Cricket and Physical Training. Not much time for study but I scraped through my exams.

When I was 18 I passed my medical exam and I should have gone into the Armed Forces for 2 years conscription. But I stayed at school for an extra semester and damaged my legs playing Rugby. The result was that I failed my next medical.

So with not a clue about what I wanted to do I left school, not realizing that what I had learnt there would help me so much in my future life. My best subject was English and my Father knew the owner of a newspaper and I was recruited as a cub reporter. A year later the parents moved north from Solihull to Newcastle-on-Tyne and I decided to join them. I joined the financial world taking all necessary

exams.

In 1956 an advertisement for salesman for the American Company Burroughs (later Unisys) based in Detroit offered high earnings and the prospects of an interesting and rewarding career. They wanted people who were qualified in accounting as they were rapidly expanding and they were introducing electronic accounting machines and computers, and their representatives would be marketing to CFOs. I passed their intensive interviews at their offices in Newcastle-on Tyne and was offered the job of Trainee Salesmen back in the area I was born... Leeds. So full circle. My Mother was not happy and I remember her complaining that, "after all that money your Father spent on your education," that I was just a salesman. In England at that time (probably still is) selling was looked down on! "You could be a Judge, a General, a Barrister," she said. Regardless, I left my girlfriend, Mo, behind and I set off for fame & fortune.

A year later, 1957, I made the smartest decision of my life by turning up (by request) on July 27<sup>th</sup> in Newcastle to Mo's wedding. After the nuptials, she joined me in Leeds to share a very small second floor one bedroom apartment, where the smell of greasy cooking from the owners below used to overwhelm our environment. We were very happy. (As I write this it is 7/27 so 54 years have passed).

I purchased my first car for about \$20. It was a 1937 Jowett. The back doors would not stay closed so I tied them together with string. The starter had a problem so I always had to park it on top of a hill and do my canvassing from there. I still possess this keen technical ability.

Business was good so I purchased my first Jaguar a used Mark V11M for \$750. All BRG metal and a mass of of red upholstery. It wasn't easy. My bank manager refused to give me a loan saying "Your flying your kite a bit high." Thankfully, the next bank was happy to help and the Mark V11 and me became one.

Things continued to go well and in 1960 I got a promotion to Zone Sales Manager (ZSM). As a result, I was asked to move to Hull on the East coast of England. A ZSM reported to the branch manager, had his own territory and had salesmen reporting to him. It was then I learned the tricks of Corporate America. My personal commission percentage was cut, but I was paid a small commission on each of the sales reps reporting to me. I Loved the title but I was earning less than before. You live and learn.

Our first son, Russell, was born in Hull and in 1962

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## Roving Reporter - August 2011 (cont.)

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Burroughs introduced their first range of (by today's standards rather primitive) computers into the UK and they selected a task force of twenty to do this. I was one of them and moved from Hull to Liverpool on the west coast. It was a tough assignment as IBM were the kings of computers. Hard to compete against. If they thought they were losing an order they went to the CEO & said, "Your CFO doesn't know what he's doing and will lead you into trouble...we are IBM and you can't go wrong with us." We had one advantage. We had better equipment! I had graduated to a white 3.8 Mk2 Jaguar and would drive to our computer center in London at high speed with the Beatles performing full blast. There was no speed limit on the newly constructed expressways, so the fun was to beat the last timing of the previous trip

Gary & Suzanne were both born in Liverpool. It was fun but in 1966 I was pleased to be made Branch Manager of the counties of Norfolk & Suffolk based in Norwich. So back to the East coast. I upgraded my Mk 2 to a Mk2S. Business was terrific and two years later in 1968, I went to our UK Head Office as UK Director of Marketing for fifty percent of the company's products. For some reason I have never been able to explain I swapped my MK2S for a Triumph Spitfire! Perhaps the latent yearning for a little sports car? Big mistake.

In 1970 I was offered the job of General Manager Burroughs, Caribbean based in Kingston, Jamaica. With visions of sailing those blue blue seas and distributing photos of Princess Margaret water skiing, MO said, "Let's do it." So we did. The job included a new pale blue Triumph P I. (Petrol Injection); Great car! Fast and a smooth ride. My son Russell used to live for our fast blasts around the narrow and twisty Jamaican roads! Probably explains all the speeding tickets he got as a youth growing up in America.

Life in Jamaica was very different with, perfect weather, a hectic social life, and boating and swimming every weekend. I learnt that having a "Red Stripe" beer at 8.00 a.m. was a common event (but, of course, never succumbed to the custom myself). The native Jamaicans were a friendly people. In 1972, an advert in the paper said, "For sale 1959 XK150S 3.4 OTS \$1,000." The next day it was in our driveway. And so began a love affair that was to last 30 years.

In 1974, an offer came to go to World Headquarters in Detroit, Michigan as Director of Marketing for fifty percent of the Corporation's products (Similar job to the one I had for the UK company, but this time for International). So it was in March that year that I found myself in my light-weight suit and rich sun tan shivering in Detroit. What had I done? Too late to reconsider, so the family and XK150 followed later.

Normally a transfer from International into the WHQ was for three years. Eleven years later I was still there after performing a number of marketing jobs. Perhaps the highlight of that period was a phone call I got while working in Paris telling me that a fire had destroyed half our new house. Was the XK ok I thought? But ignoring the plight of my favorite cat, I managed to focus my thoughts on Mo & the kids thinking they might be a tad more important. All ok, thank goodness. The fire had started in the garage and the XK150, full of petrol, only suffered blistered paint from the heat.

In 1985 I accepted the role of Vice President of Asia Pacific based in Hong Kong. This job came with a choice of a car and a driver. I got an XJ6 Series 3. The driver was a guy named Charlie Chang, who was mainly a benefit for Mo as I was always traveling. Charlie was very unhappy with the car as ninety-nine percent of people in Hong Kong had Mercedes, and also because I insisted on driving myself to work on many days. Living in Hong Kong and working the different countries was a wonderful experience and one we were truly grateful for. Our distributor in India was the Tata Corporation and now the owners of Jaguar. I visited them often. Great company. The kids loved Hong Kong too as the company paid for them to visit on vacations.

Business was good and a major order from the Hong Kong and Shanghai Bank for \$65 million helped. In 1986 Burroughs purchased Sperry and the two companies merged to become known as Unisys, based in Blue Bell, PA. The integration of the two companies was a nightmare and in 1987 I arrived at the new World Headquarters as Global Vice President of Major Account Marketing. We settled in Gwynedd Valley and the XK150 came too! By this time the children were out of University and I could afford to get the car restored. However 1989 offered another opportunity based in Europe as Vice President of Unisys World Trade. We kept the Gwynedd house and moved to England.

The job was yet another new experience opening up operating units in all the Eastern Block countries. It also encompassed managing operations of a number of established subsidiaries, including South Africa. Dealing with the Eastern Block countries was a totally unique experience and another story. Major orders were received from many different country's banks, and also Airlines. It was an exciting time. A highlight was when a major customer insisted that he must go to Le Mans. I was obliged to join him so in June 1993 I was there to see the XJ220 win its class!

My company car was the latest XJ 40 and I got an XJ6C for Mo. Also I had a 1972 Series 3 E-type OTS and a left hand drive 3.8 Mk 2.



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## Roving Reporter - August 2011 (cont.)

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In 1994 it was a good time to retire and I accepted a consulting job with an Australian Company, Keycorp, who had obtained a marketing contract for their products from Unisys. I was to be the liaison between the two companies. We came home to the US on the QE2 with our cat Ming (Grey Persian) and the Mk 2. And then Mo & I took off for Australia.

We lived for several months in an apartment overlooking the famous Sydney Bridge and Opera Theatre. We absolutely loved Australia. Final full retirement came in 1999 after forty-three years association with the Company. The advertisement in 1956 which said "job offering great opportunity" was right. We had seen the world at Burroughs/Unisys' expense.

I now went on a manic Jaguar binge. My XK 150S was restored. I joined the DVJC. For everyday use we had a 1984 Majestic (a tarted up XJ with a Daimler grill) which I sold to our eldest who was still living in Detroit. I did a trade with the 1972 Series 3 E-type, which I had left behind in England, for a 1934 SS1 Tourer. I foolishly purchased a Jag that caught my eye while driving on the 202. It was a Series 1 XJ6. It was a disaster. Live and learn.

Later, a 1987 XJS V12 Coupe and 1992 XJS V12 OTS joined the fleet. In 2002 I could not resist the special edition XJR-100 which was released to celebrate Sir William's 100<sup>th</sup> birthday. When the new S-type was launched we got one but could not live with the Ford interior, so traded it in for a lovely maroon XJR. Visiting Russell in Michigan he informed me of a newly restored 1 ½ E-type OTS, It was like new so a few weeks later it arrived in Gwynedd. Paul Racette found me a hard top for it in Belgium and had it shipped over. Wonderful combination. As cars came, others went over a 5 year period. Then we decided to downsize. Our Gwynedd House, where we had lived on and off for 18 years, had a good size barn for storing the fleet. So moving presented a bit of a problem. Where were we going to keep all the cars? When we moved to our present Carriage House in Malvern in 2005 we had the XJS OTS, the 3.8 Mk2 and Mo's Jeep. Since downsizing was the goal, these have all gone; replaced by an X-type wagon, a 1968 420, and a 2007 XK Coupe. Of all the cars, the one I was too hasty in selling was the XK150S. It was gone for years being restored, and in the 30 years I owned it, I had never really driven it that much. A shame. The fact such a car is now selling for \$120,000 or more is incidental.

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### 2011 DVJC Slalom Competitors with Awards and Certificates

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L to R: Mike Tate (9th), Kurt Rappold (5th), Gary Tate (7th), Fred Mack (10th), Jeff Dement for Bill Beiswinger (3rd), Rich Rosen (2nd), Steve Kress (1st), Anthony Cimino (6th), Charles Olson (8th).



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# 2011 DVJC Slalom

By Brian Craig

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The Annual Delaware Valley Jaguar Club's slalom was again held at the Garnet Valley High School in Glen Mills, PA. Brian and Pauline Craig arrived at 7:15 a.m. with donuts and coffee followed shortly thereafter by Kurt Rappold and grandson Jeff Dement. President Charles Olson also arrived early as well as Don Mullin and Clara Saxton. They all started preparing the course as other members arrived.

By 8:00 a.m. registration and safety checks were underway. The timing equipment provided the usual excitement as it was reluctant to cooperate. A little on-site surgery got it jump-started and it worked flawlessly the rest of the day. Shortly before 9:00 a.m. the drivers were called together and walked through the course. The sun was rising as was the temperature. Fortunately, as the event progressed, a cloud cover kept the temperatures manageable.

Everything was ready. Pauline Craig was ready with the time and Clara Saxton set to record the times. Don Mullin took his position as starter and the drivers headed for their cars.

First at the line was Steve Kress. He originally registered his 1972 E-Type but reconsidered. Instead he brought to the line his 2000 British Racing Green XKR convertible. (While he had the top down for the slalom it later came up and the air conditioning was put to good use on the way home!) His considerable skill at handling the vehicle was evident. At the end of the first circuit he seemed concerned the engine response was somewhat flat. He must have found the solution as his times constantly improved. Bill Beiswinger followed bring his 1969 E-Type 2+2, a black beauty, to the starting position. He expertly maneuvered his vehicle around the course all five times posting a respectable time on each occasion. The competitive spirit of the Beiswinger family was exhibited by his son, Alec, whose gas powered scooter could be heard in the background while the cars were negotiating the course. Once the slalom was completed Alec took a circuit with dad looking on.

The next car to the line looked like it should be transporting the Queen of England rather than trimming rubber off the tires. Mike Tate brought his blue 1967 420 saloon to the starting position. He was fully prepared wearing his Jaguar Racing helmet with Jaguar logo and the cat's fur pattern evident. While Mike obviously enjoyed going through the course he was careful not to abuse his beloved vehicle. He left that to son Gary. More on that to come. Approaching the starting position next was a blue 1967 E-Type coupe piloted by Anthony Cimino. He skillfully put this classic through its paces. Anthony had a dedicated cheering section as his lovely wife Elke encouraged his efforts from the sidelines. The car performed beautifully

and posted competitive times.

The Nation's Capital Jaguar Owners Club was represented by John Larson who drove up from Bethesda, Maryland. John was driving a rare and beautiful 1977 XJ6C coupe. While the standard XJ6 sedan is a distinctive vehicle, the coupe adds another level to the styling. It is evident John thoroughly enjoys driving this car and his steadily improving times demonstrated his skill. We thank him for making the trip and appreciated his participation.

Club president Charles Olson brought his 1994 XJS convertible to the pylons. We all know Charlie enjoys driving this exceptional machine with the top down but this day he opted to keep the sun at bay. As the car headed into the turns the tires tested their beads and Charlie guided the cat through the circuit. Charlie was careful to enjoy the experience without beating up his treasured asset.

Déjà vu? No, it was the same 1967 420 saloon waiting at the line but this time driven by Gary Tate. Any hesitation dad Mike may have had about testing the limits of this regal sedan was not shared by Gary. He got some smoke from the tires and some considerable lean in the corners but kept the car (more or less) on course. While Gary was obviously enjoying the drive Mike was observed looking the other way and holding his ears. Mike seemed to wait a respectable amount of time before turning to someone close by and asking, "Is it over yet?" It appears the 420 survived all 10 circuits in fine shape. By the way, Gary recently became a Jaguar owner purchasing a 1972 XJ12L. He also experienced his first "Jaguar moment." Ask him about it sometime.

Chomping at the bit was Rich Rosen's familiar 1971 sable E-Type 2+2 seen at many of our events. This lovely cat was outfitted with new tires. Rich did an excellent job at scrubbing off the new rubber to get at a better gripping tire. It was evident Rich was pushing the car and the new tires to the limit as evidenced by some misplaced cones. However, as the tires wore down and Rich got familiar with their handling characteristics his times also improved. His efforts were surpassed only by those of Steve Kress.

Another familiar sight at DVJC events approached the start line as Kurt Rappold brought his champagne 1994 XJ6 saloon to the ready position. Kurt demonstrated the larger Jaguars can compete surprisingly when expertly driven. The sedan leaned heavily and the tires protested but the timer showed a very respectable score. Kurt's ride got a break this year as his grandsons were not present to add another 10 circuits to the car's experience. What they failed to provide was made up by Gary Tate's performance in his father's 420.

# 2011 DVJC Slalom (cont.)

Fred Mack arrived and completed a circuit in his 2001 blue X-Type saloon. Since he arrived late Rich Rosen guided him through the course one time and then Fred successfully negotiated the course. It is the feeling of those in the know that Fred holds the distinction of being the most senior person to compete in the slalom. No one was aware of another 100 year old participant. Good job and congratulations Fred!

Apparently Fred suffered a lapse of judgment as he allowed Rich Rosen to take a try at the slalom course in the X-Type. Rich used the excuse of being curious how an all wheel drive vehicle handles under such conditions. Fred Mack seems to have survived the experience. We all know he is living a good, healthy, long life. However it is conjectured the X-Type had 10 years taken off its lifespan by this experience.

Everyone chipped in to pack up the equipment. We then headed for group photos followed by individual photos with the cars. From there most of the participants headed to McKenzie's Brew Pub a short distance away for a pleasant repast. Following a good meal and some very pleasant conversation Charlie Olson presented the awards. Each participant received a certificate acknowledging his participation and listing his best time.

Third place was taken by Bill Beiswinger. Unfortunately he could not join us so Kurt Rappold accepted his plaque and will mail it to him. Bill's time was good enough for him to have the third best time in his class nationally. Sec-

ond place was awarded to Rich Rosen. We were all left wondering if there would have been a difference in times had the tires on his car been a little more broken in. Maybe we'll find out next year. Rich is currently second in his class in the national standings. To no one's surprise first place went to Steve Kress. Apparently the problem with the flat response did little to hinder Steve's performance. Steve presently holds the number 1 position in Class L in the JCNA standings.

Everyone's participation and efforts are greatly appreciated in making this slalom a success. Again, thanks to Kurt Rappold and grandson Jeff Dement for all their work loading the truck and transporting the equipment. Much of the work was done in the heat of Kurt's warehouse in Chester. Thanks to Clara Saxton and Pauline Craig for their efforts at the registration and timing table. Don Mullin was a great help at the staging area. He kept the drivers informed and ready at the starting line. In the end everyone provided some assistance in making this a great experience. Thanks to all.

Photos can be viewed at [www.picasaweb.google.com/bcsphotos95](http://www.picasaweb.google.com/bcsphotos95).

Videos can be seen on YouTube.com, keywords DVJC slalom.



## DELAWARE VALLEY JAGUAR CLUB

2011 Slalom Standings



JCNA#	Entrant	Class	Year	Model	Body Type	Color	Best
15743	Kress, Steve	E	1972	E-Type	Conv.	Green	45.203
41093	Rosen, Richard	E	1971	E-Type	2+2	Sable	46.885
34041	Beiswinger, Bill	D	1969	E-Type	Coupe	Black	47.901
33872	Larson, John	SP/H	1977	XJ6C	Sedan	Grey	48.903
4134	Kurt Rappold, Sr.	F	1994	XJ40	Saloon	Champagne	49.213
27098	Cimino, Anthony	D	1967	E-Type	Coupe	Blue	50.631
	Tate, Gary	C	1967	420	Saloon	Blue	51.888
29236	Olson, Charles W.	J	1994	XJS	Conv.	Blue	53.438
25078	Tate, Michael	C	1967	420	Saloon	Blue	67.583
33448	Mack, Fred	N	2004	X-Type	Saloon	Blue	88.209

## 2011 DVJC Slalom Competitors



Bill Beiswinger, with son Alec, 1969 E-Type.



Anthony Cimino, 1967 E-Type.



Rich Rosen, 1971 E-Type.



Gary & Mike Tate, 1967 420.



Kurt Rappold, with Pat and Jeff Dement, 1994 XJ6



Fred Mack, 2004 X-Type.



John Larson, 1977 XJ6C.



Steve Kress, 2000 XKR



Charles Olson, 1994 XJS.



## 2011 DVJC Slalom Collage



## Delaware Valley Jaguar Club "Other Interesting Events" Calendar 2011

Date	Event	Web site
August 5-7	Das Awkscht Fescht Macungie, PA	<a href="http://www.awkscht.com">www.awkscht.com</a>
August 6 & 7th	7th Annual Pennypacker Mills British Car Day Schwenksville, PA	<a href="http://www.dvcmg.com">www.dvcmg.com</a>
August 10 -13th	Austin Healey Encounter 2011 Paradise, PA	<a href="http://www.austin-healey-stc.org">www.austin-healey-stc.org</a>
August 12 -13th	Roadster Factory Summer Party Armagh, PA	<a href="http://www.the-roadster-factory.com">www.the-roadster-factory.com</a>
August 13 &14	New Hope Auto Show New Hope, PA	<a href="http://newhopeautoshow.com/html/dayofshow.htm">http://newhopeautoshow.com/html/dayofshow.htm</a>
August 20th	Perkasie Under the Stars Perkasie, PA	<a href="http://www.perkasieoldetowne.org">www.perkasieoldetowne.org</a>
August 27th	British Racing Green Simeone Foundation Philadelphia, PA	<a href="http://www.SimeoneMuseum.org">www.SimeoneMuseum.org</a>
August 28th	A Taste of Britain* car show and polo match Rothsville, PA	<a href="http://www.lancomgclub.com/pdfs/tob_reg_form.pdf">http://www.lancomgclub.com/pdfs/tob_reg_form.pdf</a>
September 2nd - 4th	Baltimore Grand Prix Baltimore, MD	<a href="http://www.baltimoregrandprix.com">www.baltimoregrandprix.com</a>
September 3rd	46th Annual Duryea Days Boyertown, PA	<a href="http://www.boyertownmuseum.org">www.boyertownmuseum.org</a>
September 9th -11th	SVRA Zippo Vintage Grand Prix Watkins Glen, NY	<a href="http://www.grandprixfestival.com">www.grandprixfestival.com</a>
September 10th -11th	Radnor Hunt Concours Invitational w/ Rally Edgemont, PA	<a href="http://www.radnorconcours.org">www.radnorconcours.org</a>
September 10th	Moss Motors Fall Fest 2010 Bridgewater, NJ	<a href="http://www.njtriumphs.org">www.njtriumphs.org</a>
September 10th	Virginia Jaguar Club Concours Richmond, VA	<a href="http://www.jcna.com">www.jcna.com</a>
September 13th	"Haddonfield Car Show" AACA Haddonfield, NJ	<a href="http://www.haddonfieldnj.org/eventsantique.php">www.haddonfieldnj.org/eventsantique.php</a>
September 17 - 18th	Nation's Capital Jaguar Club Concours Reston, VA	<a href="http://www.jcna.com">www.jcna.com</a>
September 17th	British Car Club of DE. Annual Car Show Delaware City, DE	<a href="http://www.bccdelaware.com">http://www.bccdelaware.com</a>
September 17th	14th Annual British Car Show Ocean Grove, NJ	<a href="http://www.pedc.org">www.pedc.org</a>
September 18th	Buckingham Concours Buckingham, PA	<a href="http://www.buckinghamautoshow.org">www.buckinghamautoshow.org</a>
September 18th	Hagley Antique Car Show Wilmington, DE	<a href="http://www.hagley.lib.de.us">www.hagley.lib.de.us</a>
September 24th	32nd Annual MGs on the Rocks Bel Aire, MD	<a href="http://www.mgsofbaltimore.com">www.mgsofbaltimore.com</a>
Sept 29th - Oct 4th	New Jersey Vintage Historic Races Millville, NJ	<a href="http://www.svra.com">http://www.svra.com</a>
October 1st	"Out of the Woodwork" TVR club Mercer County Park, NJ	<a href="http://www.tvrcna.org/">http://www.tvrcna.org/</a>
October 1st	Autumn Leaf British Car and Bike Show Bethlehem, PA	<a href="http://www.bcclv.com">www.bcclv.com</a>
October 1st	Tinicum Polo Club British Car Festival Tinicum, PA	<a href="http://www.tinicumpolo.org">www.tinicumpolo.org</a>
October 5 - 8th	AACA Eastern Fall Meet Hershey, PA	<a href="http://www.aaca.org">www.aaca.org</a>
October 8th	"Brits at the Village" Phila MG Club Peddler's village, Lahaska, PA	<a href="http://www.phillyMGclub.com/Brits11CarShowReg.pdf">http://www.phillyMGclub.com/Brits11CarShowReg.pdf</a>



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# E-types Gather at the Desmond Hotel

By Mike Wolf

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To commemorate the 50<sup>th</sup> anniversary of the world-wide debut of Jaguar's E-type, in March 1961, numerous events have been and will be held this year. DVJC decided in late 2010 to get in on the action and hold a special commemorative event on June 5<sup>th</sup>, the day following the annual, sanctioned Concours at Oakbourne Mansion. The Desmond Hotel was selected as the focal point and Michael Tate's son, Russell, was persuaded to design the flyer. Enticed by the offer of bottles of scotch from his father, he designed two! Beginning in January, several mass emails were sent out to DVJC's e-type owners as well as clubs in nearby regions and states.

On Sunday, June 5<sup>th</sup> a total of 34 XKEs assembled for a group photograph taken by Brian Craig. There were approximately 16 Series I's, 11 Series II's and 7 Series III's. In addition to DVJC members, there were owners and cars we NEVER see at regular club functions. (A few new members were recruited on the spot.) One brand new member, Terry Robinson, brought his newly acquired and very original Series I OTS on a rented, U-Haul trailer. It's not that he is afraid to drive it, but the gas tank is out for renewal and the brakes have not been refitted. In addition, Terry and Karen Lippincott brought 2 cars from Sinking Spring, PA. Karen drove their gold-colored OTS 'driver' and Terry brought his BRG, Series I, vintage race car. Heads turned and folks jumped when he started up the 400 horsepower motor with a 6 inch, custom-designed, straight exhaust. A crowd immediately gathered and Terry described some of the fine points and answered questions

from on-lookers. Some had never before seen a vintage racing Jaguar so 'up close and personal.'

At 11 a.m. most of the assembled cars lined up for the 25-mile, "Scenic Drive." Mike Wolf distributed maps and illustrated route instructions and then led the caravan on a loop through Chester and Montgomery Counties that included Charlestown Township, Valley Forge Park and the community of Valley Forge Mountain. A highlight was the crossing of the Knox Covered Bridge over the Valley Creek, in Valley Forge Park. Brian Craig was strategically positioned to capture the cars as they crossed the one-lane bridge. Most of the turns along the route were right hand turns. In order to keep the long line of cars together, Mike repeatedly asked the second car in line to block oncoming traffic and then join the column at the back. The system worked very well, although some car owners seemed nervous about using their cherished vehicles as traffic cones! No matter how long you have owned an E-type, it's highly unusual to be able to join in an unbroken line of 25 or more similar cars. Some participants took advantage by taking their own pictures and movies!

Upon returning to the Desmond, many went in for brunch while others continued home. Those that stayed got to eat, drink and listen to Michael Tate's description of the development of Jaguar's "leaper" mascot and hood ornament. Based on comments received, "A good time was had by all!"









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# **2011 JCNA Challenge Championship Concours, Dublin, Ohio – July 9, 2011**

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by: Bryan Edwards

The 2011 Challenge Championship held July 8<sup>th</sup>, 2011 at Dublin Metro Center, Dublin, Ohio was a rousing success with approximately 115 Jaguars shown in Championship, Driven and Display categories. The National was held on Saturday as part of the Friday and Saturday 29<sup>th</sup> Annual Arthritis Foundation Classic Auto Show & Cruise-In, where there were in excess of 1,000 cars shown on each day. Rally and Slalom events as well as seminars on authenticity and distinctions of early E-types were held earlier in the week and well attended.

Delaware Valley Jaguar Club was represented by Gerry and Ella Jane Kunkle who showed their 1997 XK8 Carnival Red roadster and Bryan Edwards with his 1974 XKE series 3 Signal Red OTS. Gerry and Ella placed second in Class C16A with a provisional score of 99.83 and Bryan placed first in C07 with a provisional score of 99.95.

Notwithstanding the high quality of cars in the Championship and Driven classes only one car had a perfect score and that was in Driven class D08B, a black 1994 XJS.



Driven and Display E-types in the parking area



Class S01 1990 XJR9R being prepared and driven onto show field



E-types spread along the sidewalk of the main road of the show



E-type race car

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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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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

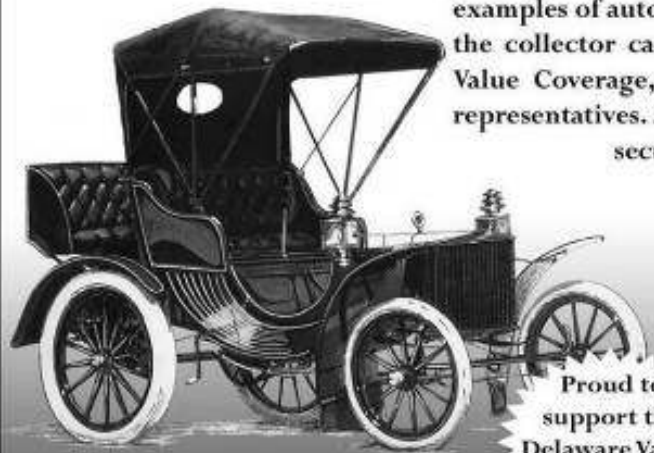
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**Gary Tate, Chester Springs, PA**

**Ryan Wigmore, Moorestown, NJ**



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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
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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
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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

	<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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