

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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April, 2012

www.jcna.com/clubs/dvjc

DVJC's Fred Mack is 101!!



Fred Mack was honored for his volunteer work at the American Helicopter Museum in West Chester, PA, where the Museum volunteers celebrated Fred's 101st Birthday. Members of the Delaware Valley Jaguar Club were invited to attend. DVJC was represented by (l to r) Brian Craig, Fred Mack, Kurt Rappold, Pat Rappold, Michael Tate and Charles Olson.



REMINDER—It's never too late to renew your membership!! If you haven't renewed please complete the form on page 11 and get it to Ann Perry. Ann can be reached at anns Jag@aol.com if you have any questions regarding your membership status.

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DVJC OFFICERS INFORMATION

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

Upcoming DVJC Events

April 21, 2012

DVJC Breakfast

The Lion's Share Diner, Exton, PA

Contact: Bob Hedin, psumath@aol.com (see page 11)

May 18—20, 2012

Penn—York Rally

Beach Lake, PA

Contact: Kurt Rappold, kprappoldxksp@verizon.net

June 2, 2012

DVJC Annual Concours d'Elegance

Oakbourne Mansion, Westtown, PA

Contact: Charles Olson, cwolson29@comcast.net

July 14, 2012

DVJC Annual Slalom (note date change)

Garnet Valley High School

More Information Coming

Upcoming Other Events

May 5, 2012

Lewes British Motorcar Show

Lewes Historical Complex, Lewes, Delaware

contact: The British Car Club of Delaware, 302-645-8073

May 6, 2012

Dover Days Car Show

Legislative Mall, Delaware

contact: www.doverdaysfestival.com

May 26, 2012

Susquehanna Valley Jaguar Club Concours d'Elegance (see entry form page 10)

Sunset Lane Park, York, PA

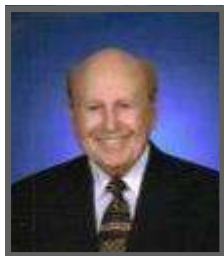
contact: Dave Hershey 717-792-5271

June 17, 2012

Father Fest Antique Car, Hot Rod, and Motorcycle Show

American Helicopter Museum, West Chester, PA

contact: www.helicoptermuseum.org



The Prez Sez April 2012

When Kurt returned from the AGM I was mainly interested in two things; The status of the eight dollar increase in dues for 2013 and the approval of the **DVJC as Host for the AGM in 2015.**

He said “**both were approved.**” He also stated that after an explanation of the reason for the increase was presented to the members by JCNA President Dick Maury, the dues increase generated relatively little discussion! Kurt, hearing all the facts, voted **yes.** We will now be required to send the JCNA 30 dollars of the 50 dollar dues we collect from each member! That means to bring in the same amount of revenue we need to add \$8.00 to the dues we charge each member. Unless I’m overruled, ***we ain’t gonna do it!*** I will propose to the Officer’s that the dues ***will remain at 50 dollars*** throughout 2013 and continue till it becomes a problem. My aim is to offset that cost with new members. We’re losin’ 1200 bucks per year based on the same number of members. Incidentally do you realize the cost of mailing the Purr is nearly that much per year. Not to digress, but I thank those that have made a choice to use E-mail. That means to break even we need to add 15 more new members. ($150 + 15 = 165 \times \$20 = \3300) to make up the difference. We’ll receive in 2012 with 150 members at 22.00 = \$ 3300 That could be our goal for 2012 to have on the rolls on Dec. 31 165 members. It should be noted that since 2009 only one member per family is counted as a member. So new couples joining count as one member. Our history for getting new members is fair but the attrition rate appears to have us average around 150 members.

As President, my main goal is to make our Club grow, by adding new members and stabilizing re-newals. We need to follow up on non-renewals. The AACA chapters send a cordial postal card and we’ve done personal mailings in 2009. Ann Perry tells me it was successful. However, you need to schedule attractive and various activities. One of the new programs initiated this year, if you’re not aware, is scheduling a **Breakfast Meeting** each month in various locations. I’m happy to report the March breakfast located at the Marsh Diner just inside the Delaware State line was well attended and also by some who attended the first breakfast in the West Chester area. This month it’s on a Saturday, April 21st, at the Lions Share Diner in the Downingtown area. (see flyer enclosed p. 11). Our coordinators will be moving the location next month to an area closer to their Eastern constituents, defined by their Postal Zip codes. The details will appear in each month’s Purr. It is hoped the personal contact will stimulate new ideas for activities and encourage new members. This Year on July 22nd I’ve arranged for our club to attend a Baseball Game between the AA Phillies and the N.Y. Yankees at the Trenton Thunder

Field, Trenton N.J. Details and a flyer will follow in next month’s Purr.

We should strive to list the DVJC activities planned for the year in advance. Other activities are announced only 2 months in advance so it’s difficult to list a year’s worth of events. I’ll discuss this with our Directors re: a long range list of activities. We have listed our Sanctioned Events and those sponsored by us under “DVJC Events.” We encourage our members to attend “Other Events” sponsored by other British car clubs. We do that formally incorporating our Sanctioned Concours Event, with the other British car clubs in the Delaware Valley area, promoted by the Delaware Valley Triumph Club. The event is called the **Cars Of England.** It’s held the first Saturday in June. Then on July 22nd we join with other British car Clubs for the Trenton Thunder Baseball event.

One of the things I’m “banking on” is to promote a larger group of volunteers to help with the varied tasks of Hosting the AGM. One of the first tasks is to form a Site Committee to investigate several Hotels in Philadelphia to meet the requirements of our Guests. A decision will most probably be made in September. In the meantime, Funding thru Sponsors and the JCNA contribution, allocated each year to the Host Club, will be conducted continuously. I’ve contacted past Host Chairmen who have provided me with guidelines and suggestions based on their experiences. It will take time to organize the various tasks, so that at the start of 2013, we will be well organized to reach most of our goals by the start of 2014. ***The year 2015 is our 50th Anniversary of the founding of the DVJC*** and what better way to celebrate. We’ve celebrated the E-type cars, Centennial Birthdays, other events – now it’s the DVJC’s turn!

The next event I need to address is our Judge’s meetings. Kurt Rappold is our Chief Judge and is aware of the changes made at the AGM. He will be purchasing the sheets applicable to the 2012 Manuals to distribute at the Judge’s Training sessions. It’s important to bring the manual issued to you at the Training sessions. Dates will be decided for late April and/or early May. We hope to add some novice judges supported by our experienced judges. A novice or first time judge, will be placed in a group with the class that they’re most familiar with thereby adding experience. Why not volunteer?

I want to point out that for most of you that are still certified, but the Jaguar Concours Rules Committee (JCRC) require you attend a judges training session, to be updated on the changes and how they effect the Judging process for 2012.

The Prez Sez April 2012 (continued)

The purpose of the training is not to make you an expert, for you probably are knowledgeable in your class, but to be familiar with the scoring system and recording deductions in the proper areas on the Judge's Scoring Sheet. The Judges know how to correctly judge a vehicle, but it's the **recording of deductions**, that can be a problem. It's important to know the range of deductions for non-authentic items and to ensure the owner signs that he acknowledges your ruling. If there's still a disagreement, it can be appealed to the protest rules committee. The judge will make you aware of the procedure. So you need to make sure the lead judge has the protest form and the list of deductions for non-authentic items found in the Concours manual. I have found arbitrary decisions are made without it.

The Concours in the Champion Division is About, Cleanliness, Authenticity and Presentation (windows and hood "up", manuals, proof of documentation etc.) Think "**CAP**" as a guide to remember. In the Driven Division the same thing applies, but certain items such as wheels are judged only for size and tires any type as long as all four match. Under the Bonnet and inside the Boot are not judged. So-as an example: You've got a great looking show car and entering the Concours with your Jaguar for the first time. You can identify your class from the entry form, but what about the Division, Champion or Driven.

Think **CAP**, then open your Bonnet and Boot. Checkout your wheels and tires for authenticity. You can make your decision based on that. You must make your decision **before** sending in your entry. If you're still not sure, **enter the Champion Division**. If you don't win you'll at least have the knowledge what is needed for your car to compete!

Lastly you want to see what the other entries are like and don't want to be judged, you have the option of entering the **Display Division**. You're **not** Judged and pay a lower entrance fee, but you should clean your vehicle, before entering on that day. I might add the latest flyer has the Classes by Division as a guide and Hotel information for out of town entries.

Our next event is the "Breakfast" on Saturday April 21st near Downingtown at the Lion Share Diner. A Sanctioned Road Rally in Beach Lake, Pa. will be held May 18—20. A descriptive article by the Rally Master, Kurt Rappold is inserted on page 18 of this issue.

Be Courteous, Drive Safely, and Have Fun

At your service,

President Charles Olson

Delaware Valley Jaguar Club "Other Interesting Events" 2012 Calendar

DVJC Director Rich Rosen has identified some events that may be of interest to DVJC members. They are listed below.

Date	Event	Location	Website
4/7	Cars and Coffee	Doylestown, PA	www.buckscountyexotics.com
4/14	Cars and Coffee	Cherry Hill, NJ	www.SaturdayMorningCars.com
4/15	Madison Jaguar	Madison, NJ	www.madisonjaguar.com
4/19	Cruise Night	Collingswood, NJ	www.collingswood.com
4/21	Cars and Coffee	Doylestown, PA	www.buckscountyexotics.com
4/21	Ted Ley Spring	Smithville, NJ	www.bmcscnj.org
4/28	Cars and Coffee	Cherry Hill, NJ	www.SaturdayMorningCars.com
5/5	Britfest	Succasunna, NJ	www.mgccnj.org
5/5	17th British Car Show	Lewes, DE	www.leweschamber.com/events
5/18	Import and Kit Car Ntnl	Carlisle, PA	www.carsatcarlisle.com/
9/11	Radnor Hunt Concours	Radnor, PA	www.radnorconcours.org/



Roving Reporter - April 2012

By Michael Tate

THE NEW XK. HOW DOES IT MEASURE UP?

What's in a name?

I have owned my "new" XK Coupe since April 2008. Exactly 4 years. It is a 2007 model used as a demonstrator by Main Line Jaguar before I made the purchase. It was as good as new and even today has only some 30K miles on it. Why do I call it the "New XK"? To distinguish it from all the other XK's. The XK 120/140/150; XK SS; THE XKE and the XK8. When the Coupe and the Convertible were launched in 1995, Jaguar just called it the "XK." It succeeded the very popular XK 8 so to distinguish it the term "New" is used. Does this mean there will be no more XK's? It would look that way as the two recent concept cars were designated "CX." Perhaps XK is safe as I would like to think CX stands for Concept X.



If there are more XK's to come with designated identities then the current range cannot be forever "New." However you have to ask why would you do away with such a famous brand with such a glorious history? It reminds me that when Mr. Alan Mulally became boss of Ford he asked why they had ditched the name "Taurus" in favor of the designation "500." He went on to ask how much was invested in the history, market awareness and customer loyalty in the name Taurus. The result was that "500" was dropped and Taurus reinstated. Another example is that of Unisys. When the Burroughs Corporation made an unfriendly takeover of The Sperry Corporation in the 1980's the new Corporation became known as "Unisys" (The power of two). The press asked the question "Why flush two great established Corporate names down the toilet?" No one answered!



One of Burroughs key 1960's products was a machine termed a "Check Sorter." It could sort checks into branch order at a rate of 1,600 per minute. That's shifting paper and has never been bettered. It was/is used by many of the world's banks including the Federal Reserve. The manufacturing plant is based in Plymouth, Michigan. Up to a few years ago there was a tall chimney built in red brick with the word "Burroughs" running down it in white brick. The President of Unisys saw it and ordered it demolished. Recently Unisys sold the rights to manufacture and market this Sorter Reader. What did the purchasing organization call the new company? Why Burroughs of course!!! Because Burroughs was the famous brand in the banking world and the product was known as the "Burroughs Sorter." So do I make my point? Jaguar should think very hard before shelving the XK history and all it conjures up in the name. But what would we call today's XK? Perhaps the "Last XK." Incidentally I have one of those white bricks, mentioned above, holding down the cover on my barbeque. Not to labor the subject but Nissan recently an-

nounced that they were resurrecting the name "Datsun." Point made again!

So we have had all these many XK models all of which have conjured up deep emotion. I have had the pleasure of driving and owning three - The XK 150S, a 1 ½ XK E-Type and a Series 3 V12 XK E-Type. All Roadsters. I always lusted after a drive in an XKSS but never succeeded. So how does the latest (new) measure up as a Jaguar? That is not so easy to answer as it sounds because you have to ask not how do they compare? That would be no contest as there is 48 years between the introduction of the XK 120 and the New XK. The question is does the current XK measure up to Jaguar's design values as do all the previous models?

These are about PRESENCE, PROPORTION, SIMPLICITY, BEAUTY, PURITY and POWER

The XK 150S was the last of the original XK's. Many said it spoiled the purity of the XK120 by offering more cabin space but it compensated by offering "S" power, overdrive, disc brakes and a revolutionary rear-view mirror that if you pressed a clip it cut out dazzle from headlights!!! The 1 ½ E-Type was an evolutionary model. Purists say because the headlights were recessed it destroyed its presence. The 4.2 engine added more power and changes to the interior made many pundits proclaim it as the best E-Type ever. The Series 3 still retained the classic looks but in a larger body shell. This housed the magnificent V12 engine which made the car a joy to drive and proclaimed its presence.

The "New" XK has a lightweight all Aluminum body with a design that embodies Jaguar traditions. There is more cabin space, the haunches over the optional 20 inch alloy wheels look ready to launch the car against all comers. The front end incorporates the Malcolm Sayer oval dissected by an E-Type cross member. (Now discarded) . The early cars have an electrical radio aerial (a nod to old times) since removed as endless drivers did not switch their radios off before entering a car wash and paid a \$400 repair bill! The "Gills" on the front wings complete with Jaguar logo which became a styling signature on the later released XJ. The most practical feature is the liftback rear door. Not sideways like the E-Type but more useful. If you watch the car when it is moving you will observe how much it changes shape. The profile changes depending on where you look at it. As I stated earlier I always owned Roadster XK's This time I had the opportunity to choose, at the same price, a frost blue roadster or a frost blue Coupe. Because of its purity of shape I went for the coupe. I just loved its purity of line not emulated in the roadster. Time proved it was a good decision as the Coupe, in this unusual very attrac-

Roving Reporter - April 2012 (continued)

tive color, is repeatedly commented on and praised. There was also the wife's hair to consider!!

Packed into this body is all the latest technology which is driver focused. The V8 ensures the XK covers the standing quarter mile in 14.4 seconds. The Jaguar J-gate has often been the source of much criticism. It's gone. Taking its place is a new six speed sequential shift system. The new gearbox has three modes – Manual, Sport Auto, or Drive. In drive mode the gearbox will adapt to the drivers style. In Sport Auto it will perform automatically but more responsively while blipping the throttle on down changes. In Manual mode you are able to flick up and down the gearbox using the one touch paddles mounted to the steering wheel. So the best of all worlds. You can have wood or aluminum facings. The instrument cluster contains the rev counter, speedometer and separated high resolution color screen that shows driver data including gear selection, low tire pressure warning, cruise control and basic Sat Nav instructions. . Additional to this is the 7 in touch screen that allows control of the audio, navigation and telephone settings. Seats have three settings for heat and the heated steering wheel is toasty in very cold weather. Seat setting controls are on the door and provide an abundance of alternatives with switches to automatically call each individual's chosen setting. Key-less entry and starting is provided as an option. Top speed is a governed at 150 mph. I once did a round trip from Malvern, PA to Michigan, some 1400 miles, and achieved 28 mpg. To date I have not experienced any problems except to replace the passenger front wheel (twice) which is fitted with high performance, 20 inch, low profile tires and does not take kindly to hitting potholes at high speed. Fortunately insurance covered that.

So if you want the fun and pleasure of driving in the times of the 1950's – 1960's then the "New XK" is not the car for you. If you want a magnificent, reliable, sports touring, driver's car with huge speed, glue road holding, and a high degree of comfort then go for the standard new XK or even the newly released XKS which tops the 200 mph.

The answer to does the "New XK" qualify as a Jaguar??. It qualifies in every respect. Its looks, its performance, its prescence are breath taking!!

AMEN

STOP PRESS

BREAKFAST MARCH 18

I am sure this is covered in detail elsewhere in this Purr. I just wanted to say it was fun. With son Gary we took the 420. He drove. 45 minutes to the diner. For the first time on the road ever we had to put the 420's headlights on. Early morning fog. They worked!. The interesting thing was that our waitress was amazing. There were 7 of us at our table. The orders ranged from omelet; two eggs easy over with bacon , sausage

& whole wheat toast; French toast etc etc. She did not take a note and delivered each order to the correct person. Talented lady with a keen memory. The conversation was lively and we met new members.

JAGUAR SPORTSBRAKE LAUNCHED

Last month we showed you photos of the new XF Sportsbrake and it was officially unveiled at the Geneva Motorshow in early March. It is the first wagon Jaguar has introduced into the executive market. It is expected that 80% of sales will be to new customers and in some European countries 50% of Executive sales are for wagons. The press report on the car said it was "Stunning!" The sad news is that it will not come to the US market but perhaps it will when it gets AWD (All Wheel Drive)

HIGH GAS PRICES!!!

We think our gas prices are high??? I recently read that to fill up a medium family sedan in the UK costs 100 pounds or \$155 in our money. Be happy

JAGUAR HERITAGE IS ON THE MOVE

Jaguar Heritage have to vacate their present premises by the autumn and are looking for a suitable home. As an interim step they may move some of their collection to the Transport Museum in Coventry. The office staff will be housed in new offices close to JLR headquarters for the time being. It is made clear that the Heritage car collection is safe even if a few less important models are sold. The Heritage is a Trust and not owned by JLR.

JAGUAR TO BE BUILT IN CHINA. DOUBLE INVESTMENT IN JLR

As we know Tata has been investigating building vehicles in China which is a quickly expanding market. The Company has now confirmed that they have found a partner and are now waiting for regulatory approvals. It is very likely that Land/Range Rovers will be the first vehicles to be assembled.

It was also announced that Tata Motors intends to double its investment in JLR to \$2.3bn a year starting in the 2012 financial year. This will allow the introduction of new products and technologies. JLR has emerged as a very important component in Tata Motors, whose 41% increase in quarterly net profit for the three months to December 2011 was attributed largely to good sales of Jaguar and, especially , Land Rover. The profit of \$681m would have been greater but for the weak sales of the Nano.



The National Awards Process

By Kurt Rappold, Awards Chairman

This year was the last year the current awards process will operate as we all know it. I have been your chairman for eleven years since Tom Palisi gave it up at an AGM. I volunteered to "do it" ever since then.

I start the first of January gathering final scores, sending out letters to all the winners, organizing four (4) books of categories for Champion, Driven, Regional, Slalom, Rally, and all the annual special awards.

Once the information is confirmed the plates are sent for engraving, assembly, and mailing. I created an accumulator system for handling cases of trophies so I don't have to lift boxes of cases often. The system all flows to my shop workbench, then the completed boxes flow down a conveyor to my trunk, then to the Post Office. If there are more than one trophy to the same person they are combined to be only one package to save postage. This area is heated for work in winter.

I will no longer have to warehouse these special national trophies or haul them to the UPS or US Postal Office. This will be a cost savings to JCNA as I must rent the space required to do the job.

I will now just organize the communication with the winners and no longer handle the actual trophies.

My wife, Pat, should be pleased as her dining room table will be now open and available during January, February and March.

The photos show the full compliment of trophies used for the season. The year we had the plastic leapers (6 per case) I had double the number of cases to handle. There are 14 trophies per case and I usually send out just under 300 per year. What I do is for the good of our club as a volunteer. This change will reduce my workload by 50% I estimate, and no more lifting.



Jaguar for Sale

1985 V-12 XJS-HE edition in GOOD condition. Ran well and was garaged 3 years ago. Now, it won't start. If you know Jags, and know what it takes to start it, you can drive this beauty with only 79k miles out of here for only \$2,500.00. Similar condition '85's go for up to \$12,000! 5.3L HE V12 engine, fuel injected, automatic transmission, original British Leyland dual exhaust system, power steering, 4 wheel disc brakes, independent rear suspension, 15" factory wheels, tinted power windows, remote sport mirrors, bucket seats, console, AM/FM/cassette radio, wood grain dash trim. All service records since new. Contact Rich at 610-873-6192 or rcossa@aol.com.



Susquehanna Valley Jaguar Club
5th Annual Concours d'Elegance
TITLE SPONSOR - JAGUAR LAND ROVER HARRISBURG
May 26, 2012

Concours d'Elegance entries are open to all Jaguar owners. Entries in all Champion Division classes, all Driven Division classes and all Special Division classes are judged according to JCNA rules approved for the current year.

Rules require only that your entry is a Jaguar, or Jaguar replica, with a Jaguar engine. Entries may cross over between Divisions, but points awarded in one division become invalid when crossing over to another division.

Registration Information

Last Name	First Name	MI	JCNA Number
Address		State	Zip Code
() Daytime Phone	() Evening & Weekend Phone	JCNA Club Affiliation	
Email Address		Do you plan to trailer your Jaguar? Yes No	

Car Information:

Year	Model	Body Style	Color	Champion/Driven (Class)	Display	Class
Year	Model	Body Style	Color	Champion/Driven (Class)	Display	Class

Registration Fees:

Pre-Registration Fee:	(Must be received before May 1, 2012) \$40 per car entered in Champion, Driven or Special Division 2 Vehicles - \$75 before May 1, 2012	\$ _____
Registration Fee:	After May 1, 2012 and non-JNCA members \$45 per car entered in Champion, Driven or Special Division	\$ _____
Total:		\$ _____

Please make check payable to Susquehanna Valley Jaguar Club and mail to:

Dave M. Hershey, Concours Registration
3009 Quail Lane - York, PA 17408
717-792-5271

Directions and Host Hotel

For directions to Sunset Lane Park Google 2465 Sunset Lane York, PA. Park is directly across street. <http://tinyurl.com/sunsetlanepark>

Host hotel will be Best Western Westgate Inn (Phone: 717-767-6931)

Release of Liability: JCNA Events Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate should be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Susquehanna Valley Jaguar Club 2012 Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., the Susquehanna Valley Jaguar Club and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Owner	Date
---------------------------	------

NOTE TO PARTICIPANTS: Entry to the show field will be at 8 a.m. Rags-down will be at 10 a.m. Awards presentation on the field will be at approximately 2 p.m. We will have an informal dinner Friday night at 6PM.

Welcome to Our New Members

Christian Huber, Bryn Mawr, PA
Tim and Joan Riddle, Chester Springs, PA
Jonathan Santomauro, Lansdale, PA

Reminder: It's never too late to renew. See the membership application / renewal on the next page.

Delaware Valley Jaguar Club Breakfast

Saturday, April 21st, 2012, 9:00 a.m.

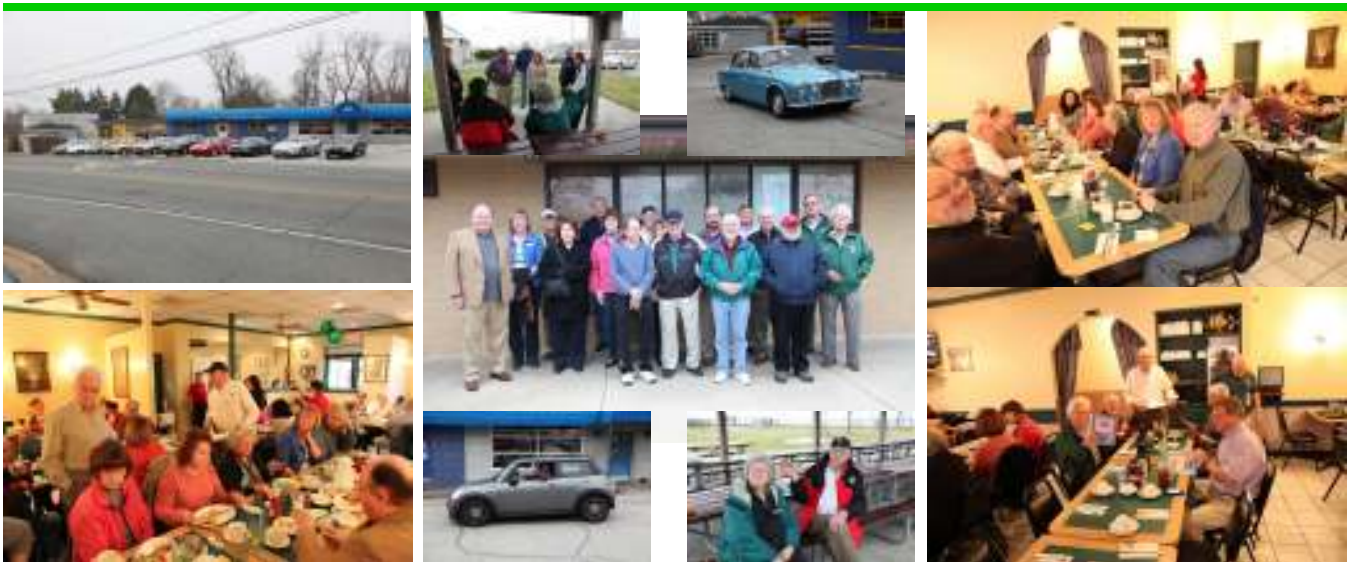
The Lion's Share Diner
812 North Pottstown Pike
Exton, PA 19341

This diner is located on Rt. 100, across the street from the Chester Springs Inn and next to the M&T Bank. It's approximately one (1) mile from the Downingtown interchange of the Pennsylvania Turnpike. It's also about one (1) mile from the Exton Mall. Questions can be addressed to Bob Hedin at psumath@aol.com.

Hope to see you there.

We're still looking to plan get-togethers in other areas of the DVJC membership area. If you have an idea please let us know.

Photos from Breakfast on Mar. 18, 2012



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**

Name _____

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:

Ann Perry, PO Box 163, Mendenhall, PA19357



A JCNA Sanctioned Concours d'Elegance and an all British Marque judged Motorcar Concours

Field Opens at 8:30 am- judging begins at 10am.

- * Registration for all JCNA Divisions is \$50 per car if received before May 28th
- * All cars registered after May 28th will result in a \$5.00 increase per car.
- * Two or more cars; 1st car \$50, 2nd car \$25, 3rd and each subsequent car \$15
- * Display cars and non JCNA cars are \$35 per car
- * Ample Parking on site for Trucks and Car Trailers for easy unloading
- * All cars must be driven thru a Vehicle Operation Check Point
- * JCNA rules of judging will be followed as per applicable by the 2012 AGM.
- * Recorded Music, Food & Beverages will be available all day

Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Best of Show, Longest distance

Contact Charles Olson, Concours Chairman at 215-757-2028:
e-mail: cwolson29@comcast.net

Show Information Hotline: 215-757-2028 or 215-920-2903

Registration Form , Division and Classes and Hotel Information on reverse side

The Oakbourne Mansion, 1014 South Concord Road, Westtown, PA 19382 (www.oakbournemansion.org)

Host Hotel: Days Hotel (formerly Holiday Inn) 943 High Street, West Chester, PA 19382 610-692-1901 or

Microtel Inn & Suites, 500 Willowbrook Lane, West Chester, PA 19382 610-738-9111

Upon registering for room mention the *Oakbourne Mansion Car Show* for special rates.

Champion Division Classes	Driven Division Classes
C1A: Classics (Pre-XK engine) Tourer and OTS: Swallow, SS & SS Jaguar (1927-51) C1B: Classics (Pre-XK engine) DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) C2: XK 120 (1948-54) C3: XK 140 (1955-57) C4: XK 150 (1957-61) C5: E-Types, Series 1 (1961-67) C6: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) C7: E-types, Series 3 (1971-75) C8: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70) C9: Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) C10: XJ6/12 Series 1 Saloons (1968-73) Note 1 C11: XJ6/12 Series 2 Saloons and Coupes (1973-79) Note 1 C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 C14: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 C15A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. C15B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C16A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) C16B: XK and XKR Coupe and Conv. (2007-On) C17: S-TYPE Sedans (1999-2008) C18: X-TYPE Sedans and Estate Wagon (2002-2008) C19A: Preservation Class (more than 35 years old) C19B: Preservation Class (20 to 35 years old) C20: XF Sedans (2008-On) C21: XJ Sedan (2010 [as 2011 model year] - On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes 10, 11, 12, and 13 according to their years, engines, and body styles.	D1: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 D2: E-Types (1961-67) D3: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) D4: Series 3 E-Types (1971-75) D5: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; SType 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) D6: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 D8A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D8B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D9A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) D9B: XK and XKR Coupe and Conv. (2007-On) D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) D12: XF Sedans (2008-On) D13: XJ Sedan (2010 [as 2011 model year] - On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles. Preservation Class Requirements: Preservation Class is for unrestored or near original entries over 20 years old and well prepared and in good to excellent condition. Class entry is to be entrant's choice.

-----Cut Here-----

Registration Form for DVJC Concours d'Elegance 2012

Please submit a separate Registration Form for each car you enter.

Detailed instructions will be provided upon receipt of registration.

Name _____ Year _____ Model _____ Class _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ VIN _____ Color _____

Division - Please circle one only: Champion Driven Preservation Special Display

Make check payable to: DVJC

Send to: Charles Olson, 302 S. Hawthorne Avenue, Langhorne, PA 19047.

Release statement: I hereby agree to the car(s) described in the 2012 Concours d'Elegance on June 2nd, 2012. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, The DVJC, and the Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed _____ Date _____
Signature of Jaguar Owner

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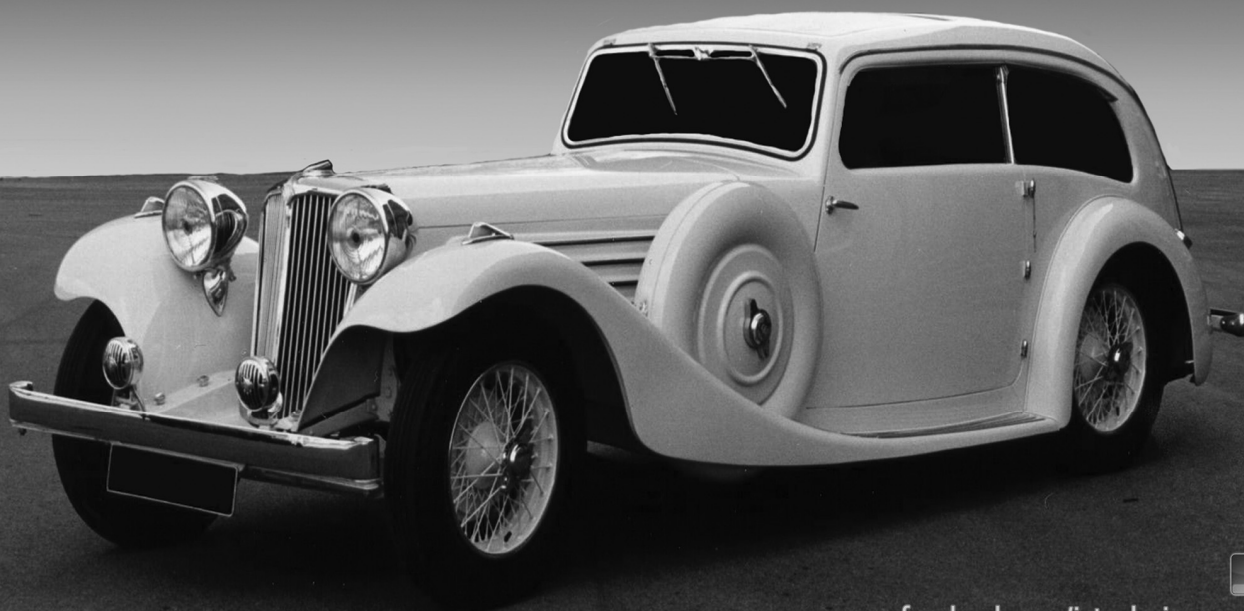
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How A Cone Cost A Race

By Kurt Rappold

It's rather hard to believe our 2012 season of Competition is almost upon us again. Thinking back quickly to when I first became interested in the 'Rally' game in a Jaguar.

I was listening to Ralph Steinberg and Dave Milling describe how they lost the great American Road Race Rally across the United States in Dave's 1936 SS-100 Jaguar because they thought they were off the 'clock' after an afternoon rally leg and stopped for a "quick" ice cream cone. This put them so many seconds behind because they were supposed to note the time to the nearest designated land mark. They were still laughing about it while describing it so no serious damage resulted in the incident.

That's how it is rallying. If you can't have any fun doing it, don't bother to show up. I've been rallying for 17 years. In that time we have had (2) ace's, we do S.O.P. Seat of Pants style which requires use of the standard speedometer. Experts have time-wise speedometers which all Great Race cars use. They do a remarkable job with a space between each M.P.H. on the dial. All the information coming from a pickup (magnet) attached to the front wheel. You can have one for \$1,400.00. My previous navigator, now deceased, Bob Cardin, had one for my E-Type. I mounted it inside to a spare ash tray drawer. When the rally was over I'd just change drawers.

The "E" type is a good rally car because it is light and gets up and down in speeds immediately. Steers and stops well. If you are doing a route with a lot of speed changes, you are far better off in a light vehicle that is easily maneuvered.

Many of the Great Race cars we run with are old, open wheeled cars from the 30's. Of course they all have the benefit of their vintage and carry handicap bonuses.

This year in the JCNA - AGM rules we have now specified that check points should be a sign along the road stating check point and a line

painted on the road for more exact timing scores as we do in 'Great Race Style' rules, also with (2) trained check point operators at each check point with room for check point trainee's at each point to observe and learn.

The fun begins with the daily starting order by car and number and teams make a wrong turn or go too fast or slow and you wind up with more than 1 car in the same minute. On our Saturday rally, we take our final AM time at a certain landmark along the road. You are then told you have, say 50 minutes to drive to the lunch stop, check your car, re-fuel, eat, brush your teeth and get to a re-start assembly area and basically start a second new rally for the afternoon run.

At Beach Lake Fire Company we have a beautiful rural area filled with farms, lots of cows, barns, giant wind generators up in the mountains. The Delaware River meandering between Pennsylvania, New York and New Jersey. Since it's been dry lately the water falls out of the mountains may be a bit dry but maybe we will see more game such as wild turkey, hawks and eagles down by the river.

The ladies from the Fire Company Auxiliary always seem to provide plenty of treats and good wholesome food for free, for us. If you come please donate an auto related gift for our auction (write-off). This is how we come up with our usual \$5,000.00 donation to the Fire Company.

This is a unique group of very nice, well behaved, people who do a lot of good for humanity and have fun with their cars doing it. Seeing this group twice a year is something I look forward to. Lets Rally.

Team Rappold / Brown

#67

See previous page (17) for photos from the 2011 Pumpkin Run Rally held in Millsboro, Delaware.



Happy Hour at Caffè Aldo Lamberti

Presented by Carz N Toyz

Carz 'n Toyz, a non profit organization, in conjunction with Caffè Aldo Lamberti will be sponsoring a monthly "Carz 'n Toyz Happy Hour" to benefit the children served by Virtua Hospital of South Jersey. Bring your favorite ride and join other "Car Crazy" individuals for a delightful evening. Cars will be parked, and on display in front of the restaurant for all to see and admire. Special Happy Hour pricing for bar food and alcohol will be available along with great door prizes. All car clubs and car club members welcome.

Come enjoy the evening..... Display your prized car; See automobiles from various manufacturers foreign and domestic; Join the conversation; Enjoy a bite to eat along with your favorite beverage.

Remember to bring along a toy to benefit our cause !

When: Third Friday of April, May and June
 Friday April 20, 2012
 Friday May 18, 2012
 Friday June 15, 2012

Rain date will be the fourth Friday of the month...

Where: Caffè Aldo Lamberti
 2011 Route 70 West
 Cherry Hill, NJ 08002

Time: 5PM to 8PM

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All activities conducted in Loving Memory of Saverio Joseph Lacroce who passed away from leukemia in August 1975 at the age of twelve.



DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE SALE

Jaguar Sale Flyer - sale prices on many items shown of the following pages.

ITEM	SIZE	QUAN	ORIG PRICE	SALE PRICE
Devon & Jones D400 Jacket	M	1	39.95	30.00
	L	2	39.95	30.00
	XL	1	39.95	30.00
Golf Shirt Green	S	3	22.00	10.00
	XXL	1	26.50	10.00
Sueded crew fleece with V-notch - Tan	S	3	28.50	15.00
	M	1	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
Lee Button Down Shirt - Natural	M	5	28.50	15.00
	L	2	28.50	15.00
	XL	6	28.50	15.00
	XXL	2	28.50	15.00
Lee Button Down Shirt - Green	M	2	28.50	15.00
	XXL	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		14	7.00	5.00
Hat - Cotton twill sandwich cap, silver buckle and grommet		8	7.00	5.00
Patches		300	3.50	2 for \$5
Pins		111	3.50	2 for \$5
Suter Garment Bag Black		4	25.00	15.00
Toppers S320 Black Travel Bag	20x10.5x9.5	6	25.00	10.00
Tees	S	7	5.00	3.00
	M	10	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 - Free shipping until April 30, 2012

Please make checks payable to MARY BETH LESHER.

Please e-mail orders to pynh@putyournamehere.com, call Mary Beth at (856) 437-6465 or mail order to Mary Beth Lesher, 24 Brookwood Road, Mt. Laurel, NJ 08054.

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

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

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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
 Editor : Pauline and Brian Craig
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