
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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September, 2012

www.jcna.com/clubs/dvjc

XJ 220 20th Anniversary



This year the Jaguar XJ 220 celebrates its 20th birthday. At the time of its introduction in 1992 it was the world's fastest production car, a distinction held until 1994. This car is prominently featured in Mike Tate's *Roving Reporter* on page 7 of this issue. Compare this photo to those in Mike's article.



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REMINDER—It's never too late to renew your membership!! If you haven't renewed please complete the form on page 12 and get it to Ann Perry. Ann can be reached at annsjag@aol.com if you have any questions regarding your membership status.

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DVJC OFFICERS INFORMATION

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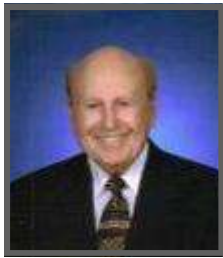
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Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

- | | |
|----------------------------|--|
| September 16, 2012 | Winefest 2012
Valenzano Winery & Vineyard, Rt. 206, Shamong, NJ
<i>contact: Rich Rosen at rosen244@verizon.net (see p. 9)</i> |
| September 30, 2011 | Delaware Valley Jaguar Club Breakfast
Location To Be Determined
<i>contact: Charles Olson, 215-757-2028</i> |
| October 7, 2012 | Kennett Symphony's "The Classics at Brantwyn"
Brantwyn Estate, 600 Rockland Road, Wilmington, DE
<i>contact: Paul Merluzzi at 610-220-9607 or paulmerl@aol.com (see pages 10 & 11)</i> |
| October 26—28, 2011 | Pumpkin Run Rally
Millsboro, Delaware
<i>contact: www.northeastrallyclub.com</i> |

Upcoming Other Events

- | | |
|------------------------------|---|
| September 15—16, 2012 | Nation's Capital Jguar Owner's Club Concours
Reston Town Center, Reston, VA
<i>contact: www.ncjoc.com</i> |
| September 15, 2012 | Delaware British Car Club Battle of Britain Show
Delaware City, Delaware
<i>contact: www.bccdelaware.com</i> |
| September 16, 2012 | 14th Annual Buckingham Concours d'Elegance
Holicong Park, Route 202, Holicong, PA
<i>contact: Ralph or Jan Tompkins 215-598-3740 or e-mail to bcdelegance@verizon.net</i> |
| October 13, 2012 | Brits At The Village
Peddlers Village, Lahask, PA
<i>contact: Steve 610-275-7960 or www.PhillyMGClub.com (see p. 20)</i> |
| October 19—21, 2012 | American British Reliability Run
Delaware Valley
<i>contact: Bob DeLucia yukon80@comcast.net</i> |



The Prez Sez *September 2012*

It's the first of September already! I'm just sitting down to put this together! Several other items of personal and DVJC business kept diverting me from this task. Mike Tate and I always exchange our entries beforehand for his comments and editing. Although Mike is a national prize winning contributor on a wide variety of subjects as our Roving Reporter, his current article has me awestruck from his experiences.

The last event that I attended was the New Hope Auto Show. The weekend weather was splendid and on Sunday we had 11 Jaguars in attendance. I took the opportunity to persuade the people that were not members to join. One particular Jaguar, a very nice 1972 XKE coupe was prepared by a couple who had the car looking Concours ready, said it was their first time showing the car for several years. I noticed some older DVJC Emblems and Lynda Byrd said it belonged to her father whose name was Bill Kirk, a member of our club back in the 70's." Perhaps Kurt Rappold will remember him? After several years in storage, she and her husband decided bring it out to again to attend events. They promised to join our club and I hope Ann has their application. Bill Beiswinger and his son "Scooter" nicknamed after doing our slalom on a scooter, helped his dad get his '69 XKE 2+2 ready for judging. I hope we're adding another Youth Enthusiast to our club. I received promises from four other attendees; John Ahern with a '61 XK-150 OTS and a '71 XKE Series III OTS. Brian Slater owns an '85 XJS and Ron Shotland who hopefully will re-new. Jeanette and Stan Loose, Pat Petrillo, Steve Wouch and myself, made up the rest. I couldn't stay for the results, but I wanted to recognize those in attendance.

It was then it occurred to me that the September events will give Jag owners choices for almost every weekend. I spent time looking at the month of October and November to see what our Directors have suggested. I try to attend as many DVJC events as possible and use my Prez Sez article to describe my experiences to encourage others

to attend. However, two such events are new to me such as the **WINE FEST 2012** on Sunday the 16th of September! It's Sponsored by **The Cherry Hill Jaguar Dealership** and has encouraged the DVJC to not only bring your Jaguar, but will feature your car with a description plaque, and share a hospitality tent for those of us who attend. **DVJC director Rich Rosen** is coordinating this event! As you read the flyer, perhaps it's really **not too late to sign up to attend- IF** you give Rich a call before Saturday the 7th to see if you can still be included. Refer to the Flyer for more details. Google the **Valenzano Winery and Vineyard for directions. I hope to see you there. I urge all of our members living in the New Jersey area to attend this event.**

The Buckingham Concours d'elegance in Bucks County, provides a choice for those in Pennsylvania. It's the 14th year it's a well established show, featuring the most popular venues, and provides a wonderful breakfast that is included in the cost of registration.

Prior weekends include the Radnor Hunt on Sunday Sept. 9th. The following Sunday the 16th is the Nation's Capital Jaguar's Owners Club's JCNA sanctioned Concours d'Elegance, for those that enter for National competition.

Then I want to encourage our members that enjoy something **really special** for an elegant event at the Brantwyn Estate, the former residence of the DuPont family. The affair is called the **"Classics At Brantwyn"**. Mike Tate, our Roving Reporter, in the July issue 2012, describes his experience. To paraphrase, it's basically an Invitational meet similar to the Radnor Hunt. However, the big difference is the vehicles are paraded around in front of you while you're provided a drink in a long cool glass called a "Lamborghini Bellini"! I don't know what's in it, but with a name like that it's got to be good! Then, to top that off, we're all treated to a Gourmet Brunch, served in the home! Included is an open bar. I don't know if you can order another "Bellini", but with an open bar I'm sure you can be pleased with an

The Prez Sez (continued) *September 2012*

alternate drink of your choosing, while being entertained by the relaxing music of a group called “Muddy Waters”! I hope that has nothing to do with ground conditions, because we’ll be parked in a nice area called “The Cool Car Corral”, named for the latest vernacular and not the shade provided. I envision it similar the Radnor Hunt Car Club parking, **but** with the Dupont House as a backdrop for good composition for taking photographs. Perhaps by our most prolific photographer Brian Craig.

O.K., but how ‘bout the nicely prepared Jaguar we entered to support this **Fundraiser event**? We may participate in a one hour Road Rally thru the back roads of Chester County, stopping at a WAWA for coffee. (oops I’m not sure that’s scheduled, but if Mike Wolf was involved with the tour I’m sure it would be.) Anyway, it’s a good way to start the day, in my opinion of course. WE should return before 9:30am to be directed where to park and set-up! I’m ready for that Bellini, **now!**

With the Brantwyn Flyer, Mike’s article and my “slant” on what I think will happen, I need to know as soon as possible. Although the Application Form wants you to respond by Sept. 1st, we’re a bit past that deadline. So- please make a commitment to one of the most exciting events you’ll experience and contact me by phone, 215-757-2028, so we can provide the sponsors with the number attending.

The following weekend on Sat. October 13th, it’s the Brits at the Village and for the AACA members, perhaps a trip to Hershey, especially if they’re entering a car. The last weekend of the month is a JCNA sanctioned road rally. It’s a great opportunity for our members to participate in a Time, Speed, Distance Rally for national competition. However, the participation is limited by members because it’s a three day affair and their time is limited for participation. I had arranged for a one day supplement to include Friday’s run without compromising the weekend schedule. The result provided the opportunity for three additional members from our Club.

Last Month I spoke about reviving the Breakfast Club with our Coordinator’s as an “OutreachProgram” and the importance to contact

their constituents. (members having similar zip codes). I asked Ann Perry, our Membership Director, to provide me with a list of **new** members in 2012. In viewing those names by zip codes I’m selecting a location that is closely centered for a September Breakfast club meeting, on Sunday morning the 30th of September. They will be specifically invited by me! in addition to any other club members, especially our officers, to attend. The event and date will be recorded in this month’s *Purr* with the location TBD. You will be notified by an every member bulletin by September 16th. Other Breakfast Club dates for all our members have been selected for October and November and will be published in *The Purr*.

A slate for election of new officers is now being prepared! Our members are given the opportunity to be placed on the Ballot in October to serve a two year term. If you are interested in being on the Ballot to be elected as an officer, please contact Ann Perry.

I’m also interested in your volunteering to lend your talents on a planning committee for our hosting of the AGM (Annual **General Meeting**) in 2015. The committees and Chairpersons will be formed in January or February of 2013. I’m hoping to involve a large segment of our membership through personal contact or by the Committee Chairperson. The Chairperson will define the responsibilities of each volunteer! As to our Hotel Site the committee, they will **try** to make a selection before the end of this year! However, the priority is on the best location with regard to cost, and a Professional Planner associated with the Simeone Museum, has volunteered to provide free advice to help in the selection process.

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



Roving Reporter - September 2012

By Michael Tate

GRACE...SPACE...PACE

Three immortal words someone dreamt up in Jaguar in the 1950's. How well they described the spirit of the product then and also of the offerings since and today. One of the most sensational was brought to my attention this week when my grandson, Christian, sent me an article which featured a badly crumpled XJ 220. To see such a beautiful creation in metal (aluminium) so brutally crushed just illustrated more vividly the beauty of the original design.

The 20th anniversary of the XJ 220 is this year. It was maintained



by Jaguar that the XJ220 was no more than a design study until December 1989, when it revealed plans to put it into production in limited numbers by Jaguar



Sport Limited, owned jointly by Jaguar and Tom Walkinshaw Racing. (TWR). A production run at their factory in Bloxham, Oxfordshire, England of 220 cars was under-

taken, with a provision to go to 350 if there was a demand. In place of the V12 engine, the production XJ220 had a road-going version of the V6 turbo used in the XJR 10 and XJR 11, and rear wheel drive only. 0 to 60 mph was 4.0 seconds with a top speed of plus 200mph. The price had escalated to \$450,000! The classic car bubble at the time collapsed as did prices. The 350 "firm orders" Jaguar had disappeared and in the end only 280 XJ 220's were made.

A concept XJ220 was seen at the Birmingham Motor Show in 1990 drawing huge crowds and rave reviews from the media. I saw this concept at this show and was captivated by its stunning presence.

Further development was the racing version known as

the XJ220C. This version of the car was hailed as "Jaguars Le Mans racer" and entered for the 1993 event. Hopes for its performance were muted with perhaps a finish in 5th or 6th place in its class as the competition from Porsche, Lotus and others was fierce. Don't forget that in 1988 and 1990 XJR racers had pulled off outright victory and learning from Sir William Lyons, who never entered any race without a reasonable expectations of victory, the team for the XJ220C only promoted a moderate performance as it had not been specifically conceived for competition. The major concern was endurance in such a 24 hour race as there had not been the opportunity to test the car over hours of driving.

Standing just above the pits for the 1993 race I could see the Jaguars waiting for the start. Yes...I was there. Painted in British Racing Green, decals for Jaguar, TWR Racing, Unipart, and the Union Jack flag adorned the body with the number 50 distinguishing one of the team cars. It was then that I fully realized the difference between the cars that originated from road cars and those that were specifically were designed for racing. Example Porsche 911 as the road car and the Nissan race car. The major impact on me as the race progressed was the noise. The high pitched "screeching" of the race cars as they catapulted from the pits is something that I have not experienced since. Also as they thundered past the stands screaming in unison as strained to beat each other

I was hoping to go to Lime Rock with club member Alex La Roche this Labor weekend and having made the commitment feel very bad that I had to withdraw and bow to managements demands that we spend the weekend with her sister in Connecticut for a celebration of her birthday. I was hoping to hear that special noise again. Seeing the race as it developed opens your eyes and senses to the huge demands made on drivers and machines as the afternoon hours drag on into night time and the race track is illuminated from head lights. The majority of racers are exceeding 200mph!! Also you lose the position of each car as the racers pass and re-pass. As the night wears on and the chill night air penetrates your bones and one of the Jaguar team returns to the pits for good and we

Roving Reporter - September 2012 (continued)

see all the crew gathered round it lost in animated discussion. "Yes I will have another beer and a burger to celebrate that number 50 is still running". By dawns light I see that the number of participants has been reduced because of mechanical failure or have crashed but #50 is still there. I am assured that it is doing well. The most striking impression I have of the XJ220C as it travels down the straight in front of the stands is it looks ponderous. Yes ponderous! In comparison to the specifically designed race cars screaming by at nearly 200mph it looks ponderous. So where is the Pace and the Grace I cry!

The answer "Oh you of little faith. XJ 220C in its first major race has won its group against all that lightening opposition " It is mid afternoon and time for another beer & burger and a salute to the XJ 220C. It sits in the pits before me covered in dirt but even so its British Racing Green and "50 Jaguar" shines through. At rest no better three words describe a winner "GRACE...SPACE...PACE"

THIS AND THAT

THIS

Last month we had the most wonderful surprise. A phone call from Pittsburgh announced that Kit and Paul Racette, who will be remembered by many members, were passing through on their way from California to Montreal and would we take lunch with them on the morrow. We did and learnt the reason for their journey was that one of Paul's relatives had given him an Italian motor car. The relative had got tired of the "Italian Job" breaking down and had determined that Paul should have it. He decided that he and Kit would drive it from its home to Montreal. So off they set. It ran Ok until it got to steep and long hills. A number of times Paul was able to fix it and even did some repair work at a friendly garage. Eventually on a particularly steep climb it expired and was beyond Paul's capability to make it move again. It was transported to another friendly garage where they arranged to have it imported into Canada and hired a car to get them home. Ever cheerful and optimistic we enjoyed

our lunch. Paul phoned me a few days later to say the Italian Job completed immigration and not only that, he had purchased an XJS Coupe. Now Paul does really need an XJS Coupe!!! When he departed from PA to Montreal he purchased a warehouse to house his extensive collection. To my memory and I stress memory he now owns:-

The Italian Job; The XJS Coupe; A MK 2 Sedan; A Mk 2S; A Bentley; An E-Type Coupe; A Corvette Stingray; An MG TD; A Lamborghini Espada and three others which escape my memory. Of course there are the two everyday machines as well. I believe Paul has accumulated all these wonderful cars because he has so much time on his hands now that he has moved to Montreal and does not have to fix my Jags! Lovely to see you both

THAT

Tour de France Win for Jaguar. Bradley Wiggins isn't the only British winner of the 2012 Tour de France – so was Jaguar. They provided a fleet of pre-production XF Sportbrakes that were used by the support crew. This is the first time they have been seen on the road before going on sale in October.

THIS AND THAT

Here is an unusual one. Jaguar XF won "The tow car" of the year award in the UK. It's great for hauling caravans.

Also in the results of a survey conducted by the Autocar magazine asking the Question "What was the best British car ever made?" the results are as follows:-

- 1 Mini
- 2 Range Rover
- 3 E-Type
4. Land Rover



Valenzano Winery and Vineyard
and **Cherry Hill Jaguar** is offering a very special day on
Sunday, September 16th, 2012.

You may enjoy all the wonderful events that are taking place to the general public. Plus, exclusive only to DVJC members is our own VIP tent next to Cherry Hill Jaguar new car display where we are invited to display our Jaguars.

Display signage will be provided for each car with the year, model, and owner name. Our VIP tent will offer tables and chairs to relax as well as being treated to a generous selection of free refreshments.

This is very popular event that attracts around 3000 people. If you would like to display your Jaguar you must be on the field the between 11 and 11:30 am.

Valenzano Winery
Wine Fest
2012
September
15 and 16
noon to 5pm
rain or shine

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Please make checks payable to DVJC.

Name/s _____

Jaguar model _____

Jaguar year _____

Please mail this form and check to:

Rich Rosen

244 Ardmore Ave.

Haddonfield, NJ 08033

Must have checks no later than Aug. 20th.





206 East State Street / PO Box 72
Kennett Square, Pennsylvania 19348

610-444-6363 / www.kennettsymphony.org

CAR CLUB REGISTRATION

CONTACT: Symphony Office - (610) 444-6363 or info@kennettsymphony.org
Paul Merluzzi, Event Chair - (610) 220-9607 or paulmerl@aol.com

Kennett Symphony's "The Classics at Brantwyn" Brunch, Blues, and Hot Cars A Fundraiser to Benefit the Kennett Symphony of Chester County

DESCRIPTION: The Classics at Brantwyn is an event centered on beautiful and historic automobiles from the beginning of the 20th century to the present. It is not your typical car show – rather we like to describe it as a wedding reception without a bride and groom. Held on the exquisite grounds of the Brantwyn Estate (formerly a DuPont family residence), the event features an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars.

EVENT DETAILS: The event will be held on **Sunday October 7, 2012 at the Brantwyn Estate, 600 Rockland Road, Wilmington DE.** The main event is preceded by an optional one-hour rally by the car show participants through the back roads of Chester County. A **Grand Parade** onto the Brantwyn grounds kicks off the main event at 11:00 am. Each car pauses in front of the mansion to be introduced to the guests who are sipping "Lamborghini Bellinis". The cars proceed to assigned spots in the garden at the rear of the mansion and remain on display while the guests enjoy brunch, drinks, and chatting with the car owners. Voting for "People's Choice" award concludes the event at 2:30 pm.

REGISTRATION DETAILS: A special car-club price of \$75/person is being offered (regular tickets for the event are \$95/person). The reduced car-club price is conditional on having a minimum of five cars registered for your club. Each pre-registered vehicle will also receive one event dash plaque and one event poster.

To Register:

- ☐ Fill in attached Club Field Registration Form; make check payable to **The Classics at Brantwyn**
- ☐ Mail form and check to The Classics at Brantwyn, c/o Kennett Symphony, PO Box 72, Kennett Square, PA 19348 by September 1.
- ☐ **NO DAY OF SHOW REGISTRATION FOR CLUB FIELD PARKING.**

Instructions for Day of Show:

- ☐ Drive your car to the event; tell the gate attendant that you are registered as a Car Club participant and he/she will direct you to the Cool Car Corral. Gates open at 9:30 a.m., **rain or shine.**
- ☐ Give your club name and your name to event parking representative at the Cool Car Corral parking area who will give you admission tickets and a "goodie bag". Park in your club's designated area (look for signs) and wait with your car.
- ☐ Be sure to bring your club's promotional banners and handouts—offering an excellent opportunity to recruit new members.

Begun in 1940 as a community volunteer orchestra for Kennett Square residents, the Kennett Symphony of Chester County has evolved into Chester County's only fully professional symphony orchestra. Subscriptions are now available for the 2012-2013 Season, as well as individual concert tickets for the remainder of the 2011-2012 season. For information, call 610-444-6363.

**The Classics at Brantwyn
Car Club Field Registration Form for 10/7/2012**

PLEASE PRINT LEGIBLY!

Club Name: _____

Vehicle Year, Make, Model _____

Driver

Street _____ City _____ State/Zip _____

Driver's Email _____ Ph (____) _____

\$75 for vehicle and driver:

\$75 for each additional person: _____

TOTAL ENCLOSED: _____

Began in 1940 as a community volunteer orchestra for Kennett Square residents, the Kennett Symphony of Chester County has evolved into Chester County's only fully professional symphony orchestra. Subscriptions are now available for the 2012-2013 Season, as well as individual concert tickets for the remainder of the 2011-2012 season. For information, call 610-444-6361.

Old DVJC Newsletter

Here is an article from a DVJC Newsletter from June 1987 with an accompanying photo page. The new format is largely due to the efforts of Michelle Meehan, our previous editor. Thanks, Michelle.

MAD DOGS AND ENGLISHMEN GO OUT IN THE NOONDAY SUN!!!

From Milt Perry

Eleven hardy drivers, their cars, and wellwishers galore arrived at Alco Speedway between 8:00 and 10:00 A.M. on Saturday, May 30th, to test their cars and reflexes. They did not know that they would also be tested by the noonday sun and 90° temperatures!

Undaunted, Steve Kress and family raised a tent that provided the only available shade, truly an oasis in the dearest sun, and the cold drinks, supplied by Althea and Dave McCarel kept our spirits high and our thirsts quenched. Mary Ellen and Joe Johnston set up a registration desk outside the tent replete with the DVJC Banner draped across their Mercedes sedan. Bruce Roberts and Mike Wolf called the faithful to tech inspection. Jacking the front of each car, they rocked and turned every front wheel to check suspension and steering. We all passed, although some of us came through with recommendations of work to be done.

First came the standing quarter-mile, and after Stan Dayman took a string of cars on a familiarization run, we went singly to the starting grid. The Christmas tree lights blinked from yellow to green and we floored our gas pedals as our palms sweated in anticipation of the challenge, not to mention the heat! All the E types either matched or beat the 16-second time Road and Track posted for each XKE tested over the years. We can't explain it! Twenty-year-old Jaguars driven by club amateurs were matching and exceeding the times of new cars in perfect tune, driven by magazine professionals. Maybe we were just more enthusiastic but electronic timing strips were posting sub 16-second times on second and third runs as well. What a high! What great cars!

As might have been expected, the six and twelve cylinder sedans didn't fare as well. They were two or three seconds slower than the Road and Track tests but no one seemed to mind. Not in the least discouraged, the drivers just went to the end of the line to run the strip again.

With the sun and temperature at high noon, we broke for lunch. As Ron Klein videotaped the event non-stop and our later

enjoyment, Steve Kress started laying out the pylons for the slalom course. "That's too tight, Steve, open it up! We've got to get sedans through the gates, and if you open it up, the XK's can go faster!" The course was then opened up by lengthening it, and ended with a lone pylon for a 180° turn so the cars could return to the starting line by way of another series of slaloms and gates (Yes, it was just like skiing, only with hands on steering wheels instead of on ski poles!) Dick Michie was sure that the fastest way to negotiate the far pylon and the 180 degrees was to lock the rear wheels by applying the handbrake and turning the front wheels, and as the rear end skids around, releasing the handbrake and stepping on the gas. A professional move! With his theory in practise, Dick posted some of the fastest times for the slalom. But we can't be sure it was the driver or his 67 E type. Steve Kress was able to match Dick, thanks to HIS 67 E type. Without taking anything away from the drivers, it sure says something about those cars!

Terry Lippencott had the fastest E type for going in a straight line. His reworked car (and I mean REWORKED!) was getting a "chirp" from his extra wide tires as he shifted from first to second gear in the quarter mile. However, the slalom, even stretched out, was too tight for the power of the car.

I could go on and tell you about everyone's day but that would deprive them of describing it to you themselves. Ron Klein promised copies of the videotape for all who want to borrow or buy them and there were at least six photographers clicking away so that pictures can be passed around at the next club meeting. A great time was had by all and we hope to do it again in 1988, hopefully on a cooler Spring or Fall day when every member of the club can have a go at Atco!!!

Milt

IN APPRECIATION

The club wishes to thank both The Great Britains and Philpenn for their generous financial support of our Concours d'Elegance.

Bruce Roberts (and the club) wishes to convey his appreciation to Bill Terry of Terry's Jaguar Parts, not only for being one of our sponsors, but also for his generous gifts for our raffle table. In addition see note under Wants and Offers re DVAC member discount.



ATCO SPEEDWAY
MAY 30, 1987
STANDING QUARTER MILE
SLALOM & GYMKHANA RUNS
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DELAWARE VALLEY JAGUAR CLUB



Mike Wolf in the striped shirt and Bruce Roberts, white T-shirt, inspect Mill Perry's XK140.



Mike Wolf doing a safety inspection.



Mike Wolf's XJ6, his first Jaguar.



Mike Wolf and his XJ6.

Delaware Valley Jaguar Club



Application for Membership / Renewal

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E-mail address _____

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

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Annual Dues: \$50.00 per member

Signed: _____ Date: _____

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

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Annual Dues \$15.00 per member

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Triumph

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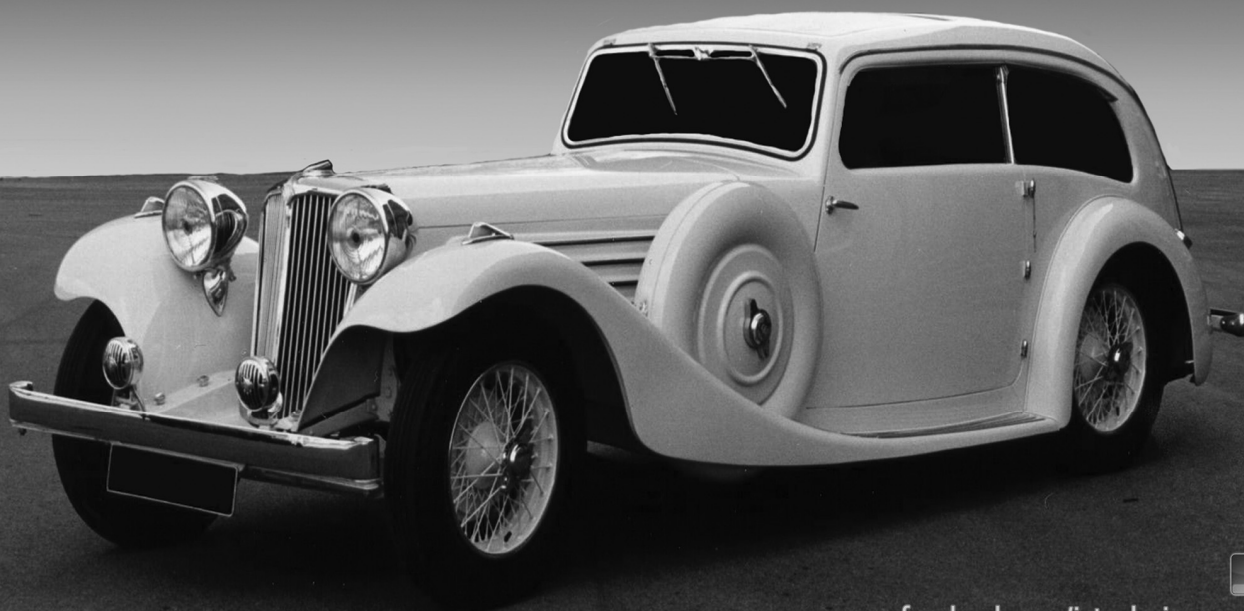
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Car/ Bike Make _____ **Model** _____ **Year** _____

*e-mail requested to confirm registration

Neither I nor my heirs will hold The Phila. MG Club, Inc. or any of its members, Bucks County or Peddler's Village liable for any damages to me or my car/bike while engaged in, traveling to or from this event. Waiver of Liability (must be signed by all to enter the Show)

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Ultraclub 8536 Pique Golf Shirt

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Colors: White w/Green Trim

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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)
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	<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: \$
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