
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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November, 2012

www.jcna.com/clubs/dvjc

Pumpkin Run Rally 2012



Rally Master Kurt Rappold with DVJC award winners Brian and Pauline Craig (2nd place), Betty and Steve Kress (1st place) and Nancy and Tom Jones, (3rd place), The rally was shortened a day by Hurricane Sandy. Tom and Nancy Jones took 2nd place for SOP on Friday and Brian and Pauline Craig achieved 2nd place SOP on Saturday.



NOTICE—The 2013 membership renewal process has started. Please see page XX for the renewal form. Ann Perry needs the registrations by February 15, 2013. Ann can be reached at annsjag@aol.com if you have any questions regarding your membership status.

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Upcoming DVJC Events

November 18, 2012

DVJC Breakfast and Tour

The Desmond, Malvern PA

Contact: Mike Wolf @ mwolf@boenninginc.com (see p. 9)

December 9, 2012

DVJC Holiday Brunch and Business Meeting

Whitemarsh Valley Country Club, Whitemarsh, PA

*Contact: Ann Perry 610-388-2421 or annsjag@aol.com
(see p. 14)*

Upcoming Other Events

November 18, 2012

Pollock Restoration Open House

70 S. Franklin Street, Pottstown, PA

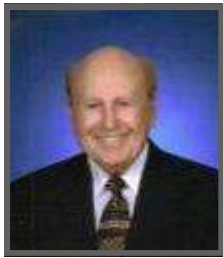
Contact: www.pollockauto.com (see p. 9)

November 22, 2012

Happy Thanksgiving



Nancy & Tom Jones, 2012 Pumpkin Run Friday
2nd place SOP



The Prez Sez November 2012

It was last Sunday when I started this article and got sidetracked making preparations and watching the reports regarding Hurricane Sandy's progress. The strong winds and continuous rain created my apprehension about losing power. I couldn't believe the devastation brought about to the entire New Jersey coast which made complaining about any loss of power frivolous. Some people are still without power in Bucks and Montgomery counties. Perhaps they don't share my frivolous opinion.

I just returned from our rescheduled Slalom event at the Garnet Valley High School. It was a clear morning but colder than any Slalom I had experienced but with the 8 participants involved things went well. More details will be forthcoming in the next edition of *The Purr* with a list of the inners and photos by the slalom chairman, Brian Craig. Photos of the slalom can be seen on line at www.picasaweb.google.com/bcsphotos95.

I want to bring your attention to the flyer for our annual Holiday Party and annual meeting held at the Whitemarsh Valley Country Club On December 9th. Besides the awards to the winners of the various sanctioned events we have a great collection of donated items to be auctioned. I also ask if you have Jaguar related items and wish to donate for auction, please let Ann Perry know in advance. It makes things easier to auction. Of course we'll also have a raffle and 50/50 chances.

We also have the duty to elect a slate of officers for the next two years. Those not appearing on the ballot have an opportunity to run for election as a candidate with a nomination from the floor. Mike Tate, the incumbent Vice President has decided not to run for re-election. Paul Merluzzi is the new candidate for V.P.

I want to mention the invaluable contribu-

tion Mike Tate has made as the "Roving Reporter." His insight and observations of the effect that Tata has had on the production of Jaguar Cars has made us all aware of the advantages. Also, sharing the knowledge of his personal experiences of owning Jaguars manufactured in the 30's to his present XK coupe. Mike has won a JCNA national award of recognition for his articles in the past 5 years and I'm hoping will continue to do so.

Mike Wolf is organizing a breakfast meeting at the Desmond on Sunday the 18th of November. It will be followed by a "Back Road Tour" to visit The Pollack Auto Restoration Open House in Pottstown. Mike Wolf will provide the details shortly.

I want to mention how pleased I am with the way the Area coordinators have arranged events with their constituents. Our initial event in January at the Pizza Tavern arranged by Mike Wolf, combining a joint effort with the Delaware Valley Triumph Club, was followed by Kurt Rappold for breakfast at the One Mile Tavern, Bob Hedin hosted us at the Lion's Share Diner in Exton, Gerry Kunkle with his Garage Tours, for his Lehigh Valley constituents, Rich Rosen with the Wine Tasting event and the invitation to the Brantwyn Mansion by Paul Merrluzzi. Then add in our Sanctioned events of road rallies, Concours and slalom, to add variety to our annual activities.

Kurt Rappold is our rally master and has written of his experiences in this issue. Brian Craig, our slalom chairman and Webmaster, has brought to life our various events through his photography. I would be remiss not to mention his invaluable role as our editor.

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



Roving Reporter - November 2012

By Michael Tate

“JAGUAR; ASTON; RANGE ROVER - THE BEST NEW CARS ARE BRITISH”

So read the cover of the British Car Special edition of October 2012 EVO magazine. It continued “TEAM GB... New V 12 Driven...new Range Rover.... JAGUAR F TYPE” I had to buy it (The magazine not the F).

“F-TASTICAL... JAGUAR F-TYPE STUNS PARIS MOTOR SHOW 2012”, screamed the front cover of Autoweek Jaguar World Magazine was more sedate confining their cover to this headline “NEW F-TYPE UNLEASHED.”



Which has gone on the longest? Jaguar teasing us with heavily disguised news and photos of the F or the Presidential Election? I believe the F would win that one. The concept F was first shown at the Detroit Auto Show in 2001. It was an overwhelming success and on January 4 of 2001 it was given the OK for production. The orders rolled in but Ford later changed their mind and deposits were returned. There were commercial reasons for this about face, the main one being that sedans, with diesel engines, were selling in Europe in increasing numbers and Jaguar did not have one. Resources were placed on the diesel project. It looked a sound decision. However it could be argued that pure emotion could be a reason that Jaguar should have a two seat sports car in its portfolio. Had not their glory years been when they had the XK120/140/150 followed by the E-type in production plus the heroics of the C-Type & D-Type. Crunching the numbers alone should not always win the case. Sure the sports car market is very small. It is said that total world car production was, in 2011, 76 million and that sports cars amounted to 72,000 or less than 0.1%. The total lifetime production of Series 1, Series 2, and Series 3 E-types was 70,000! We have 81 registered with our club. So it took the vision of Ratan Tata to understand that a car like the F-Type would emphasize Jaguars core values “innovative, seductive and high performance.”

When the XK's and E-Types were king their competition was not as intensive. The F has been designated as the successor to the E. (Known in the USA as the XKE. Will the F be XKF) So how does it stack up?



I suppose that most of my readers will have seen magazines announcing the F and there is brief coverage in the current JCNA Journal. First let me dismiss my earlier statements that it looked like a cut down XK. Great camouflage Jaguar. Also it is not a replica of the 2001 concept; far from it. If we need a comparison then look at the recent CX-16 concept. Is it a winner at first sight? Autoweek gave it the top award at the Paris Show “Best in Show” and said “Rarely does our staff of editors and far-flung correspondents come to an accord quickly. But after some discussion, we cast a unanimous ballot for the F-Type for top honors in Paris. “We were simply taken with the style, the performance potential and yes, the heritage. We’ve been waiting decades for a successor to the E-Type – and it’s here at last.” So it is a winner at first sight and it had really tough competition with the McLaren P1 being considered.

There are three versions of the car. The base car, the F-Type has the new supercharged 3 liter 340hp; The F-Type S, same engine, 380hp; the F-Type V8 S 495hp 5-liter supercharged V8. Respectively 0 – 60 times are 5.1 seconds, 4.8 seconds and 4.2 seconds. Top speeds are 161 mph, 171 mph and 186 mph. At release there will only be the convertible construction with all aluminum body. The interior Jaguar say is designed to be more sportier than those of previous Jaguars and is cockpit-like. Steering wheel mounted paddles compliment the gear lever for the eight speed Quickshift transmission. Prices in the USA were not released but it is believed they will start at \$60,000 and up to \$80,000. The present XK Grand Tourer will continue to be available. So it was worth the wait!

Roving Reporter - November 2012 (continued)

The expected prices are higher than I anticipated but having Jaguars name and prestige I expect can be justified. I expect that by the time my children are my age E-Types will fetch \$200K and F-Types will be anything from \$20,000 to \$100,000. Time will tell if the F will be a major success. So lets go F..orward with the F. F.. for Fantastic. F.. for Fabulous. F..for Fast. F.. for Famous. W is for W..inner. Expect to see the F in Summer 2013. F.. First and F..FOREVER

JAGUAR ALIVE DRIVING EXPERIENCE

I visited with Main Line Jaguar for their evening event releasing the 2013 models of the XJ, XF, and XK. Added body touches make all three models more enticing and I was almost tempted to trade in my 2007 XK with only 33,000 on the clock for an XF. Common sense prevailed but Mo thinks it's a good idea! She likes the thought of a four door. A neighbor once termed my XK as a "young man's car." I replied "Exactly" Who knows-- may do it?? Big news was that XJ and XF will have, as standard, All Wheel Drive making them more competitive in the North Eastern market place. My X-Type already boasts this feature but surprisingly it was never available on other products in their portfolio.

Also as part of their marketing into 2013 and as part of their "Jaguar Alive Driving Experience" Jaguar are holding a series of events in New York and here at Citizens Bank Park on November 16 – 18. They are offering under the title "Grab a Jaguar By The Steering Wheel" the following experiences:-

The "Jaguar Alive Driving Experience" offers multiple opportunities to put the instinctive and pulse –quickenning capabilities of the Jaguar line-up to the test.

- 1.) To take an exhilarating street drive in the remarkably agile XJ flagship sedan.
- 2.) Hone your driving skills on our autocross course.
- 3.) Feel the pure luxury and raw acceleration of 0 – 60 mph in a Jaguar XKR – S sports car.
- 4.) Experience the concert sound of our state-of-art Meridian sound system.
- 5.) Learn about new Instinctive All Wheel Drive technology and discover the driving confidence that comes from control in even the most challenging conditions.

I am looking forward to number 4 above driving the \$132,000 XKR – S (This IS a young man's car) and compare it to my XK. On my return from the Main Line event son Gary was driving the XK and demonstrated its capabilities at speeds I have never approached and if I had been in one of the cars he passed would have said "look at that idiot." It was an impressive performance. I felt perfectly safe and never asked what top speed he hit. I will report on this experience in the December Purr

THE CLASSICS AT BRANTWYN

This was my fourth attendance at this, one of my favorite events, on October 7. In the past I have always championed the event in the Purr and described the event as it happened. This year I attended as a guest of Paul Merluzzi, President of the Kennett Symphony for which the event is held as a fund raiser. This year was different as Paul had invited a number of British car clubs to participate as part of the event. Charlie Olson, our president, was the organizer for our participation and has written an account of the event for this Purr. Paul congratulated the club for its superior attendance in the very poor weather conditions. Seven of the 31 scheduled vehicles on display did not attend. For me the atmosphere of the event is created when the display cars are driven down the long driveway to the front of the Du Pont House and are individually introduced and their heritage explained to the crowd who are happily sipping their Lamborghini Bellini's. Then departing to their designated areas in the gardens at the rear of the house where in a truly special setting they can be viewed and owners can be quizzed. This part of the display was missed and I know Paul was disappointed.

Paul had gathered another group of special vehicles for the event. It was very good to see John Spillman standing in the pouring rain with his Jaguar XK150 OTS. This car is a constant 100 point winner at the DVJC club's annual Concours and I suspect had never seen rain before. John not only had the car on display but was happy to lift the bonnet to let those who wished to see the sparkling interior. For this John was rewarded by winning the "People's Choice." I am positive the 150 was warmed by this award and suffered no ill effects from the driving rain. Well done John!!

Despite the rain it was a great event.

PAUL MELUZZI FOR VICE PRESIDENT

As you will have seen I am standing down as the club VP. We are most fortunate that Paul Meluzzi has agreed to stand for election and I hope you will support him. I will continue to write my "Roving Reporter" column.



The Roving Reporter's XK. Trade this for 4 doors? REALLY!?!?!?!?! (Editor's comment.)



Delaware Valley Jaguar Club

Ballot for a 2-year term starting 2013

- | | | |
|--------------------------|-------------------------------|---------------|
| <input type="checkbox"/> | President | Charles Olson |
| <input type="checkbox"/> | Vice President | Paul Merluzzi |
| <input type="checkbox"/> | Treasurer | Gerry Kunkle |
| <input type="checkbox"/> | Secretary | Clara Saxton |
| <input type="checkbox"/> | Director | Michael Wolf |
| <input type="checkbox"/> | Director | Rich Rosen |
| <input type="checkbox"/> | Director of Membership | Ann Perry |

Please vote for one president, one vice president, one treasurer, one secretary, two directors and one director of membership.

Please mail ballots to:

Ann Perry
PO Box 163
Mendenhall, PA19357

Delaware Valley Jaguar Club Breakfast

Sunday, November 18th, 2012, 9:00 a.m.

The Desmond
One Liberty Boulevard
Malvern, PA 19355

Followed by a scenic drive to Pollock Restoration Open House in Pottstown, PA .

Please contact Mike immediately if you plan to attend so he can get a rough number of what to expect.
Mike can be reached at:

mwolf@boenninginc.com

Hope to see you there.



POLLOCK AUTO RESTORATION



Fall Open House & Shop Tour
Sunday Nov 18, 2012 10 AM - 3 PM

Please join us for our 2012 Fall Open House & Shop Tour. All Antique, Classic, Specialty Car Enthusiasts and Friends are invited to tour our shop and meet our staff.

We will have many classic cars "in the restoration process" at our shop located at 70 South Franklin St Pottstown, PA 19664. Refreshments will be served throughout the day and our staff will be on hand to answer any of your questions.

Ford, Cadillac, Mercedes-Benz, Willys-Knight, AC, Lotus, Chevrolet, Rolls-Royce, Hudson, LaSalle, Jaguar, Chrysler, Packard, and Buick are a few of the vintage restoration projects that are in the shop now, with more on the way. It's time to get the work done that your classic needs! As winter quickly approaches and the snow will soon fly, we look forward to seeing all of our Classic Car Friends.

Like us on facebook! 

**70 South Franklin Street
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Welcome to Our New Members

Robert & Kitsy Boran, Jr.
Pottsville, PA

Ron & Joan Pieretti
Wilmington, DE

The 2012 Pumpkin Run Rally

By: Kurt Rappold

We had a wonderful Friday rally and a visit from fellow Delawarean Jeff Marks in his beautiful open XJS. Jeff lives on the east coast of Delaware. He said he had an easy ride to see the gathering of DVJC Jaguars as they left the Millsboro fire house to rally.

Our Friday rally consisted of 150 miles northwest of Millsboro around Laurel, Delaware. It is mostly soy bean farming and big "Chicken" barns. A lot of nice housing is there as the cost of living (taxes) is low. There are still a lot of woods, both natural and man-made pine forests.

Some of our rally contestants from nearby Cape May, NJ got called home due to the threat of Hurricane Sandy and a possible evacuation of that area.

I made up 11 participation awards using Jaguars Matchbox variety on a small block with an engraved 2012 DVJC Pumpkin Rally plate. These always seem to create a lot of good will and joy.

Our Saturday run consisted of 10 legs and 256 miles of southern Delaware farm country roads. We had 36 cars running, three of which were first time rookies. One of our rookies got 30 miles off course and wound up having to call rally headquarters for directions back to the fire hall. Needless to say the couple won our "UFO Retriever" Award.

We always have a sweep vehicle following the rally group so if one breaks down on the route you will get picked up. The car just in front of us had a brake failure so the got picked up. The driver was the Hagerty Insurance representative and he got a free ride back to the fire house.

The oldest car running was a 1916 Ford racer with open wheels. On Saturday he drove 256 rally miles with ten check points and finished with a score of only 4.3 seconds! Who says old cars aren't reliable?

Everybody was occupied with the big storm "Sandy" and, as an afterthought, most of us with

previous hurricane exposures know enough to respect the extreme weather conditions of a storm of the century.

We had a delightful dinner Saturday night and presented out trophies to the winners. We, as a club, always honor 1st, 2nd, and 3rd place. The standings for the Northeast Rally Club are as follows:

1m11sec.	Craig & Craig	1999 XK8
1m13sec.	Pistorio & Sheldon	2004 Mercedes Benz
1m25sec.	Corey & Corey	2004 XJR
1m23sec.	Kress & Kress	1972 E-Type
1m52sec.	Steinberg & Bednar	1995 XK120
1m54sec.	Wetherill & Caruso	1960 Morris Minor "Woodie"
2m22sec.	Willenbrock & Litchko	1949 Chevy
2m37sec.	Rappold & Brown	1994 XJ6
2m45sec.	Jones & Jones	1986 XJ6

These 8 cars were in our rally party seated together and all are still friends. The nice thing that we did is come up with \$6,000 for the Millsboro Fire Company. They in turn donated an old(1981) Mack fire engine to another fire company in southern Delaware who had the unfortunate experience to lose both their engine and building to a fire. They had their "new engine" on display at our last pit stop on Saturday.

For those of you who may be considering joining the rally group we are already planning the 2013 Keystone Rally on April 26 - 28, 2013. It will be headquartered at Lionville, PA, just west of Philadelphia. I understand we will be in Amish Lancaster County to benefit the Lionville Fire Company. We need rookie teams driving Jaguar cars. This is the closest Great Race style T.S.D. rally you will find to our zone. Maybe 2013 will suit you to participate with your friends at DVJC.

Pumpkin Run 2012 Rally Scores

Friday, October 26, 2012

Place	Class	Driver/Navigator	Car	Score	Points	Club
1	T1	Thomas Jones Nancy Jones	1986 XJ6 Saloon, Green	20	10	DVJC
2	T1	John Corey Sue Corey	2004 XJR Saloon, Green	54	8	AtLarge
3	T1	Kurt Rappold Bob Brown	1994 XJ6 Saloon, Champagne	85	6	DVJC

Saturday, October 27, 2012

Place	Class	Driver/Navigator	Car	Score	Points	Club
1	T1	Stephen Kress Betty Kress	1972 XKE OTS, Green	10	10	DVJC
2	T1	Brian Craig	1999 XK8 Coupe, Red	11	8	DVJC
3	T1	John Corey Sue Corey	2004 XJR Saloon, Green	14	6	AtLarge
4	T1	Thomas Jones Nancy Jones	1986 XJ6 Saloon, Green	25	5	DVJC
5	T1	Kurt Rappold Bob Brown	1994 XJ6 Saloon, Champagne	27	4	DVJC
1	Z	Cortright Wetherill	1960 Morris Minor "Woodie"	13	10	DVJC



Kress & Kress E-Type



Corey & Corey XJR



Pistorio & Sheldon Mercedes



Steinberg & Bednar XK120



Jones & Jones XJ6



Rappold & Brown XJ6



Willenbrock & Litchko Chevy



Craig & Craig XK8



Wetherill & Caruso Morris

The Brantwyn Event

By: Charles Olson

There's nothing more miserable, not to mention disappointing, than a car show when it rains. However, "**The Classics at Brantwyn**" escaped the disappointment! Standing by our cars under umbrellas through most of the morning didn't dampen our spirits, saved mostly by the liquid version called, "Lamborghini Bellini's," served from inside the Mansion, whose exterior grandeur was less appreciated than the comfort it provided. Few of the Classic Car owners decided they would not display, were greeted with understanding, rather than disappointment and did not compromise the number that were there!

We had seven of our club members drive their Jags, weather not withstanding, parked together in a group, while huddled under umbrellas, watching the Classic Cars drive into their designated parking areas. It was time to go inside to sip our Lamborghini Bellini's, which I was hoping would be a bit stronger to help forget the weather, but once inside the Brantwyn Mansion we were treated to a marvelous buffet and additional drinks which changed any thoughts about the weather, which cooperated with overcast clouds, but no rain, by the time we finished eating.

This allowed us to enjoy perusing among the Classics to admire and talk to the owners. Each vehicle had a plaque with an assigned number for ease of recording the winner of the popular choice. It also identified the year, make and model, its owner and other interesting background info.

The winner was a near perfect XK-150 Jaguar convertible owned by **John and Linda Spillman** from York, Pa. who were presented a framed **Brantwyn Event Poster**, signed by all the Classic Car participants and British Car Club attendees. More appropriate I thought, than a pewter cup or plate.

The voting was very close with a 1925 Racing car owned by **Dick Vermiel**, the former Eagles Football Coach, who had it restored as a tribute to his Father "Louie," who successfully raced the car during the 30's and 40's. He was also very gracious to have his photo taken with those who wished, and was more of a "motor head" than a celebrity. The third acknowledged winner was a 1922 Rolls Royce Roadster, owned by **Dave Browne** which always attracts attention. Dave is also a member of our club and

owns a Jaguar XK-140 fixed head coupe.

After the presentation of the winning vehicle, we started to depart and I had the thought this event was hardly compromised by the inclement weather. It provided an experience quite different than found at many other events, by combining the elements of Lamborghini Bellini drinks, an open bar, excellent food, Classic Cars and the camaraderie of people sharing a common interest in Classic Automobiles.

Chairman Paul Merluzzi and his staff are to be congratulated in organizing this Fund Raiser for the benefit of the **Chester County Symphony Orchestra** to raise additional funds, by expanding the opportunity for the **Delaware Valley Jaguar Club** and other British Marques, to participate as a supporting cast, known as Car Club participants.



DVJC members attending Brantwyn: Charles Andrews, Gary Tate, Stan Loose, Jeanette Loose, Anthony Cimino, John Shirlaw, Ann Perry and Michael Tate.



DVJC Jaguars at Brantwyn.

Le Mans Classic 2012 – Sensory Overload by the Numbers

By: Michael Wolf

On July 6th Mike and Sue Wolf crossed an item off of their ‘Bucket List’ by visiting the Le Mans Classic, 130 miles southwest of Paris. Held every 2 years since 2002, this was the 6th meeting. Although similar events for classic cars are held in other countries, this has become the most popular. This year there were 109,000 spectators over 3 days – 10,000 more than 2 years ago. This event is now classified as the largest gathering of classic cars in the world!

Visitors were treated to over 450 classic racing cars, in 6 age categories, representing cars that ran at Le Mans from 1928 to 1979. Some of the entrants are THE ACTUAL cars that ran in the period. Although Mike and Sue did not drive a classic car to the race, over 8,000 cars were brought by club members from all over Europe, representing all the popular marques as well as some pretty obscure ones! That is the approximate equivalent of 40 Cars of England size shows! According to the program, there were 7 different Triumph Clubs with more than 450 cars pre-registered. In addition there were 3 MG, 4 Ferrari, 5 Morgan, 3 Jaguar, 3 Cobra, 5 Austin Healey, 4 Aston Martin and 2 TVR CLUBS! Even the Swallow Doretti Club (TR3 based) said they were expecting 16 cars to be parked in Zone 3! You get the idea! Many of these club members camp at the circuit for 3 to 4 days because there are very few hotel rooms in and near Le Mans.

The track is over 8 miles around, so Mike and Sue could barely cover the northern ¼ of that on foot. Still, they were able to stand right ON the false grid, next to and between the cars as they assembled before entering the track. The sights (and smells) were terrific.

The classic cars do NOT race for 24 straight hours like modern cars that race each year in June. Instead, following a day of practice, each car gets to drive 3, separate, 50 minute stints, separated by 5 to 7 hours. Each car can have up to 4 drivers and a driver may drive cars from other age groups. Every car has 2 daylight outings and 1 night driving stint. Because they run in the rain and at night, headlights are important. In the oldest cars of the 1920s, this must be terrifying! The famous “Le Mans Start” (where drivers run across the track, jump in the car and take off while still buckling the seat belts) is now just for show. At the beginning of the long Mulsane straight, all must stop and then do a rolling start, in 2 rows, behind a pace car. In fact for grids 5 & 6, featuring the newest cars, they don’t even do the footrace start – it’s just too dangerous!

There is a mandatory pit stop that must be taken any time between the 15th and 30th minute. Shutting off the engine is optional and a driver change is NOT required. However the pit stop MUST last at least 90 seconds and no refueling is allowed. As you may have guessed, determining the winner is almost impossibly complicated and you can only

understand the formula if you speak French! To make it even more complicated there are teams composed of a group of 6 cars representing each age category.

In spite of all that, the following “winners” were determined, based on the sum of all 3 rounds:

Grid 1 (1923-1939) Talbot Lago
Grid 2 (1949-1956) Jaguar D-type
Grid 3 (1957-1961) Lotus 15
Grid 4 (1962-1965) Ford GT40
Grid 5 (1966-1971) Lola T70 MkIII
Grid 6 (1972-1979) Gulf Mirage

There are 1,035 pictures available on the Sports Car Digest website.

<http://www.sportscardigest.com/le-mans-classic-2012-report-and-photos/3/>

However, we have provided a few from Mike Wolf below.



1962 E-type Jaguar, 3.8 liter – Grid 4—3 French drivers



“Le Monstre” – Bruce Cunningham’s 1950 Cadillac



Entrance to the “Village” of shops, vendors and restaurants



1954 D-type Jaguar, 3.4 liter - #XKD 403 – Grid 3
Ex Stirling Moss, Norman Dewis, Tony Rolt, Duncan Hamilton
Drivers: Dean Meiling and Terry Hefty from USA

D-types won Le Mans outright in 1955, 56 and 57.



1962 Ferrari GTO 3 liter, V-12, 300 hp. There were 23 in attendance – out of 32 total built. Recent sale price = \$35 million.



Delaware Valley Jaguar Club

Please join us for our annual Holiday Brunch

Sunday, December 9, 2012

*Whitemarsh Valley Country Club
Widener Room
815 Thomas Road
Lafayette Hill, PA 19444*

*12:00 p.m. Hors D'Oeuvres and Cash Bar
1:00 p.m. Buffet Brunch*

\$50.00 per person

*Please return number of people attending
and a check made payable to Delaware Valley Jaguar Club by:*

November 29th

to:

*Ann Perry
P. O. Box 163
Mendenhall, PA 19357
610-388-2421 or annsjag@aol.com*

*Directions: Germantown Pike can be reached from Route 476 at Plymouth Meeting.
Take Germantown Pike East approximately 4 miles to Thomas Road.
Turn left on Thomas Road to the club entrance.*



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: \$55.00 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's 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 _____

The club newsletter, The Jaguar's Purr, is distributed by e-mail.

Membership runs from January 1st to December 31st @ \$55.00, 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

Classifieds

Jaguar

1991 Jaguar XJ6 VandenPlas long-wheelbase, Grand Touring car. Under 40,000 original miles. Immaculate interior and exterior throughout, a proverbial “cream-puff”. 1st place winner in C-13 Champions class nationally-sanctioned JCNA Concours d’Elegance, among many other trophies. Jaguar 1991 color chart Oyster, with Magnolia interior. Service records from Ragtops and Roadsters, in Perkasié, PA. Current PA State Inspection from July 2012.

Reduced price, \$9,950 OBO, have many photos, and much more details contact Bob De Lucia at: 215-822-0725 or yukon80@comcast.net



1967 Jaguar S-Type with Daimler SP250 Dart 2.5

Solid car. Ambitious restoration or use as parts car. Engine runs well but hasn’t started in 6 months. BW Transmission slips. Needs brakes. Bumpers need re-chroming. Needs complete interior except interior wood on dash and doors in excellent restored condition; all glass intact and in good condition; original wire wheels in good shape; power steering not working / not connected; safety & road-worthiness is very questionable at this point. This was my uncle’s car stored in a Massachusetts garage for 7 years and not run; now has been outside in PA 3 years. Safety & road-worthiness is questionable at this point. Needs a loving home.

As is, where is. Exton, PA location. Asking \$2000 OBO



More pictures available. Contact John Batt at johnmbatt@yahoo.com or 610.308.3228

Jaguar

1986 XJS, V12, 122,000 miles, excellent condition.

Professionally painted within the last six months, one owner, complete records since new, Garage Kept, BBS Wheels, Great Drive!!! \$8,000 or best offer..

Contact Rich Galasso at 215-535-4731 between 9am-3pm or by e-mail at Rich@galassotrucking.com.



1972 XKE Jaguar Coupe. excellent original condition, Black exterior, beige interior, 79K original miles owned by my Father, William Kirk, a former club member who died in 2005, This car has been in storage for 22 years and was just restored to its original beauty with a current PA State inspection. A former, 1978, 3rd prize winner Concours D'elegance, she was entered in the 2012 New Hope Auto Show in honor of her 40th birthday and tribute to my Dad..
Asking Price \$45,000.

If interested, please call Lynda at 215-820-6363.



1953 XK120 OTS, 35,000 miles, dove gray, with XK150 brakes and servo, new red upholstery. Call Kurt, 610-358-4055. Vehicle pictured to the right is a similar vehicle, not the actual car for sale.



Jaguar Parts

Parts For Sale: 1974 "E" Type V-12 engine with Standard Trans, 1976 V-12 With auto Trans. Late Series one XJ Short body Doors & Trunk Lid & interior parts Great Shape. If interested please make offer.

Call Steve 267-767-6188 or email jaguarsteve@verizon.net



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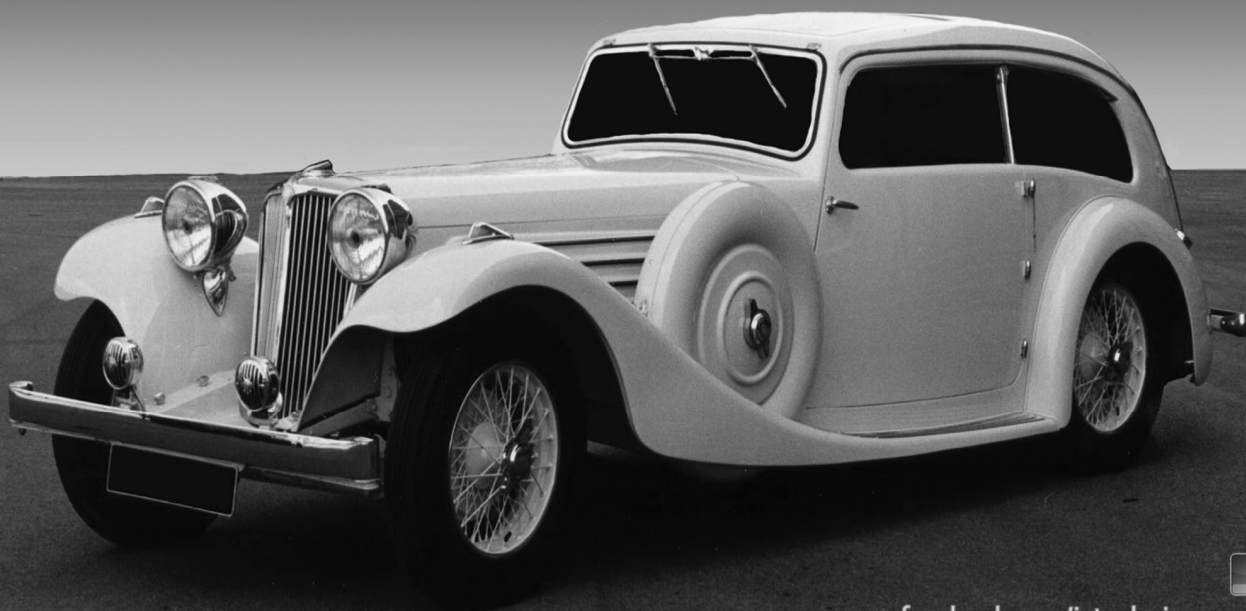
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Choose from the following. All shirts/jackets are embroidered with DVJC logo.



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
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