

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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March 2013

www.jcna.com/clubs/dvjc

New Rally Opportunities



The Northeast Rally Club is holding the Keystone Rally in nearby Lionville, PA. The rally will be headquartered at the Lionville Volunteer Fire Company, 15 South Village Avenue, Lionville, PA, which is a short distance from the Downingtown Exit (#312) of the Pennsylvania Turnpike. Proceeds from the rally will benefit the fire company. This is a JCNA sanctioned event. In order to encourage members to participate in this interesting and challenging activity single day rally opportunities are being offered on Friday or Saturday. Please see the fliers on pages 12 and 13. More information is available at:

www.northeastrallyclub.com



NOTICE—It's never too late to renew your membership. Although the JCNA deadline has passed for uninterrupted subscription to *The Jaguar Journal* Ann Perry will do her best to get you back in the fold quickly. Ann can be reached at annsjag@aol.com if you have any questions regarding your membership status. A renewal form is on page 15.

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

Upcoming DVJC Events

March 16, 2013

**K & T Vintage Sports Cars Swap Meet
Allentown, PA**

Contact: Ken Beck, 484-664-2353 (see P. 10)

April 6, 2013

**Ragtops & Roadsters Tech Session
203 S. 4th Street, Perkasié, PA**

Contact: Dave Hutchison, dave@ragtop.com (see p. 11)

April 7, 2013

**Fred Mack 102nd Birthday Celebration
The Desmond, 1 Liberty Blvd., Malvern, PA**

Contact: Charles Olson, cwolson29@comcast.net (see p. 20)

April 26–28, 2013

**Northeast Rally Club Keystone Rally
Lionville Volunteer Fire Company, Lionville, PA**

Contact: Brian Craig 215-483-5861 or bhc166@aol.com
See Entry Form on pp. 12 - 13.

June 1, 2013

**DVJC Annual Concours d'Elegance
Oakbourne Mansion, Westtown, PA**

Contact: Charles Olson, cwolson29@comcast.net (see pp. 18 & 19)

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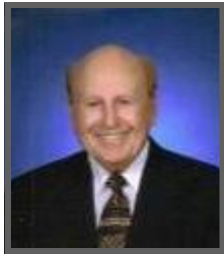
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The Prez Sez *March 2013*

We've almost completed the first third of the year and with the mild Winter almost over we can start thinking about "blowing the dust off!" Probably some of the Jaguar cars like mine that are used all year round, selectively of course, and with the top down when over 45 degrees. I have a 94 XJS convert and having the windows up, the heat on and wearing a hooded jacket, it's comfortable driving! I Know Bob De Lucia, Prez of the DVT has alluded to that too, in his Triumph.

When I spoke last month about renewals and new members I was concerned about membership. In spite of our dues being raised, Ann Perry tells me that close to 115 members have renewed, which is more than usual at this time of year. Our Area Coordinators will contact those who have not as yet renewed in an attempt to bring our membership to around 150.

I'm again optimistic. Now it's the Job of the newly formed Events & Entertainment committee to provide our members with activities that will provide a broader range of interest. Paul Merluzzi, our new V.P., is chairman of this new group which consists of the two event directors, Rich Rosen and Mike Wolf, responsible for scheduling the auto related events. The fourth member appointed is Mike Tate who will propose the social and cultural events, bringing diversity to the overall selection of events.

I feel that the majority of our members want activities to attend. The JCNA provides three Sanctioned events for completion for those members who want National recognition for their Cars, by participating in the Concours d'Elegance, and by demonstrating their driving skills in the Slalom and Road Rally events.

Most our members **just want to have fun** driving their Jaguars to various activities. Perhaps having a Breakfast meeting in the morning

or an informal evening "Drive -In" gathering, for" tire kicking" camaraderie. Visiting various locations of historical value, other than auto museums which are always on the list. Of course food eating events from dinning to fast food- like Ice Cream socials. "Ya gotta eat" and it's the most popular way to end any event!

The first thing I would suggest reading when reading *The Purr* is the listing of events. The events are grouped into DVJC events and Other events. DVJC events are sponsored by us and we urge our members to attend. Other Events focus on other Auto Clubs and related activities. This gives our members the broadest choice of activities each month.

As I mentioned in last month's Prez Sez, one of the activities I've successfully negotiated with the Northeast Car Club was to introduce a **one day rally** with the same rules and route of the regular three day rally. You **Now Have a Choice!** It's like dropping out after the portion that you registered for is completed. In this issue you will find an application for three choices, **The full 3 day Rally, or a Saturday or a Friday Only!** For those considering going, the applications will be posted in this issue on pages 12 - 14. Friday and Saturday applications are on page 14. Please use the second half of the application on page 13 for all entries. Feel free to contact Brian Craig at 215-483-5861 or bhc166@aol.com with any questions. The schedule for the event is as follows:

Keystone Rally 2013

Schedule of Events

Friday April 26th

9:00 - 12:00 Registration and Tech inspection at the Lionville Volunteer Fire Company.

11:30- 12:30 Lunch & Rally School "

12:45 First car departs for afternoon rally "

The Prez Sez - March 2013 (continued)

*15 min snack break

5:30 All rally cars return.

5:30 - 8:00 PM Registration & Tech inspection for Saturday entrants "

6:00 Dinner for **Friday & Saturday** entrants & score presentation for Friday's rally participants "

7:30 - Rally School & instructions for **Saturday** entrants "

Saturday April 27th

6:30 - 7:30 Breakfast

7:45 First car departs

* 15 min snack break

* Break for lunch "

* Start of Afternoon Rally

* 15 min Snack break

4:30 First car returns (welcome back gathering) "

6:30 Dinner "

7:30 Score presentation. for Saturday

* times and location will be supplied in the instruction booklet received at the Rally School

•

Friday's schedule for **\$100** will include 4 meals. Purchase of T-shirts are optional for Driver & Navigator.

Saturday's schedule for a **\$200** entrant fee will include 6 meals & a free T-shirt for Driver

& Navigator.

In a couple of weeks I'll be attending the AGM (Annual General Meeting) as your Delegate for the DVJC. It's held in Dallas Texas March 22nd-23rd. When I return I will be reporting the changes to the Judge's Manual which always has changes. Of course the voting results of the proposals before the Delegates.

This is the first AGM that Kurt Rappold has not attended in over 20 years. Kurt had been the National Awards Chairman until this year, when a computerized system was installed. I think they did Kurt a favor, because of the effort to "hand carry" at least 50 or so trophies to the AGM, setting them up for presentation was a responsible and laborious task. That was only a part of the task for it required record keeping of inventory and Postal shipments etc. Kurt should be recognized by the JCNA for the many years service he had provided, at the very least an article in the Journal!

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

WELCOME NEW MEMBERS

Dennis Fesmire
North Wales, Pennsylvania

Phil and Judy Fleck
Limekiln, Pennsylvania



Roving Reporter - March 2013

By Michael Tate

20 PAGE SPECIAL SECTION....JAGUAR GREATS

It's March already and as often happens at this time of year there is not a lot happening. Jaguars, at least old Jaguars, are tucked up nice and warm in their winter hibernation. I was thinking what I should write about that could interest you?. So on Sunday February 24, my Father's 114 birthday had he been alive, I decided to get the 1967 420 out and take it for a spin and a chat with him. It took three long presses of the starter before she fired up and we were away. The topic of conversation was his 1947 3 1/2 Mk V which my brother had purchased for him in the late fifties for 12 pounds and ten shillings (about \$20 at to-days exchange rate) The engine was very worn and the garage, where he bought it, agreed to replace it with one from a crashed MKV for 40 pounds (\$65) all up. The car was grey with red leather and my Dad loved it. I had a MK VII M at the time which I think must have influenced him as he later exchanged the MK V for a VII M. This lasted until the end of his days. As I enjoyed the 420 drive I reminisced about his VII M and after it. I how the sills he repaired leum painted the car. You The passen-was under as mother constantly worked it to inspect her aging face. She always thought the VII M was a suitable carriage and gave a royal wave to villagers as they passed. He sold it to a local garage for 50 pounds. He should have told me as it would have made a pair.



All this memory lane did not produce a subject for the March Purr but the mail man did when he delivered the April edition of Hemmings Sports & Exotic Car whose front cover proclaimed the above headline together with a photo of a 1957 XKSS. So I thought I would share with you what this rare coverage had to say.

A HIDDEN LITTER OF JAGUARS

The first article is about the incredible treasure North Carolina resident George Eldridge left when he died at age 73 in 2009. He began collecting E-type components in the 1970's with the intent to restore one himself. He never did complete an E-type restoration. This past December Ken Stern, owner of G & S Motors of Ashville, heard of the possibility of several Jaguars in a local estate. What he found was one of the largest private Jaguar E-type "barn finds" of the decade. There were enough bodies, chassis components, engines and

associated restoration parts to fill 3,000sq ft plus outside an equal amount under tarpaulins. Ken bought the entire inventory the bulk of which at that time he had not discovered. So far the acquisition is known to contain the components for nine E-types, a Mark 2 saloon, MG's and Triumph TR3's a total of 14 rolling cars. In addition there are front and rear frames, engines, transmissions, along with wheels, boxes and tubs of carburetors, intake manifolds, fuel pumps, steering wheels, gauges, bumpers, instruments, repair manuals.

Ken say, "We hope to secure George Eldridge's legacy by ensuring that the products of his consuming automotive passion remain intact and available to be enjoyed by another generation of enthusiasts." I am, like you must be, amazed that such a significant and massive treasure can still be found in this day and age and wonder how many more there are hidden away?

SCALDED CAT

Under this heading together with a large photo was this sub paragraph " Jaguar's ultra-rare sports car was a potent performer created for touring or racing." The car, the author Richard Lentinello, was talking about was the XKSS. Only 16 of these were built from the parts left over after the great fire at Browns Lane. These parts were for the D-Type but William Lyons

decided them un-importer Eerdmans factory what they ing to do



Lyons not to use til US Johannes visited the and asked were go-with them.

Lyons said "Nothing" to which Eeardman's responded "If you can build them into road cars I am sure I could sell them.". At that time 75% of Jaguar production came to the US. So it was that the XKSS came about. You could buy one for \$6,900. My first three bedroom house cost about the same at that time. If one came on the market it would demand \$4,000,000. I have often wondered why it was given the name XK "SS" SS stood for either Standard Swallow or Swallow Sidecars, most probably the former as there are photos of radiator badges on cars with inter woven S's and Standard on the top and Swallow underneath. After the war the name "SS Cars" was dropped in favor of the name "Jaguar" because of the infamous implication of Hitler's SS. So I question the thinking that brought back the initials SS in 1957 after such a dramatic rejection in the mid 1940's??? Anybody know the answer?

The article on the XKSS covers six pages and covers the car

Roving Reporter - March 2013 (continued)

in detail. The "PROS" are stated to be: a curvaceous beauty. Truly rare and exotic. Competition pedigree. The "CONS" are: Incredibly expensive. Rarely are they for sale. No replacement parts! The author states that he first saw the XKSS in 1974 and says, "This Jaguar's shape unlike anything I had ever seen before, simply blew me away. That was 40 years ago and it remains my favorite automobile of all time. And forever will." If he is implying that it is the most beautiful Jaguar of all time then I must disagree. I would place it equal second with the E-type. First place must be the XJ13. A one off that is staggeringly beautiful. YES?

PRETTY KITTY SALES COMMITTEE

The next four pages deal with the advertising for the models we dearly love. Under the headline it states "Jaguar's ads shifted from sporty to luxury to everything in between, but the marque had a lock on the sporting luxury-car market for decades." Cars extolled in adverts starts with the 1947 Saloon stating "the finest car in its class in the world" "The 1 ½ litre, 2 ½ litre and 3 ½ litre". They boasted a heater and defroster! For the 1951 XK 120 they stated "The fastest production car in the world" for the XK 140 again "the finest car of its class in the world" plus many points how improved over the 120. The 1959 story stressed its upper-class pedigree. The XK 150 surrounded by Polo Ponies declared itself the most wanted car in the world. Sometimes all you need is a picture states the caption for the 1961 E-type, marketed here as the XK-E. This is a classic advert. A blank piece of white paper with the E Coupe in red and the OTS in red. On the top an English postal stamp depicting King George VI. I presume the thinking was this image proved the pedigree but why George VI? He had been dead for 9 years. The simple message was "This is the new XK-E!". The 1956 Mark VII ad showed the car parked outside a Broadway Theatre advertising "Cat on a Hot Tin Roof"!! Mark VIII in 1958 showed the luxury back cabin with an elegant lady in furs getting in. Upper class! 1960 Mark 2 3.8 shows the car turning onto a long, wide, arrow straight road stretching into infinity while the 1965 3.8 "S" illustrated the stretched trunk and look alike to the Mark X which had the thinking man's advert "It's ancestors dared to be different!" The 1972 advert for the XJ6 which was hailed as one of the world's most beautiful and technically advanced cars is depicted in a boring advert (British Leyland) stating "With a world filled with compromise we make no contribution" Ouch!! The 1976 XJ-S. Stated it "may well be the best handling four passenger car in the world" Looks as if they were not too certain. The car was marketed as the S-type. 1976 XJC advert would appeal to Fred Mack as the car is featured with a hanger full of Helicopters and the statement "Upward mobility" The advent of the V12 engine in the 1971 V-12 E-type was stated to be "BORN: The 12-cylinder animal."

THE PRINCE OF BROWNS LANE

The next four pages captured in this phrase "For more than three decades, Norman Dewis was responsible for testing and approving every competition car that Jaguar built. He was a giant in the company and if you want to know more about him I suggest you buy the wonderful book on his life. A major point though: the article states "It's unfair to ask Norman to name his favorite Jaguar, but we did any way. He gave us three picks :- 1. D-Type 2. XJ13 3. E-type." Surprisingly this is the only mention in the 20 page special of the XJ13. Norman describes it "It is an incredible car" He should know as he wrecked it!

GENESIS OF JAGUAR

"We get behind the wheel of a restored gem of a 1934 SS1 Saloon" is the first statement with a two page photo of the car. Then "What is it about a long hood, low roof and a short trunk that looks good in a car? The 1934 SS1 Saloon represents the archetype, a treasure that is equal parts sinister, sexy and sublime machine" The following four pages go into detail. The engine for the car was manufactured by Standard Motor Company and the SS1's 2.1 litre straight six was good for 53hp. An optional 2.7 litre version was available rated at 68hp. It cost an extra 5 pounds. The car looked good but, they say did not live up to its good looks. Slow and a handful to handle. This I know as I was the owner of a 1934 SS1 Tourer. Loved to look at it but driving was disappointing. Very!

So that is it. A very good summary of Jaguar's Greats that we like to read about, drool over and drive. How lucky many of us are to have lived and owned some of these cars. I have been fortunate to own 14 of the cars outlined and to have met the legendry Norman Dewis. Jaguar has given me so much pleasure. Disappointing is the fact that my engineering wise exceptional Jaguar, THE 420, was not mentioned. I am comforted that in correspondence recently with Jaguar renowned author Paul Skilleter he agreed with my view. Our exchange of e-mails was regarding "Oily Rag Cars." I had sent him photos of my 420 extolling its virtues and explaining that it was a manual shift car. In part of his reply he said "your 420 in my view is not an Oily Rag car. It is definitely too good. It belongs in a sort of sub-category which perhaps we could invent a name for. I didn't know they imported any manual shift versions What a rare Jaguar!. And an under-rated one we all agree. A great car for all sort of reasons." Thank you Paul I will sleep easy!

My thanks to Hemmings Sports & Exotics for their featuring Jaguar in such a well done article and the quotes I have been able to include in the above

Hagley Research Seminar Paper #148

By: Ann Perry

Not really knowing what to expect, a quartet of auto enthusiasts joined the intellectuals from the University of Delaware and the Center for the



Stoney's English Pub

History of Business and Technology, and Society, at the Cope-land Room of the Hagley Museum the evening of February 14, 2013. With such credentials, we found it necessary to first meet at Stoney's English Pub on the Concord Pike in Wilmington and fortify ourselves with some rib sticking "Pub Food"....fish & chips, potato soup, etc.. A short drive after dinner took us to Hagley. Present were Ann Perry and Dick Carnegie of the DVJC and two of Dick's friend's, Bob Gregg and Dan Billing.

The paper being presented was, in actuality, a "dry run" for a book being written by David N. Lucsko, Phd of Auburn University and author of several books on hot rods, and speed in general. The title of the paper was "Not in My Neighbor's Backyard, Either: Junkyards, Automobile Enthusiasts, and Eyesore and Zoning Ordinances, 1965-2010. " I have a copy of the paper and am more than happy to share it. The discussion brought clarity to something we all know about, but never thought it worthy of a book! It depends who you are as to what you think of a "Junk Yard". To fisherman, it is where you get your building materials for the creation of artificial reefs, if you are trying to preserve the coast line,

you can use old cars to rebuild dunes, are if you are an artist...a subject to paint or sculpture. If you are from the EPA is it a junkyard, or a salvage yard, or auto parts? If you are a suburbanite moving to the country for an unblemished view of nature, you see an eyesore which must be screened from public view. Therein lies the subject of the essay.

Focusing on urban, suburban, and rural land-use conflicts between municipal authorities and salvage businesses, de-facto junkyard properties, and automobile enthusiasts. The paper goes on to explore the ways in which five decades of beautification, which began with the Highway Beautification Act of 1965 has actually worked to reinforce a throw-away mentality. Paradoxically, that is, we litter less now that we did in 1965, but we waste great deal more.



Hagley Museum

The discussion ended with the conclusion that we all love to go to the 4th of July parade and wave to those beautifully restored cars of yesteryear, but we as enthusiasts know that those cars have only survived the years by requiring a trip to the junkyard or parts car. Salvage yard owners know and so do the enthusiasts that somewhere, somehow *someone's* backyard must be that junkyard.

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

Swap Meet



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British Car Club Swap Meet March 16

We'd like to invite you and your club to take part in a British Car Club Swap Meet we're hosting on **Saturday, March 16**, from 10am to 1pm.

The event originated with the Keystone Region MG Club here in the Allentown area, whose members like to get together in the cold months and sell/swap used parts.

The more people participating, the more parts available, of course, so we're expanding this year to invite ANY-ONE who has British car parts or accessories to sell or swap.

If nothing else, look at this as a chance to get out of the house and get together with other British car nuts as we look forward to the spring driving season.

NO COST to anyone ... We're just providing the opportunity to everyone to clear out their shelves/garages of parts new or used, and perhaps pick up something they've been looking for.

Bring a table if you need one, and a chair. We'll provide doughnuts and coffee.

PLEASE REPLY TO THIS EMAIL

If you or your club is interested in coming, please REPLY to this mailing and let us know, so we know how many to expect. Or give us a call (below). We'll send out a reminder as we get closer to the date.

[Ken Beck](#)

K&T Vintage Sports Cars, LLC

484-664-2353

Ragtop & Roadsters Tech Session

April 6th 9am till noon

203 South Fourth Street Perkasi, Pa 18944

Everything About Rallying

--- But you were afraid to ask

The Talks will cover rallying from beginning to experienced levels.

DVJC and DVT rally masters will give tips on how to prepare and participate when running local club rallies.

The Philadelphia Region SCCA Rally Chairman , Jon Love, will talk about their events and Jason Urban, from

the Old York Road Sports Car Club, will speak about the New England 1000 and other long distance runs.

Reserve a seat and e-mail dave@ragtops.com

More F-Type Photos

DVJC member Tony Cimino also got some seat time in the new F-Type at the Philadelphia Auto Show. Here are some photos taken by Tony. He is blissfully seated in the new offering in the upper left corner photo.





SCENIC, CHALLENGING & FUN!!!

The Inaugural Keystone Rally
will travel routes along the
Historic Lincoln Highway in
Lancaster County and Chester
County, Pennsylvania.

WHEN: April 26-28, 2013

WHERE: Lionville, PA (Half way between Philadelphia and Lancaster)

WHAT: Great Race style TSD Rally (Precision driving & navigation on public roads)

Entry Fee: \$400 (covers route instructions, giveaways, meals, and more!)

CLASS (circle one) PRO SOP ROOKIE

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE

make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

*FRIDAY'S LUNCH: I plan to attend Friday's lunch? YES____ NO____ NOT SURE____

Please list your assigned number ____ Do you need a number decal for your car? ____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE ____ AND A
NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

\$400 entry form and insurance received by MARCH 26, 2013 \$_____

\$425 entry form and insurance received after MARCH 26, 2013 \$_____

(Entry fee covers all meals for drivers and navigators)

\$15 each additional person for Friday's dinner \$_____

\$20 each additional person for Saturday's dinner \$_____

\$20 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to NERC: Keystone Rally) \$_____

MAIL ENTRY, CHECK, AND INSURANCE TO:

Brian Gomez, 729 Jacques Circle, Chester Springs, PA 19425

Please list name of anyone that will be coming with you so that we can have name tags

NAME_____HOMETOWN_____

NAME_____HOMETOWN_____

HOTEL INFORMATION: Comfort Suites in Lionville

We have a block of rooms reserved at the Comfort Suites in Lionville. Rooms are just \$79 plus tax per night in this nearly new hotel! YOU MUST BOOK EARLY to get the rate!

700 West Uwchlan Avenue, Exton, PA 19341 Phone: (610)594-4770 Fax: (610)594-4772

WE NEED ROOKIE TEAMS!

We still need Rookie Teams! If you get a Rookie Team to join us, please contact me if you feel like a rookie team needs some financial incentive!

FRIDAY ONLY ENTRY (JAG CLUB)

2013 Keystone Rally

To Benefit Lionville Fire Company - Station 47
April 26-28, 2013

SCENIC, CHALLENGING & FUN!!!

The Inaugural Keystone Rally will travel routes along the Historic Lincoln Highway in Lancaster County and Chester County, Pennsylvania.

WHEN: April 26, 2013
 WHERE: Lionville, PA (Half way between Philadelphia and Lancaster)
 WHAT: Great Race style TSD Rally (Precision driving & navigation on public roads)

Entry Fee: \$100 (covers route instructions, giveaways, meals, and more!)

CLASS (circle one) PRO SOP ROOKIE

*DRIVER _____ Phone # _____
 ADDRESS _____
 Emergency contact and phone # _____
 Email address (please print) _____
 Long Sleeve T-shirt Size: (circle one) S M L XL XXL XXXL (\$15 each)

*NAVIGATOR _____ Phone # _____
 ADDRESS _____
 Emergency contact and phone # _____
 Email address (please print) _____
 Long Sleeve T-shirt Size: (circle one) S M L XL XXL XXXL (\$15 each)

*VEHICLE
 make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

*FRIDAY'S LUNCH: I plan to attend Friday's lunch? YES _____ NO _____ NOT SURE _____
 Please list your assigned number _____. Do you need a number decal for your car? _____
 IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

2013 Keystone Rally

To Benefit Lionville Fire Company - Station 47
April 26-28, 2013

SCENIC, CHALLENGING & FUN!!!

The Inaugural Keystone Rally will travel routes along the Historic Lincoln Highway in Lancaster County and Chester County, Pennsylvania.

SATURDAY ONLY ENTRY \$200

WHEN: April 26-27, 2013
 WHERE: Lionville, PA (Half way between Philadelphia and Lancaster)
 WHAT: Great Race style TSD Rally (Precision driving & navigation on public roads)

Entry Fee: \$200 (covers route instructions, giveaways, meals, and more!)

CLASS (circle one) SATURDAY ROOKIE SATURDAY EXPERIENCED

*DRIVER _____ Phone # _____
 ADDRESS _____
 Emergency contact and phone # _____
 Email address (please print) _____
 Long Sleeve T-shirt Size: (circle one) S M L XL XXL XXXL

*NAVIGATOR _____ Phone # _____
 ADDRESS _____
 Emergency contact and phone # _____
 Email address (please print) _____
 Long Sleeve T-shirt Size: (circle one) S M L XL XXL XXXL

*VEHICLE
 make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

*FRIDAY'S NIGHT: You MUST attend rally school on Friday Evening in order to compete on Saturday unless special arrangements are made with the Rally Chair in advance of the event. You are welcome to come early and join us for dinner.

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



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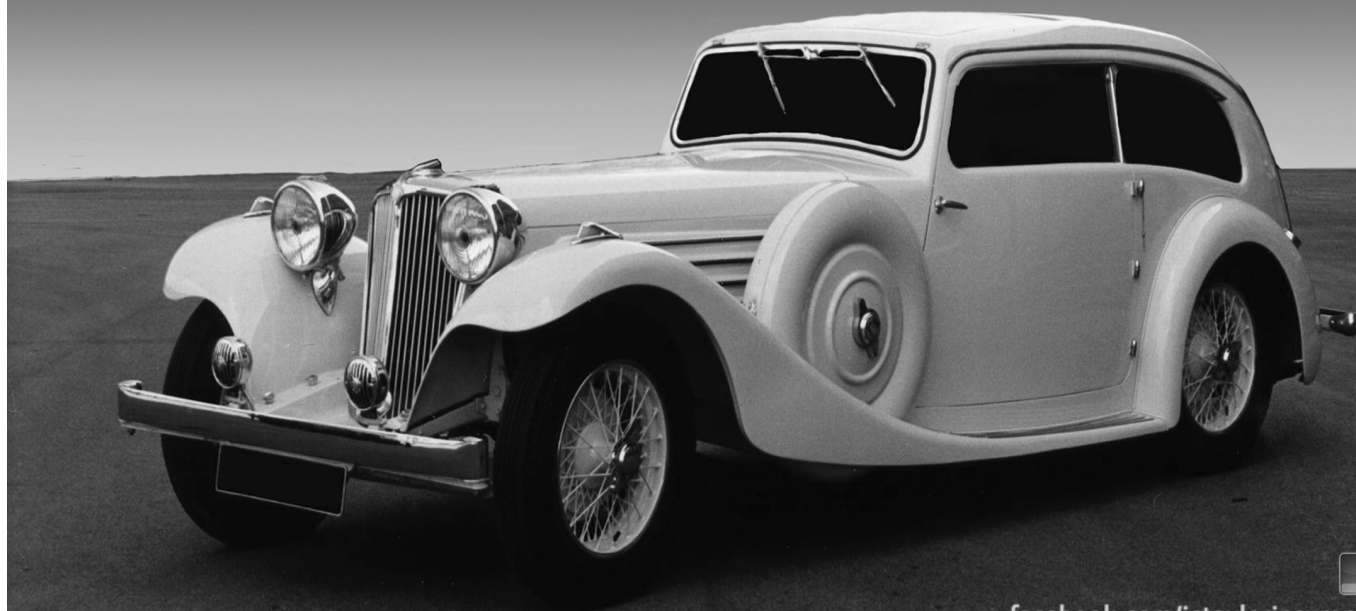
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At the Oakbourne Mansion, Westtown, PA



The water tower shown here with its unusual architectural character is located a short distance from the Mansion and serves as a centerpiece for the Concours display area of the Jaguar cars.

Saturday, June 1, 2013

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 27th 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 2013 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.

<p>Champion Division Classes</p> <p>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); XJ6/12R, (X300) (1995-97) Note 1 C14: XJ6R Sedans (X308) (1998-2003), XJ6R 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: XKR Coupe and Conv. (1996-2006), XKR (1999-2006) C16B: XK and XKR Coupe and Conv. (2007-On) C17: S-TYPE Sedans (1999-2008)</p>	<p>C18: X-TYPE Sedans and Estate Wagon (2002-2008) C19A: Preservation Class (more than 55 years old) C19B: Preservation Class (20 to 55 years old) C20: XF Sedans (2008-On) C21: XJ Sedan (2010 [as 2011 model year] - On)</p> <p>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.</p> <p>Driven Division Classes</p> <p>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); XJ6/12R, (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: XKR Coupe and Conv. (1996-2006), XKR (1999-2006) D9B: XK and XKR Coupe and Conv. (2007-On) D10: XJ6R Sedans (X308) (1998-2003), XJ6R 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)</p> <p>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.</p>
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Cut Here

Registration Form for DVJC Concours d'Elegance 2013

***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 2013 Concours d'Elegance on June 1st, 2013. 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

Celebrate Fred Mack's 102nd Birthday!!

We are planning an informal Brunch get-together for Fred's birthday. We will meet in The Hunt Room of The Desmond, One Liberty Boulevard, Malvern, PA 19355, on Sunday, April 7, 2013, at 10:00 a.m. Please contact President Charles Olson at 215-757-2028 or by e-mail at cwolson29@comcast.net if you plan to attend so you can be included in the reservation.



Fred Mack with his 1953 XK120 which he has owned since it was new. This was taken at Fred's 100th Birthday celebration.



Fred at 101!!

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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