
The Jaguar's Purr©

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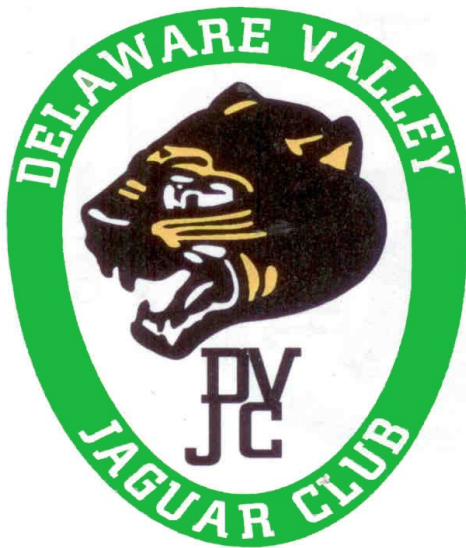
May 2013

www.jcna.com/clubs/dvjc

DVJC Dominates the 2013 Keystone Rally



The Delaware Valley Jaguar Club participated in the Northeast Rally Club's 2013 Keystone Rally in Lionville, PA. DVJC members took a number of top awards. Shown above are Northeast Rally Club Junior Organizer and awards presenter Cassidy Dunn with DEVJC Rally Master Kurt Rappold, DVJC third place winners Tom and Nancy Jones, DVJC second place winners Betty and Steve Kress and DVJC 1st place winners Pauline and Brian Craig. Additional details in this issue.



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/membership form is on page 15.

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Upcoming DVJC Events

June 1, 2013

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

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

July 20, 2013

**DVJC Annual Slalom
Garnet Valley High School, Glen Mills, PA**

Contact: Brian Craig, bhc166@aol.com or 215-483-5861

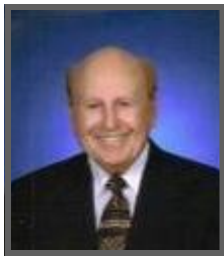
October 18—20, 2013

**NERC Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Kurt Rappold, kprappoldxksp@verizon.net

Other Interesting Events

Date	Event	Location	Web site
May 4th	18th British Show	Lewes, DE	www.bccdelaware.com/events.htm
June 29th	15th Merchantville Show	Merchantville, NJ	www.merchantvillecarshow.net
July 14th	British Invade Gettysburg	Gettysburg, PA	www.bccdelaware.com/events.htm
May 17-19th	Carlisle Import Show	Carlisle, PA	www.carlisleevents.com
now till October 17th	British motorcycle show	Hershey, PA	www.aacamuseum.org
June 14-16	Elegance at Hershey	Hershey, PA	www.theeleganceathershey.com
June 9th	20th Annual British Motorcar Gathering	Hellertown, PA	www.keystonemg.com/hellertown.html
July 11-14th	Sportscar Vintage Racing Asso. (SVRA)	Millville ,NJ (NJ Motorsports Park)	www.njimp.com
July 28th	The NEPA Vintage Motors Revival	Forty Forty, Pa.	www.bccnepa.com/carshow.html
May 4th	Britfest	Roxbury Township, NJ	www.mgccnj.org/
August 10 &11	New Hope Auto Show	New Hope, PA	http://newhopeautoshow.com/html/dayofshow.htm



The Prez Sez *May 2013*

It's a little less than 30 days before our main event- it's sanctioned by the JCNA and for you new members, it's called a **Concours d'Elegance!** It's an activity all members should try to be part of. Right now I'm busy trying to get "the team" together and contributions from various sponsors. **West Chester Jaguar /Land Rover** is our main sponsor due to their location, within a few miles of our showground at the Oakbourne Mansion.

I'm going to try to have them display the **new F-type** on the Show grounds, that we're still waiting to see displayed in the dealers showrooms! **Leo Sam** is the new general manager and I'm looking forward to discuss that possibility. Since you have serious Jaguar owners present, those opinions could have a wide-spread effect not to mention the exposure to the general public. You're always trying to find ways to get people into your showroom, not only to become a potential customer, but also to generate the perception that Jaguar has another sports car that might rival the interest shown by the E-Type generations ago. If it sounds like I'm enthusiastic, of course I am -now if I only had the *discretionary* money to buy one, I would! After all, as President ----

Now, I certainly wish I had one this past weekend at the **2013 Keystone Road Rally!** I understand the F-type practically drives itself and not being able to secure a navigator I could let the car drive and I could navigate myself. I jest! However, I had paid my registration fee and I was faced with the prospect driving home-when I discovered I was listed behind two other Jag members that I knew were previous winners. Soo- why not consider following the Meehan's and let them do the navigating? All I had to do was make sure they were always in sight, whether they were on course or not. What's to lose? As they would go thru a check point, I'd always be about ten seconds behind and got my "time mark" always a bit later than they did. The Meehan's were really good, didn't get lost or miss a single instruction. I thought it would be ironic if I got an "Ace"! When the scores were tallied, I was right behind the Meehans, in fourth place. I really have to thank them for a great job navigating for both of us! Now, I should **not** have been recognized at all, if it weren't for the fact that at the last rest stop "Sister" McRae asked if she could join me as a navigator and I finished the race in that capacity. But- I

never lost sight of the Meehans!

Inspired by the success of others, I asked Sister McRae to be my navigator for Saturday and we were doing rather well (not getting lost) until a very confusing instruction near the last hour of the rally caused us to finish in fifth place! I must tell ya- driving from 8am till 5pm is tough when doing a time speed distance rally. I was wiped out before the finish. However at the end with food, drink and camaraderie, somehow any discomfort is eased and turns to enjoyment! It might interest our DVJC Jaguar Members who would like JCNA recognition, that both driver and navigator need to be registered members of the JCNA and drive Jaguars.

I want to explore the continuation of having a "Friday Only" choice, especially for those first time entrants, or those that can't spend a weekend rallying. I think the addition of at least three Jaguar owners and, I believe, two additional entrants, made the choice of "Friday Only" a success for the Northeast Rally Club.

The complete list of JCNA scores can be found on page 9 and NorthEast Rally Club final standings at the end of this column.

As Concours Chairman I'm always obliged to ask for volunteers to learn what is required to become a Judge. I always urge them to attend a Judges Certification & Training Session at the Oakbourne Mansion meeting room. This year's session is Saturday, May 11th. 8am till noon.

I ask our members to consider to learn to be Judges. Perhaps you really don't think you're that well informed to judge a vehicle. Okay- I know the feeling, BUT consider the fact that if you are entering your car for competition for the first time and you have to decide what division to enter.

Someone suggests to you why not attend the **Judge's meeting as a guest** and come away with enough info to correct some non-authentic items before the Concours. Or, deciding the driven division is more practical for you, not having to open the Bonnet and Boot! In addition you'll understand how the judging process is conducted and understand how to better prepare your car to compete.

The Prez Sez - May 2013 (continued)

Judging is done as a team effort by judges looking at different areas. If nothing else it, **virtually eliminates partiality!** You could be assigned as a **novice** after going thru the Certification process. Like most businesses we try and get you in the door, so to speak. We try and maintain at least 20 Judges and we're always trying to teach novices thru a **mentoring process** to add to the ranks.

O.K. I've got less than 30 days to round up my "usual team" to handle the logistics! Their assignments range from handing the entrants their registration envelopes, directing them to the operation verification point, and guiding them to their position on the field to be judged. Believe me, these are the most important aspects next to judging. Upon arriving, If you're directed to your parking spot in an efficient manner, you have little to be annoyed about, except for that unexpected dirt requiring extra prep time. If your car is judged in a professional manner within a 15 minute span, you might **not** be as upset for not reaching your expectations. Every car that's to be judged at a Concours d'Elegance is of a quality to receive an award. The only exception is when there are more than three vehicles in your class. There is some consideration to combine classes, when only one or two cars are entered in the same class. However, this is a matter to be discussed by the **JCRC** (JCNA Concours Rule Committee) at the AGM. It is **not** an arbitrary decision by the Chief Judge.

Perhaps it was a most experienced and qualified Judge that said, **"there are no 100 point cars."** I always REPLY – **"There are for 15 minutes!"** I've seen judges spend more than the allotted time trying to find something wrong to prove that a 100 point car can't exist. The owners of the **"100 club"** as I like to refer them, are owners that have spent a lot of time and money attending a lot of shows to "get it right" to reach that level. It's a learning curve they've devoted themselves to correct non-authentic things for the next Concours.

New information is discovered each year and what was considered authentic or arbitrary last year may not be this year. As an example: when I was attending the AGM in March, the **JCRC** had determined that the pin striping on a lot of Jaguars, albeit very popular, was non-authentic. They were obliged to provide a list in the Judge's Manual, of the specific cars that had striping provided by **Jaguar**, **not the dealership**. I'm sure this is going to cause a lot of displeasure to the point of petitioning the JCRC for an exemption, **If** it can be proved there were unbeknown exceptions at the factory.

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

Northeast Rally Club 2013 Keystone Rally Overall Results

Northeast Rally Club

Keystone Rally

Sunday - 04/28/2013 - Stage 2

Rally Results: Final

										^ 3 worst leg scores dropped from these stages				
Overall		Class		Score					^		^			
Rank	Car	Class	Rank	Year	Make	Model	Team		Stage 1	Stage 2	Total	Factor	Score	
1	60	Pro	1	1940	Chevy	Master	Hudson J/Hudson S		0m22s	0m17s	0m39s	0.850	0m33.15s	
2	3	Pro	2	1929	Ford	Pickup	Rutledge C/Dressler R		0m33s	0m33s	1m06s	0.790	0m52.14s	
3	54	Pro	3	1936	Ford	Fordor Delux	Feeney L/Feeney J		0m31s	0m33s	1m04s	0.830	0m53.12s	
4	1	Pro	4	1916	Hudson	Hillclimber	Sharp J/Sharp D		1m00s	0m43s	1m43s	0.660	1m07.98s	
5	9	Pro	5	1932	Chevy	Sedan	Hurst E/Hurst B		0m43s	0m43s	1m26s	0.810	1m09.66s	
6	53	Pro	6	1953	Willys	Jeep	Bryan B/Hitchens G		0m34s	0m57s	1m31s	0.915	1m23.27s	
7	18	Sop	1	1999	Jaguar	XK8	Craig B/Craig P		1m11s	1m11s	2m22s	1.000	2m22.00s	
8	10	Pro	7	1969	Saab	96	Blood B/Keller S		1m38s	1m03s	2m41s	0.995	2m40.20s	
9	86	Sop	2	2007	Chevy	Pickup	Rutledge J/Rutledge J		1m16s	1m31s	2m47s	1.000	2m47.00s	
10	2	Sop	3	1972	Jaguar	E	Kress S/Kress B		1m54s	1m30s	3m24s	1.000	3m24.00s	
11	75	Pro	8	1954	Chevy	Bel Air	Sleeman L/Coon D		2m24s	1m26s	3m50s	0.920	3m31.60s	
12	4	Pro	9	1960	Morris	Traveler	Wetherill C/Litchko J		2m13s	2m08s	4m21s	0.950	4m07.95s	
13	50	Rok	1	1931	Ford	A Tudor	Kovach K/Bruce D		2m51s	2m47s	5m38s	0.805	4m32.09s	
14	967	Sop	4	1967	Ford	Galaxy 500	Bitterman M/Dyba M		3m01s	2m25s	5m26s	0.985	5m21.11s	
15	24	Sop	5	1986	Jaguar	XJ6	Jones T/Jones N		2m41s	3m12s	5m53s	1.000	5m53.00s	
16	66	Pro	10	1966	Dodge	Charger	Bitterman M/Bitterman M		4m52s	1m30s	6m22s	0.980	6m14.36s	
17	77	Sop	6	2013	Dodge	Avenger R/T	Bitterman M/Morris C		8m52s	2m37s	11m29s	1.000	11m29.00s	
18	32	Sop	7	1986	Jeep		Wilson T/		10m38s	2m55s	13m33s	1.000	13m33.00s	
19	72	Sop	8	2004	Jaguar	XJR	Corey J/Corey S		10m28s	4m30s	14m58s	1.000	14m58.00s	
20	67	Sop	9	1997	Jaguar	XJ	Rappold K/Brown B		9m37s	5m23s	15m00s	1.000	15m00.00s	
21	58	Sop	10	2001	Jeep		Gilbert R/Ayres K		11m18s	3m51s	15m09s	1.000	15m09.00s	
22	71	Pro	11	2002	Audi	A4	Foster R/Foster B		1m43s	20m25s	22m08s	1.000	22m08.00s	
23	29	Pro	12	1937	Ford	Coupe	Haverty D/Pusey S		17m13s	27m00s	44m13s	0.835	36m55.26s	
24	17	Rok	2	2005	Porche	Boxter	Chikes B/Leader R		10m59s	27m00s	37m59s	1.000	37m59.00s	
25	76	Rok	3	2012	Chevy	Tahoe	Rose W/Rose J		14m50s	27m00s	41m50s	1.000	41m50.00s	
26	11	Sop	11	1994	Jaguar	Convertible	Olson C/		18m38s	27m00s	45m38s	1.000	45m38.00s	



Roving Reporter - May 2013

By Michael Tate

RALLY DISAPPOINTMENT AND ELATION

I was all set to spend Friday afternoon taking part in the Keystone Rally. Son Gary was going to drive and I would navigate. It was a number of years since my last rally so in preparation I attended the series of talks on the subject given at Ragtops and Roadsters earlier in the month. These reminded me of important points to observe if we were to place high in the results. So I was all set until two weeks ago when Mo (wife) had an operation to remove a bunion from her accelerator foot plus attention to two toes on the same foot. Forty plus stitches I am told. I am assured that the offending joint was not caused by driving her X-Type Wagon for the last six years so no blaming Jaguar. Mo announced her sister and husband were



Gary Tate & friend Matt Ginther, 1st Place Rookie, 2013 Keystone Rally

going to visit for the weekend arriving that Friday. Instantly I was transformed from rally navigator to senior nurse and top chef. I cancelled our entry. Gary wanted to participate and was able to persuade one of his colleagues, Matt, from work to enjoy the rally and act as his navigator. Gary said he was "smart" and suppressed a sigh of relief. Now he had a chance of winning the rookie group. He did!! I was very pleased Gary wanted to continue which proved he was not just taking part to please Dad! Of course this left me with nothing to write about this month as I had planned to write about the event. So the following is off the top of my head.

EVENTS AND ENTERTAINMENT

The life blood of any club is the activities organized for the members. It is also true that very few members want to assist in planning and organizing such events. As you should be aware an "Entertainments and Events Committee" was recently formed under the leadership of Paul Merluzzi with Rich Rosen, Mike Wolf, and myself. This team, just like all club

members, have family, work, other interests, but are willing to find time to create a calendar and organize events. At this time the committee is busy creating a 12 month rolling calendar. You can help us with minimum effort. If you have any ideas that would be popular with members please submit them to Rich, Mike or myself. Our E-mails can be found at the front of the Purr. We all see advertisements or publications that contain details of events....so let us know!! Also I am sure many of you have thought it would be good if the club did "This or That" Again lets us know

Volunteering to organize an event would also be appreciated. This does not take as much time and effort as you may think.

A CAUTIONARY TALE OF STOLEN CARS

As classic cars become more valuable it is inevitable that some will disappear through manipulating chassis numbers, export to other countries, dismantling for parts, etc. etc.

I recently read a most interesting article written by Ken German, ex head of the Stolen Car Squad at New Scotland Yard, UK. Published in the magazine for the Jaguar Enthusiast Club it contained a wealth of detail which I will attempt to summarize.

But before I do I must ask "Have any of you had a car stolen?" I have! In the late 1950's I had acquired a 1930's Morris 8 sedan. This was an upgrade from my first car, a Jowett. We were newly married, living in the rented second floor of a two story house and very poor. The Morris stayed in the street at night. In the cold weather I would drain the water from the radiator as the purchase of anti-freeze was a luxury. The rest of the story is obvious. Someone stole the car and it was found abandoned with a



1935 Morris sedan

Roving Reporter - April 2013 (continued)

cracked cylinder head by the police. The police gave me a ticket for defective brakes!! I was finding out the world was an ugly place.

The second car I had stolen was in March 1974. We had just arrived in Detroit from Jamaica. Looking for a house, we were living in an apartment in a seedy part of town. Burroughs Corp was exceedingly mean



1974 Ford Thunderbird

on expenses. I had purchased a fairly new Ford Thunderbird so the family and I set forth one Sunday to the Henry Ford Museum. When we came out the Thunderbird had flown.

The police were most helpful and questioned if I really knew where I had left the car. I had left it with others on one of the entry roads. It was strange that when I was within 100 yards of where I had left it I knew it was gone. They found the car during the next week. The thieves had entered the car through the trunk and completely stripped the interior plus much of the engine. Also during that week, when I was at work, the FBI knocked on the apartment door and explained that they had the building surrounded and that a suspect in a jewelry heist was holed up directly below us. They were going in after him and it was best if she and the kids stayed where they were. The kids, of course thought this was all wonderful. Just like they had seen on TV. In the same week "a lady of the night" was arrested in the apartment opposite. I told Burroughs that they better get us out of there or I was gone! They did.

Having a car stolen is a dramatic event. Just the hassle is a major problem. In the UK it was 1983 when alarm bells went off at New Scotland Yard and it was realized that a new high had been reached when 389,576 cars and motorcycles had been stolen. Only 116,513 of these had been recovered. London's Metropolitan police "Flying Squad" found it necessary to rent a multi-story car park just to house their collection of recovered vehicles including several Rolls Royces, Porsches, Jaguars and Ferraris. The thieves both in the UK and Europe continued to gain more experience in avoiding being discovered and profited from vehicle crime until 1993 when a staggering 587,901 stolen vehicles were recorded on the Police National Computers. 372,412 of them still have

never been found

It was interesting to note that sifted from this huge number that year were 199 Jaguars of which (31) were never recovered. Also recorded as stolen were 10 Austin Healeys (2), 41 Daimlers (14), 309 Ford (51), 15 Rileys (6), 111 Morris Cars (74), 161 Porches (11), 234 Rovers (19), 49 Rolls Royces (32), and 527 MGB's (198), not including 81 Midgets (30), 6 V8's (2). Most importantly all of these were shown to have been manufactured 25 years before or earlier. In the UK car crime reached its peak around this time until today only around 100,000 vehicles annually are recorded as stolen. This figure interestingly still includes 390 classics. Research has shown that over the thirty year period from 1983 to the present day 32,000 classic cars (all 25 years or older at the time of theft) are still missing including AC, Aston Martin, Austin, Bedford, Bentley, BMW, Citroen, Cadillac, Datsun, De Lorean, Ferrari, Ford, Fiat, Jowett, Hispano Suiza, Honda, Lancia, Land Rover, Lotus, Mercedes Benz, Morgan, Morris, Saab, Standard, Triumph and Talbot.

The moral of this story is simple. Take all necessary precautions against theft. Also, as thieves erase identification numbers or replace them with new numbers then you need to put your mark on your car in as many places as possible. If the numbers I have shown for the UK are large then think what they must be in the USA

F-TYPE AT JABBEKE

Sixty years since Norman Dewis achieved a world record average flying mile speed of 172 mph in a modified XK, Jaguar returned to Jabbeke with a new Jaguar F-Type V8S driven by 1988 Le Mans 24 hours race winning driver Andy Wallace. With just two miles available to Wallace to explore the F-Types straight line speed from a standing start, and bring it to a stop again, the car hit 180 mph and achieved 0-62 mph in an impressive 4.2 seconds. Wallace said that for the original test in the XK120 they had 5 miles and today we had less than half that. The F-Type was still accelerating when I had to brake!

It looks as if the F is another winner. We should see one in PA soon and I am longing to drive it.

Summer is coming. ENJOY

2013 Keystone Rally—DVJC Scores

Friday, April 26, 2013

Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1994 XJ6 Saloon, Champagne	17	10	Delaware Valley Jaguar Club
T1	2	Bruce Meehan Michelle Meehan		1987 XJS-C Cabriolet, Black	18	0	
T1	3	Charles W Olson Sister Mcrae	NE33-29236	1994 XJS OTS, Kingfisher Blue	27	8	Delaware Valley Jaguar Club
T1	4	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series III Saloon, BRG	46	6	Delaware Valley Jaguar Club
T1N	1	Gary Tate Matt Ginther	NE33-50537	2007 XK Coupe, SilverBlue	13	10	Delaware Valley Jaguar Club
T1N	2	Tom Gotta Joan Gotta	NE33-51837 NE33-51837	S-Type Saloon	57	8	Delaware Valley Jaguar Club
Z	1	Cortright Wetherill Joseph Litchko		1963 Morris Minor Woodie, Red	6	0	

Saturday, April 27, 2013

Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Brian & Pauline Craig Brian & Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	4	10	Delaware Valley Jaguar Club
T1	2	Stephen Kress Betty Kress	NE33-15743 NE33-15743	1972 E-Type OTS, BRG	9	8	Delaware Valley Jaguar Club
T1	3	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series III Saloon, BRG	28	6	Delaware Valley Jaguar Club
T1	4	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1994 XJ6 Saloon, Champagne	82	5	Delaware Valley Jaguar Club
T1	5	Charles W Olson Sister Mcrae	NE33-29236	1994 XJS OTS, Kingfisher Blue	98	4	Delaware Valley Jaguar Club
T1	6	John Corey Sue Corey	XX98-51640 XX98-51640	2004 XJR Saloon, Green	104	3	Member At Large
Z	1	Cortright Wetherill Joseph Kitchko		1963 Morris Minor Woodie, Red	24	0	

Sunday, April 28, 2013

Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
1	Brian Craig Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	3	10	Delaware Valley Jaguar Club
2	Stephen Kress Betty Kress	NE33-15743 NE33-15743	1972 E-Type OTS, BRG	5	8	Delaware Valley Jaguar Club
3	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series III Saloon, BRG	6	6	Delaware Valley Jaguar Club
4	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1994 XJ6 Saloon, Champagne	13	5	Delaware Valley Jaguar Club
5	John Corey Sue Corey	XX98-51640 XX98-51640	2004 XJR Saloon, Green	25	4	Member At Large
1	Cortright Wetherill Joseph Litchko		1963 Morris Minor Woodie, Red	23	0	

2013 Keystone Rally

By: Brian Craig

Once again the Delaware Valley Jaguar Club was fortunate to be able to obtain a JCNA sanction for a Northeast Rally Club rally. On April 26, 27, and 28 the Lionville Volunteer Fire Company in Lionville, Pennsylvania, served as the headquarters for rally activities. Most participants stayed at the Comfort Suites across the street from the fire house. This accommodation made for a very convenient gathering point for non-rally activities.

DVJC Charles Olson and DVJC Rally Master Kurt Rappold worked with the Northeast Rally Club organizers to allow first time rally participants or those with limited time to experience the rally on Friday or Saturday only rather than the entire weekend. Four DVJC Jaguars took advantage of this offer. Charles Olson, in his 1994 blue XJS convertible, was able to get Sister McRae, a Northeast Rally Club organizer, to navigate for him on Friday. Bruce and Michelle Meehan, experienced rallyists and owners of a 1987 black XJS cabriolet, were also able to participate on Friday. New to the rally experience were Gary Tate, with friend Matt Ginther as navigator, in dad Michael's blue 2007 XK coupe and Tom and Joan Gotta in their 2003 silver S-Type saloon.

Northeast Rally Club breaks the weekend rally into two segments. Separate awards are given for the Friday portion of the rally while Saturday and Sunday are combined to make a longer, more challenging event. There are also three classes; Pro for those having special rally equipment in the cars, SOP (seat of pants) for those using only their standard vehicle speedometers, a face clock and stop watch, and rookies for first time participants. DVJC had cars entered in the rookie and SOP classes.

For the Friday rally the Delaware Valley Jaguar Club made their presence known. Gary Tate and Matt Ginther took first place in the rookie class and achieved a time to be competitive in SOP. On Friday DVJC attained a sweep of the SOP class with Tom and Nancy Jones taking 3rd place, Charles Olson taking 2nd (see the Prez Sez, page 5, for an explanation of how that happened), and Bruce and Michelle Meehan taking the top spot.

The main event, Saturday and Sunday, took the participants through some beautiful country in Lancaster and Chester Counties. We crossed 12 covered bridges, saw countless farms and estates, encountered Amish and Mennonite buggies and farm equipment, and enjoyed excellent rally weather. On Sunday we were treated to a close encounter with the Limerick nuclear power plant, passing near enough to see the cooling towers and much of the infrastructure.

Participating in the main rally were Steve and Betty Kress in their 1972 BRG E-Type convertible, Tom and Nancy Jones in their 1986 BRG XJ6 saloon, Kurt Rappold and Bob Brown in Kurt's 1997 champagne XJ6 saloon, Brian and Pauline Craig in their 1999 red XK8 coupe, and on Saturday, Charles Olson, again with Sister McRae, in his XJS. Cortie Wetherill and navigator Joseph Litchko drove a non-Jaguar, a 1960 red Morris Traveler

and JCNA members at large John and Sue Corey came from New York to drive their 2004 BRG XJR saloon and join the DVJC members in the activities.

Once the rally was completed and the results tabulated on Sunday the awards were announced. First up was an ACE for a perfect score on a leg of the Sunday segment. Attaining this sought after accomplishment was the team of Kress and Kress. Kurt Rappold then presented the Jaguar Club awards. Third place went to Tom and Nancy Jones, second to Steve and Betty Kress, with Brian and Pauline Craig getting DVJC's top honor for the weekend. The Northeast Rally Club awards then followed. All DVJC entries were in SOP. Steve and Betty Kress were called forward to get their third place trophy. Brian and Pauline Craig followed to accept their second place award. All in all a very good result and very respectable showing for the DVJC at the Northeast Rally Club event.

Now for the rest of the story. Rally participants in older and vintage cars are given a handicap in the scoring of the Rally. Although Brian and Pauline Craig had the best SOP time for the weekend they placed behind a team entered in a 1930 Model A Ford. When their factor was applied to their score they edged out the Craigs in the standings. However, the Model A had suffered a mechanical breakdown before the rally and the team drove a 2007 Chevrolet pick-up truck. The error was discovered after the Sunday ceremonies and the Craigs were contacted by phone and notified they were the official first place winners in SOP.

The Craigs found the weekend even more enjoyable as their daughter and son-in-law, Monica and Rick Mitchell, came along a volunteered as check point workers. Monica also helped present the awards on Sunday. Another check point worker, Jack McCormick, is a friend of Kurt Rappold and Bob Brown. So DVJC makes contributions to both sides of the rally.

The official Northeast Rally Club results can be viewed on page 6 of this issue of *The Jaguar's Purr*. The scores reported to JCNA for the sanctioned rally are on page 9.

The Northeast Rally Club organizes these rallies to benefit a local organization. Initial reports indicate we were able to make a \$4,500 donation to the Lionville Volunteer Fire Company as a result of the proceeds of the 2013 Keystone Rally.

Delaware Valley Jaguar Club would like to extend our most sincere gratitude to the Northeast Rally Club for organizing and running this rally. The amount of work put in by the members and volunteers cannot be fully appreciated or explained. Identifying the roads to be travelled, setting up the course and check points, arranging housing and rally headquarters, tabulating results, etc., etc., etc., requires a tremendous amount of effort. Every participating DVJC member had a great time and we greatly appreciate the efforts of the Northeast Rally Club.

Thank you.

2013 Keystone Rally DVJC Award Winners



Gary Tate & friend Matt Ginther, 1st Place Rookie, 2013 Keystone Rally



Bruce & Michelle Meehan, with Brian Gomez, NERC, 1st Place SOP, Parks Run (Friday Rally).



Charles Olson with Brian Gomez, NERC, 2nd Place SOP, Parks Run (Friday Rally).



Steve & Betty Kress, with Cassidy Dunn, 3rd Place SOP, Park Run (Friday Rally), ACE, 2nd Place DVJC, & 3rd Place SOP, Keystone Rally



Nancy & Tom Jones, with Brian Gomez, 3rd Place, Park Run (Friday Rally) and 3rd Place DVJC.



Pauline & Brian Craig, with Cassidy Dunn, 1st Place SOP Keystone Rally & 1st Place DVJC.

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For Sale

1993 XJS, 6 cyl., roadster. Excellent driver; all original; 58,000 miles. \$10,500. Contact Steve @ Work: 610-758-3369; Home: 610-317-3194; stephen.cutcliffe@lehigh.edu



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A Visit to Castle Bromwich

By: "Where's Bob?" De Lucia

My three colleagues and I made a return trip to the UK at the very end of February for the annual "International Triumph Show and spares day" on Sunday March 3rd in Stoneleigh, outside of Kenilworth, near Coventry. Last year, our annual UK Motoring Research trip was to the three-day "Race Retro" show at the same location,



so this year it alternated with a Triumph show: we all own also Triumphs. This same location also holds an annual "International Jaguar Show and Spares Day, usually in late-March, run by a different Promoter, which is on the bucket list. Two of my three colleagues are also fellow Jaguar owners. Mark Bulwicz has a 2005 X-Type Estate; Lou DiFabio has a 2000 XK8 Coupe; and for myself, both a 1991 XJ6 VandenPlas and 2000 XKR roadster.



Monday was our departure day from Heathrow, with a bit of sweet sorrow tossed in. I managed to secure a press tour for the four of us at the Jaguar Castle-Bromwich factory, about 15 miles northwest of Coventry. For those of you experienced with past visits to UK motoring legend sites, this location fully replaces the now leveled (and repurposed for housing) historic Brown's Lane factory.



Castle Bromwich is a state-of-the-art Jaguar factory producing all the models. A significant amount of robotics, along with good old fashion hand-crafting, produces this iconic brand. Our small group was led by

a recommissioned Jaguar retiree guide to see all body/frame assembly operations (excepts large panel stamping), robotic paired adhesive & rivet bonding of 100% aluminum unibody panels (except for side-door impact braces), drivetrain undermounting to body-frame assembly, interior installation, trim and finishing, and most interestingly; the gap-doorframe 'nudge station' using the special, and not so gentle 'persuader' to 'mind the gap'. That was only about 4 buildings, of which there are probably seven larger than aircraft hangar buildings involved for all the models. We were fortunate enough to see well over 20 of the new completed F-Types on the site grounds and at the QA Water Leak test station where one of our tour members sat in the driver seat to check fit, unofficially, of course. The first 500 pre-production, fully-running models will be used for road and endurance tests, quality checks, and publicity; before being destroyed. Actual sales of the consumer accessible F-Type commences this spring and is already customizable on Jaguar's website for ordering. Unfortunately no cameras are allowed in the factory itself, so we could only take photos in the elaborate visitors center before the tour began.



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After a very long, almost no snow winter, we are again looking forward to sunny weather and seeing all of our Sports Car Friends!

If the weather looks questionable, please, call Saturday morning as we may move our event to Sunday May 12, 2013 if necessary.

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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.

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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.

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Name _____

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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.

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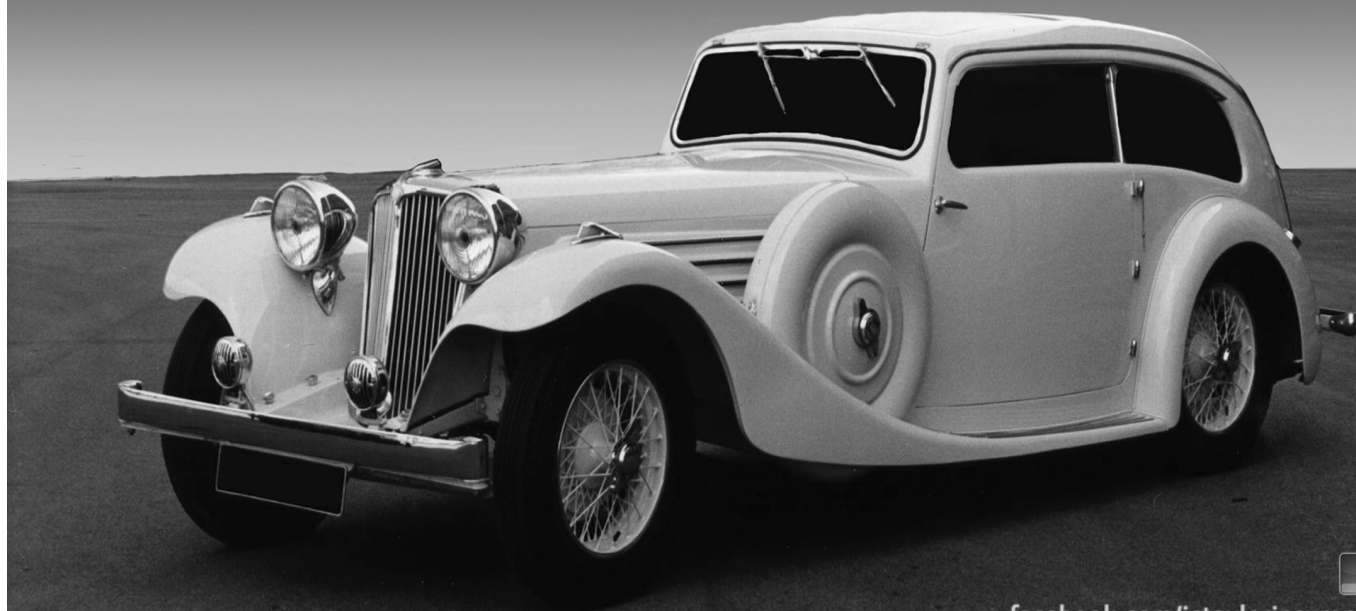
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The water tower shown here with its unusual architectural character is located a short distance from the Mansion and serves as a centerpiece for the Concours display area of the Jaguar cars.

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

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<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 3.48, 3.8S, & Jaguar and Daimler 420 (1955-69) C10: XJ6/12 Series 1 Saloons (1968-73) Note 1 C11: XJ6/12 Series 2 Saloons and Coupes (1973-79) Note 1 C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 C14: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 C15A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. C15B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C16A: 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 3.48, 3.8S, & Jaguar and Daimler 420 (1955-69) D6: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 D8A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D8B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D9A: XKR Coupe and Conv. (1996-2006), XKR (1999-2006) D9B: XK and XKR Coupe and Conv. (2007-On) D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) D12: XF Sedans (2008-On) D13: XJ Sedan (2010 [as 2011 model year] - On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles.</p>
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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 _____

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

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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

Request for Material for Jaguar Magazine

Hello Charles,

We have been publishing the Jaguar Magazine for 29 years, and in addition to that we are now preparing to publish a digital Jaguar Magazine for North America, and invite your Club members to submit any interesting cars or persons they think would make for good reading. Great photographs are also keenly sought.

There is no need for material to be presented in final format. Facts and details can be given in dot point fashion, and we will do the actual writing! Of course, any articles or stories would be run past the sender prior to publication.

Any input whatsoever from yourself or fellow Club members is welcomed. You can check us out on facebook (simply type in jaguar magazine) or on our website: www.jaguarmagazine.com

We do look forward to hearing back from you, and if you would like a hard copy of the Jaguar Magazine, please advise your mailing details. We have always enjoyed full official co-operation and recognition from Jaguar Cars Ltd in the UK.

Kind regards,

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Hat (#1701)

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Colors: Jaguar green

Price: \$7.00







Hat (#3701)

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