
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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August 2013

www.jcna.com/clubs/dvjc

Another Successful Slalom



2013 slalom participants and attendees John Larson, Peter Daniel, Charles Olson, Grant Olson, Jeff Dement II, Irv Carson, Steve Schultheis, Ann Perry, Chris D'Orio, Al D'Orio, Bob Hedin, Rich Rosen, Kurt Rappold, Tom Gotta, Mike Tate, Don Mullin Bill Ramsey and Brian Craig. (Article will appear next month.)



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 13.

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DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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

Upcoming DVJC Events

October 18—20, 2013

NERC Pumpkin Run Rally

Millsboro Volunteer Fire Co., Millsboro, DE

Contact: Kurt Rappold, kprappoldxksp@verizon.net

Also go to: www.northeastrallyclub.com

Other Interesting Events

September 6—8, 2013

Radnor Hunt Concours

826 Providence Road, Malvern, PA 19355

Contact: www.radnorconcours.org

September 15, 2013

Buckingham Concours

Holicong Park, 5143 York Rd., Holicong, PA

Contact: www.buckinghamautoshow.com

September 21, 2013

British Car Club of Delaware Annual Car Show

Delaware City, DE

Contact: www.bccdelaware.com

September 21, 2013

St. Michaels Concours

Hyatt Regency Chesapeake Bay, Cambridge, MD

Contact: www.smcde.org

September 28—29, 2013

American British Reliability Run

Quakertown, PA

Contact: www.BritishReliability.org

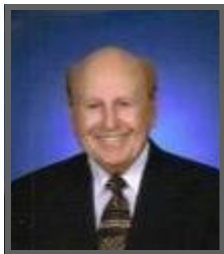
October 5, 2013

15th Annual Autumn Leaf Festival

Moravian Academy Merle-Smith Campus, Bethlehem, PA

Contact: Gerry Kunkle, 610-867-6955 or www.bcclv.com

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The Prez Sez July 2013

Over this Saturday morning's cup of Breakfast coffee I related to Carole, "I've got a 'Writer's Block'" putting together the August article of the "Prez Sez"! She then handed me the Automotive Section of Saturday's *Inquirer* and behold, a half page article on the F-Type complete with photos, by auto writer Al Haas "salivating" over his test drive experience. He explained the difference between three different models available and the price difference between them. I suggest you read his article that describes a personal touch that perhaps I would have written, if I had experienced driving one, like Gary and Michael Tate.

Which reminds me of the slalom held a couple of weekends ago where I wished I could've driven an F-Type in the slalom. I'm not sure it would have helped because I've come to the conclusion it's not the vehicle, but me! However, I always seem to enjoy the experience despite my frustration. I also want to congratulate the slalom chairman, Brian Craig, for doing a great job of processing the registrations in advance and organizing the event at the Garnet Valley High School parking lot, where we do the Slalom. Brian loves to take photos of the event, in fact ALL of our events, and they're displayed on e-mail the very next day! As our Web-master, he posts the scores which at times require modification when the drivers contest the class in which they are registered.

There are 18 slalom classes sanctioned by the JCNA for national completion and many of the drivers from our club are National winners in their class so it's important to get them correct. We only give out three trophies for DVJC completion and don't recognize separation by class. I think we should for only three out of the 15 that entered received recognition at the lunch held afterward. Therefore I will have a certificate for everyone with the name, class and time that was registered, at least as a record of competing in the event, at the completion of our next slalom in 2014.

I might add the DVJC provides this JCNA sanctioned event for those that enjoy competing in driving events. We usually have at least a dozen competitors since we started in 2005. We will continue doing so until no one enters. It might be noted that a wet pavement will cause rescheduling as occurred last year in when it was held in November but we still eight competitors.

The remaining events in August and the upcoming events in September, you'll find listed under "Upcoming Events" on page 4 of this Newsletter. Also flyers for the events listed may be found throughout!

A Few changes under the DVJC Officers Information is as follows:

Mike Tate will serve as *interim Vice president* until **Paul Merluzzi** can again serve after his consulting contract is fulfilled.

Technical advisor **Jim Shields** can only be contacted by his e-mail address.

The Area Coordinators listing was updated adding **Mike Wolf** as coordinator for Montgomery County.

All Jaguar cars for sale and related items should be e-mailed to Gerry Kunkle, our advertising chairman, including a photo of the Car (which is optional but preferred), the asking price, mileage and other details of interest. Enclose a check payable to DVJC. Classified rates for non-members are 10 dollars for each for sale item for a period of 3 months. Member's ads are free. A copy of your ad will appear in *The Purr* in the following month's issue. Any advertiser who had paid for a Car For Sale Ad and did not have proof of it being in *The Purr* please contact President Charles Olson.

The Breakfast club will be activated in **September** and the schedule for the next three months will be published in this issue under DVJC activities. I hope to establish a location easy to reach and somewhat centrally located, selecting the third weekend of the month for an 8:30 am Sunday gathering. Consideration for an activity scheduled that weekend might shift the day to a Saturday.

A membership directory is in the process of being assembled to be issued before 2014.

The directory will list the names in alphabetical order, the principal member and spouse, their e-mail address, the general area in which they reside and zip code and the Jaguar vehicles they own. In the past there has been a privacy concern for not publishing a roster of our members. However, this age of social media does provide ease of contact with a degree of privacy. It is the consensus of the DVJC Officers that such a roster will provide our members the opportunity to contact one another by e-mail and bring about closer communication. If anyone does not wish to be listed please advise Webmaster **Brian Craig** or Membership Chair, **Ann Perry**. *Those without an e-mail address will still be listed with the above information.*

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



Roving Reporter - July 2013

By Michael Tate

LE MANS 24 HOURS THOUGHTS

With the release of the F-Type coinciding with the running of Le Mans the question is being asked "Have Jaguar now got a car that would be competitive in this event?" Not only that but it has been stated that to cement their re-birth with Tata and to emphasize their arrival back as a manufacturer of top sporting vehicles this should be their next ambition. This was their heritage back in the 1950's with the machines that made them famous round the world. Now Audi has that honor and it is said they are outselling BMW worldwide! Audi won again this year, out-dueling Toyota, and continue to establish their reputation as manufacturers of exceptional top sporting offerings.

There is no media suggestion that Jaguar return to Formula One racing but that it was Le Mans that made their name world renowned. Called the world's "Greatest Motor Race" this year was the 90th running, not the 100th, as the first race was run



in 1923, time out was taken for World War 2. It is reckoned that Le Mans is a true test of man and vehicle making both perform day and night starting and finishing at 3.00 pm 24 hours later. Jaguar's first victory was in 1951 with the C-Type. They put a streamlined body on the XK 120 and called it the XK 120C and became to be known thereafter as the C-Type. With Peter Walker/Peter Whitehead driving they covered 3611km in the 24 hours and the brand became world famous for a dominating victory. The following year, in an attempt to get more speed, the body was redesigned with a longer nose. The Long Nose C-Type! Overheating caused a three car collapse so, humiliated, they had to seek vengeance in 1953. A three car team was entered reverting to the

original C-Type body. The competition in 1953 was one of the toughest seen for many years. Representing Italy were Ferrari, Lancia, and Alfa Romeo, France had the previous year's winner Talbot. Aston Martin fielded their new DB3S. Grand Prix drivers Fangio, Villoresi, Ascari, Farina and Gonzalez competed against the Jaguar drivers headed by Stirling Moss and Peter Walker. The bodies on the C-Types were described as paper thin alloy and they were equipped with a new innovation developed by Jaguar and Dunlop – disc brakes. Stirling suffered from a dirty fuel filter after leading for a long time but even then finished second with Tony Rolt/Duncan Hamilton taking the win. Two more C-Types came in 4th and ninth. The most important number was that the Jaguar win was the first recorded at over 100 mph! They travelled 4088km in the 24 hours, 477km more than the winning C-Type two years earlier.

The Jaguar D-Type had a near miss in 1954 when Ferrari won. The D-Type at the time was not fully developed. In WW2 Jaguar built bomber wings and it is believed that some of their structures found their way into the D-Type. The D-Type won the ill-fated 1955 race where the Mercedes driver Pierre Levegh was killed together with over 80 spectators. The car covered 4135km. D-Types won again in 1956 (4035Km) and 1957 (4387KM). Having been happy to have established themselves Jaguar withdrew from racing and did not win again at Le Mans until 1988 with the XJR-9LM and the torque V12 engine covering 5333km in the 24 hours. (I wonder how my V12 engine in my 1988 XJS compares to this 1988 winning engine?) This win was followed in 1990 by the XJR-12 driven by John Nielsen, Price Cobb and Martin Brundle with the winning distance of 4882km.

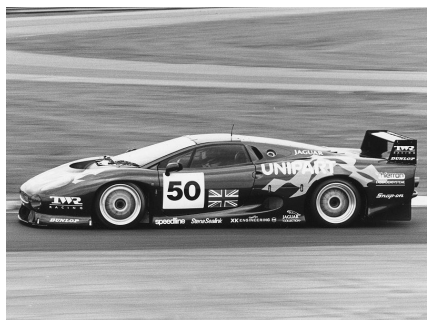
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Roving Reporter - July 2013 (continued)

As I type this I am wearing round my neck a pass stating 24 HEURES DU MANS 19 – 20 JUIN 1993. Yes I was there as I (Unisys) had made a commitment to sponsor a Kremer Porsche. Also I have a model of this car in front of me and other sponsors are Dunlop, Autosport, Polaroid, Grand Prix Models, Energizer, Shell and of course the sponsorship of UNISYS in large letters on the fenders. Pushing the model at the back is a young lady in a bikini who represents Hawaiian Tropic, the sun screen oil, who were also sponsors.

In fact there were six young ladies with the car wearing their bikinis causing spectators to surround the car discussing finer points. I of course kept a safe



Mans their last appearance.

corporate distance. I mention all this to celebrate the 20th anniversary of this event and also the 20th anniversary of a Jaguar XJ 220 taking a class "win" at Le Mans.

I believe it was fate that determined I should be there. The XJ220 is termed Jaguar's sole true supercar. The XJ220 was built by TWR through their Jaguar Sport operation which had its factory in a sleepy little village called Bloxham in the heart of Oxfordshire, England. It was owned 50-50 TWR/Jaguar. I was in All Saints School, Bloxham as a boarder from 1942 to 1950. The only thing in the village remotely connected with engineering/speed at that time was a US air-force base from which Flying Fortress planes took off each night to bomb Germany. I was back at the school recently to celebrate 150 years (A shining light since 1860) and, to my annoyance now, never enquired where the XJ 220 factory was located. Worshipping and photo opportunity wasted. Shame.

So there I was at Le Mans in the stands just above the pits for the Kramer Porsche and the Jaguar XJ220s. To be exact the XJ220C as the cars had been partly constructed from lightweight composite materials including the detachable nose and tail sections, doors and sills. Modifications were also made to the transaxle, suspension, brakes and electronics making it a real

racing car. The noise was almost overwhelming as hour after hour the cars screamed by, came into the pits, changed drivers and going at full throttle as they left the pits and disappeared into the dark. There is always plenty of activities outside of the race. Many eateries, racing clothes for sale, books, magazines, model cars. I recall I purchased a number of models of the class winning metallic green number 50 XJ220C but before its win was announced next day. The outright winner in 1993 was a Peugeot 905 EVO 18 driven by Geoff Brabham, Eric Helary and Christophe Bouchut. They covered 5100 km in the 24 hours which was 233km less than the winning XJR9LM in 1988. !

After the race was over the feeling is one of racing pulses and partial exhaustion though I must admit to taking a nap in the night. Though the XJ 220 won its class it was later disqualified. At the start of the race it was noted that the three XJ 220's were set up for the US IMSA series that did not require catalytic converters. A big discussion started ending in stalemate and the cars were allowed to compete but only under appeal. Although Jaguar won its appeal regarding the catalytic converters they were still disqualified. The reason "Jaguar had not lodged their appeal in time!!! The real reason thought to be tension between Tom Walkinshaw (Chief TWR) and the Chief Judge.

So there we have it. Jaguar have seven wins at Le Mans. Number 4 in line of winning manufacturers. Will they capitalize on all this history and turn the F-Type into the F-Type C? It is known that Sir William Lyons was reluctant to enter any race unless he felt they had an excellent chance of winning. But it's not up to Sir William but the present Jaguar management. They have stated that if they had based the feasibility of the F-Type on the volume of expected sales then it was not a go but it was given the go as Jaguar need such a car to enhance their sporting image to sell their XK's, XF's and XJ's. Their participation in the future In The 24 HEURS DU LE MANS is a given if this statement is to ring true!

ONLY WINNERS WIN!!! Pray for it!!! It will send the value of our cars ever higher!!!!

DVJC Visits New Jersey Motorsports Park

By: Mike Wolf

On a very hot afternoon, Saturday, July 13th, 20 members of DVJC met at the Outback restaurant, in Deptford, New Jersey. From there they caravanned in two groups, over scenic, tree-shaded roads, to Millville, NJ - a distance of about 50 miles. The group included representatives from Cherry Hill Jaguar and Jaguar Main Line who brought along 2 new F-types, for us to see and HEAR!!

New Jersey Motorsports Park was built in 2008 on land occupied by Millville Airport. The Park includes two road course racetracks, named "Thunderbolt" after the P-47 and "Lightning" in honor of the P-38 (both WWII fighter aircraft) that were based there.

The event was organized and coordinated by DVJC Director, Rich Rosen. Sportscar Vintage Racing Association (SVRA) had scheduled a weekend of vintage racing on the 2.25 mile Thunderbolt circuit, including 11 classes of cars. This same organization will host vintage racing at Watkins Glen, NY from September 4-8th. We arrived at the Thunderbolt circuit in time to see the 90 minute 'enduro' race, which ended at about 6:00 pm. The field included some sports racers (Ralt, Royale and Mazda) plus a couple of Corvettes (1955 and 1966), two Alfas, three Porsches and a healthy sounding Datsun 240Z (from Rydal, PA) that retired after one hour.

Following a brief rain shower 17 cars were escorted onto the track behind a Subaru WRX pace car. The pace car was used to control the speed and no passing was permitted. The accumulated oil and grease from racing, combined with the recent rain shower, made the track quite slippery. Unfortunately, Anthony Cimino and his sister Carolin lost traction at the last turn before the main straight and got onto the wet grass. They hit the Armco barrier backwards, damaging his 2+2 E-type. Neither driver nor passenger appeared to be hurt, but the car was not drivable and that ended the session on a sad note.

We then adjourned to the new Finish Line Pub,

at the track, for dinner in air-conditioned comfort.

During dinner, there were raffle ticket drawings, as well as hats and souvenirs from the sponsoring dealers.

Rich Rosen plans to organize another event for next year with sponsorship from Cherry Hill Jaguar and Main Line Jaguar. The next event will have a strong emphasis on safety to include a vehicle inspection and a short classroom session with a professional race instructor. We want to keep this event one of the most exciting driving events during the year, but safety must be paramount for the club to continue this event.



Mike Wolf and Al Aptner share a relaxing moment by Mike's E-Type.



Darkening clouds gather above Desna and Charles Andrews seen over their E-Type



The clouds let loose and the results are seen through Mike Wolf's windshield.

DVJC Slalom Results



On Line Scoring System

NE33 - Delaware Valley Jaguar Club : Slalom Scores Entry

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- Master Report -

Date : July 20, 2013 **Club nr :** NE33 - Delaware Valley Jaguar Club
Type : Slalom **Event Name :** Annual DVJC Slalom
Location : Garnet Valley High School, Glen Mills, P

Class	Pl.	Name	M/F	JCNA #	B.Time	Car	Mods	Entrant's Club
D	1	Charles Andrews	M	NE33-50698	48.794	1967 E-Type Coupe, Red		Delaware Valley Jaguar Club
E	1	Richard Rosen	M	NE33-41093	45.842	1971 E-type 2+2 Sable		Delaware Valley Jaguar Club
F	1	Kurt Rappold	M	NE33-4134	49.037	1994 XJ6 Saloon Champagne		Delaware Valley Jaguar Club
F	2	Jeff Dement li (ye)	M	NE33-47711	51.597	1994 XJ6 Saloon Champagne		Delaware Valley Jaguar Club
F	3	Irv Carson	M		62.101	1986 XJ6 Saloon, Black		
J	1	Peter Daniel	M	NE33-37918	50.798	1995 XJS Conv., Ice Blue		Delaware Valley Jaguar Club
J	2	Ann B Perry	F	NE33-28484	57.821	1985 XJS CP Antelope		Delaware Valley Jaguar Club
J	3	Charles W Olson	M	NE33-29236	57.829	1994 XJS Conv Blue		Delaware Valley Jaguar Club
L	1	Steven Schulthies	M	NE33-44404	45.159	2009 XF Saloon, Supercharged, Champagne		Delaware Valley Jaguar Club
L	2	Robert Hedin	M	NE33-50696	50.589	2007 XJ8 Super 8, White		Delaware Valley Jaguar Club
L	3	Al Dorio	M	NE33-37530	58.001	2005 XJR Saloon, Jaguar Racing Green		Delaware Valley Jaguar Club
M	1	Tom Gotta	M	NE33-51837	47.331	2003 S-Type Saloon, Grey		Delaware Valley Jaguar Club
P	1	Michael J. Tate	M	NE33-25078	62.518	2007 XK Coupe, Seafrost		Delaware Valley Jaguar Club
SPH	1	John C. Larson	M	NE40-33872	45.387	1977 XJ6C Coupe, Grey		Nation s Capital Jaguar Owners Club
Z	1	Bill Ramsey	M		43.645	2003 VW GTI Blue		

Welcome New Members

Frederick & Marjorie Hegner
Wilmington DE

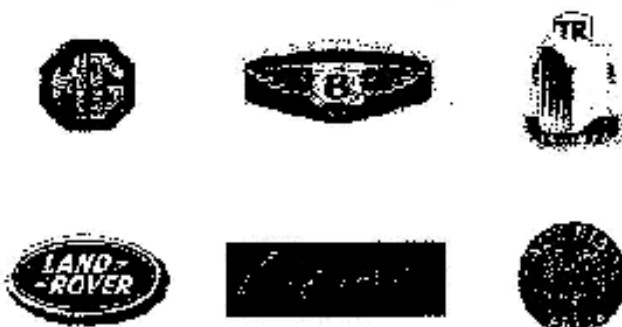
Harry & Terry Spence
Jeffersonville PA

15th Annual "Autumn Leaf Festival"



Saturday, October 5, 2013
Moravian Academy Merle-Smith Campus
Green Pond Road - Bethlehem, Pennsylvania
Join us at the Academy's Annual Country Fair
10:00 AM to 2:00 PM

ENTERTAINMENT
GOOD FOOD
RIDES
CRAFTS
BOOKS SALE
FAMILY FUN



OPEN TO ALL BRITISH MARQUES
POPULAR VOTING CLASSES WILL BE BY CAR MARQUE
RESERVE YOUR SPACE FOR THIS GREAT EVENT NOW

NAME: _____

STREET: _____

CITY: _____

STATE: _____

ZIP: _____

MAKE: _____

MODEL: _____

YEAR: _____

The undersigned hereby releases and indemnifies all the organizers of the 2013 "Autumn Leaf Festival" car show, the British Car Club of the Lehigh Valley (BCCLV), the Moravian Academy, and all supporting sponsors and participating vendors, collectively and separately, from any and all liability and/or property damage incurred by me or by my guest(s) while participating in, or traveling to or from this event. I have read and agree to this release as a condition for my permission to attend and participate in this event.

SIGNATURE: _____

Send this registration form, along with your check for \$8.00 (\$10 on day of show) to:
BCCLV c/o Gerry Kunkle, 1284 Evergreen Dr., Bethlehem, PA 18015 [PHONE: 610-867-6955]

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1988 XJ-S V12 CONVERTIBLE (FIRST REGISTERED 1989)

LANDMARK CAR FOR JAGUAR.

THIS WAS THE FIRST FULL CONVERTIBLE TWO SEATER MODEL WITH ELECTRICALLY OPERATED FOLDING MOHAIR HOOD INCORPORATING HEATED GLASS REAR SCREEN AND FRAMELESS FULLY RETRACTABLE SIDE WINDOWS. FITTED WITH LATTICE ALLOY WHEELS, ENHANCED INTERIOR WALNUT VENEER, CRUISE CONTROL, AIR CONDITIONING, HEATED SEATS AND EQUIPMENT LEVELS THAT MADE THESE CARS THE MOST EXPENSIVE XJS's INTRODUCED UP TO THIS TIME. SIGNAL RED/BARLEY.

THIS CAR COMES WITH SERVICE HISTORY AND IS IN REMARKABLE CONDITION THAT BELIES ITS AGE. IT IS FITTED WITH JAGUARS FAMOUS V 12 ENGINE THAT WAS ALSO FITTED TO JAGUARS SERIES 3 E-TYPES AND TO JAGUARS 1988 (SAME YEAR) 24 HOURS LE MANS WINNING XJR-9LM. ONLY 50K MILES. IT IS EASY AND REWARDING TO DRIVE AND REPRESENTS STUNNING VALUE FOR A CAR IN THIS CONDITION AT ...\$13,950 FIRST IN CLASS AWARD AT JUNE 2013 DELAWARE VALLEY JAGUAR CLUB CONCOURS

Phone Mike 610-827 -7763



2005 Jaguar S-Type. COLOR: Onyx White. PRICE: 10,500. MILEAGE: 99,993.

ENGINE: 3.0 Liter – V-6. TRANSMISSION: 6-Speed Automatic (with Overdrive). DRIVE TRAIN: Rear Wheel Drive.

FEATURES: AM/FM Radio, CD Player, Keyless Entry, Sunroof, Air Conditioning with Dual Climate Control, Rear Seat Air Conditioning, Power Locks/Mirrors/Seats/Windows, Adjustable Foot Pedals, Front Power Lumbar Support, Driver Front Power Memory Seat (2-Settings), Front Passenger Multi Adjustable Power Seat, Front Heated Seats, Leather Seats, Keyless Entry Including Trunk Release, Retractable Sun Roof, Tilt/Telescopic Steering Wheel with Controls, Electro-chromic Auto-dimming Interior Rearview Mirror, Front/Rear Defrosters, Interval Wipers, Trip A & B and MPG Computer, Automatic Headlights, Fog Lights, Clock, Cruise Control, Tachometer, Trip Odometer, Alloy Wheels, Trunk Anti Trap Device, Security System, ABS, Electronic Brake Assistance, Traction Control, Vehicle Stability Control System, Side Impact Airbags, Center Arm Rest Console, Second Row Folding Seats Power Outlets, Child Safety Door Locks.

The Jag is Pennsylvania Inspected until January of 2014. This vehicle has been serviced with a New Oil Change/Filter, 4-Wheel Alignment, New Batteries, New Serpentine Belt, New Rear Struts, New Spark Plugs, New Air Filter and has Excellent Tire Tread. The Leather Interior is spotless. Therefore, all normal maintenance issues for a 2005 Jag have already been addressed. This has been a Non Smoking Vehicle. This vehicle has a Rebuilt Title. (VIN #: SAJWA01TX5FN13195)

This is a beautiful vehicle in excellent condition. It has no issues and runs and drives perfectly. It is ready for driving and enjoyment.

Please call 610-286-2177. Serious inquiries only.



CLASSIFIED

1992 XJSV12 Coupe, Black w Champagne interior, VIN NC182330, 106,620 miles. I am the 2nd owner. Since I have owned (APR 2009) it has never been in an accident (CARFAX will confirm). Car history will be provided on request.

Work completed to date; Steering rack replaced, chrome all redone, brakes, rotors, some minor electrical wiring, interior completely gutted, new carpet, all seats redone with original equipment leather, headliner also, tunnel and glove box redone, radio and deck were refurbished. Body has only one (1) rust spot – 1” x 2” driver side ahead of rear wheel well. Bonnet needs adjustment - slightly high on driver side.

Work to be completed; oil pressure sensor replaced (have), speed control??, cigarette lighter??, radio antenna??. All chrome is off – the paint is good but should be repainted.

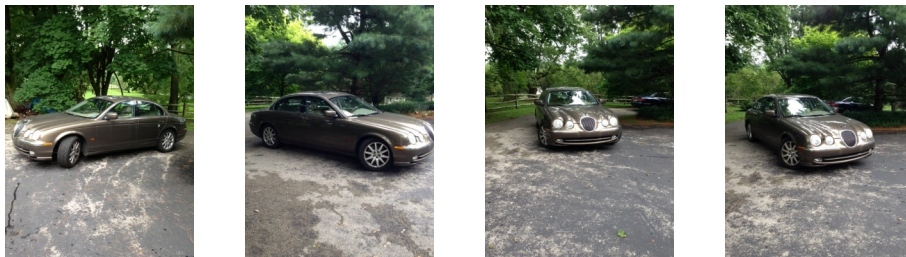
Car is mechanically sound both engine and transmission. As the rest of my Jags it has been serviced by Chesapeake Jaguar – Cockeysville, MD.

Contact Robert Fiedler Email; fied2032@earthlink.net for info. Pictures upon request. Have original owners manual.

Will not accept any offer less then \$12,500. Reason for sale; I have a bid in for a 1960 Austin Healey BT7 Mark I, one of my first British Sport cars.



2001 S Type Jaguar, 4.0 liter V-8, 89,700 miles, GPS, voice activated phone, original owner, Roman Bronze. \$6,600 Pat or Steve Kelly 610-793-7701, Chester County PA



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.

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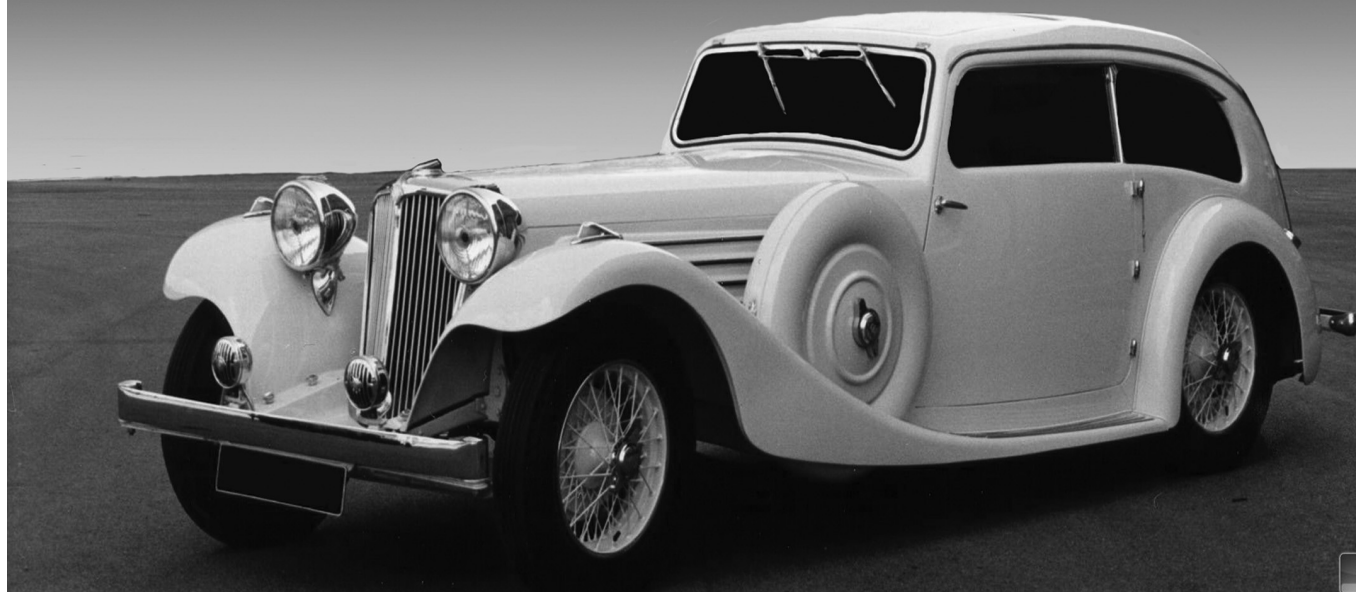
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American British Reliability Run

Charity Event

The **America-British Reliability Run** is a great event that benefits The Children's Specialized Hospital a NJ based network of health care facilities.

America's British Reliability Run, a two-day rally in classic British cars for charity, rides again! The dates are September 28th-29th, with a kickoff party on the evening of the 27th. Last year, 15 teams from all various marque clubs and all over the region ran a 600 mile route through 5 northeastern states and raised over \$9,000 for the Shriners Childrens Hospital of Philadelphia.

This year, the ABRR will stay completely within PA, covering 750 miles of the Keystone State's most scenic roadways at a time when fall color should be near its peak. The Run will begin and end in Quakertown, PA with its terminus at or near Indiana, PA. We hope to have dinner Saturday night at the Coventry Inn, an authentic English Pub (right down to the wooden post and beam construction) created and run by Charles Runyon, owner of The Roadster Factory. We also hope to have a tour of TRF's facilities in Armagh, but these details are yet to be worked out.

The partner charity for this year's Run will be Children's Specialized Hospital, a NJ based network of health care facilities specializing in rehabilitative pediatric care. With 11 locations and a 12th under construction, they are, in fact, the largest such organization in the country. As before, participating teams will raise funds for the partner charity "walkathon style" by collecting pledges from their friends and relatives with the goal of raising \$500 each. This number is, of course, a goal, not a requirement. Anything the teams can bring in is appreciated. As always, the teams pay all of their own expenses, so 100% of the pledged monies go directly to the partner charity.

More information, including registration forms and flyers to aid the teams in their fund raising is on our web site at www.BritishReliability.org. You can also e-mail us at info@BritishReliability.org or phone ABRR chairman Bob De Lucia at (267) 258-7071. Please consider joining us, or sponsoring one of our teams with a tax deductible donation.

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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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