
The Jaguar's Purr©

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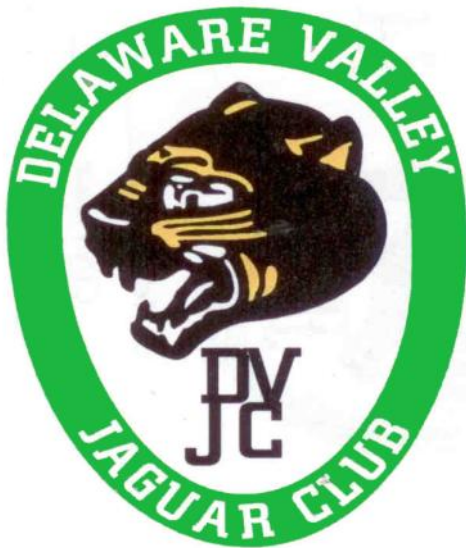
October 2013

www.jcna.com/clubs/dvjc

DVJC at Tinicum Polo



Alex & Ana LaRoche with their 1949 Mk V DHC. This beautiful Jaguar took 1st place for Most Elegant Car at the British Car Show sponsored by the Tinicum Polo Club. The event was held at the last polo game of the season on October 5, 2013, at Tinicum Park in Erwinna, PA. See page 15 for more photos.



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 16.

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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 (see p. 17)

October 27, 2013

DVJC Breakfast Social

Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA

Contact: Charles Olson, cwolson29@comcast.net (see p.12)

November 24, 2013

DVJC Breakfast Social

Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA

Contact: Charles Olson, cwolson29@comcast.net (see p.12)

January 19, 2014

DVJC Annual Holiday Party

William Penn Inn, 1017 Dekalb Pike, Gwynedd, PA 19002

Additional Details coming

Other Interesting Events

October 19, 2013

Brits at the Village British Car and Bike Show

Peddler's Village, Rtes. 202 & 263, Lahaska, PA

Contact: Steve Harding at 610-275-7960 or email mgbgt1@hotmail.com

November 24, 2013

Pollock Auto Restoration Open House

70 South Franklin Street, Pottstown, PA 19464

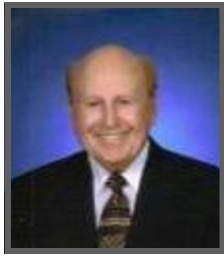
Contact: www.pollockauto.com (see page 20)

February 8—16, 2014

Philadelphia Auto Show

**Pennsylvania Convention Center, 1101 Arch Street,
Philadelphia, PA**

Contact: www.phillyautoshow.com



The Prez Sez *October 2013*

Have you received your 2013 Membership Directory? For the first time you have the e-mail addresses of your fellow members in addition to the cars they own. You can thank Brian Craig, our Editor, for putting this together. The postal members were mailed their copies and, in lieu of an e-mail address, it listed their town, and Zip code.

Although all of the clubs have moved in the direction of social media, I feel no member should be penalized or discriminated against because of a personal choice not to have a computer. You don't need to own a Jaguar to be a member, either.

The **Breakfast Club** has been revived! Two weeks ago on, September 22nd, we met at Andy's Diner on Ridge Pike in Conshohocken. It was attended by 14 people and 11 Jaguars. Brian had put together another photo collage which can be seen by clicking onto the Flickr website that he posted. I celebrated this occasion by driving my new Jaguar acquisition, a 2006 XK8 coupe. It was the one advertised in the September *Purr*, under Cars for Sale. I'm delighted with the car and I just had to mention it.

The other item of greater interest is the **change in date and venue of our Holiday Party**. The Officers thought with the smaller number of attendees and the high cost at the Whitemarsh Country Club, we should change the location and, in addition, change the date to January 19th. Details will be forthcoming in the November & December *Purr*.

September and October are busy months for activities and in September we had several choices of activities. On September 15th the annual Buckingham Concours was held under perfect weather conditions but I was told the turnout of Jaguars was disappointing. If

someone who attended would like to comment on the event, please contact our Editor, Brian Craig. The Sunday schedule that weekend offered a choice and Kurt and I entered our Jaguars in the Nation's Capital Jaguar Owner's Club sanctioned Concours. We also volunteered our services as Judges. Of course in different classes and I came away with a first place in Class D-08b for my '94 XJS Jaguar Convertible and Kurt in preservation Class C-19b for his '67 XKE!

The following Sunday our Breakfast Club meeting was held and the remainder of activities in September was the American British Reliability Run sponsored by Ragtops & Roadsters. It's a charitable event for the benefit of a special needs Children's Hospital. It's supported mainly by the Delaware Triumph Club and the MG Club, and offers a long distance drive with an overnight stay! For those of our members that do not enter the Pumpkin Rally, you should consider participating next year in the Reliability Run for a fun filled weekend.

We are already past the first weekend in October, with three activities of your choice. The Tinicum Polo Club British Car Festival in Tinicum, Pa. and the Autumn Leaf British Car & Bike Show in Allentown, Pa. on Saturday and the Brantwyn Event on Sunday. These events all had flyers with the details for attending in last month's *Purr*! In the case of the Brantwyn event, by special e-mail. Coverage of these events will be entered in this month's edition.

Those of our Club members, including myself, who are members of the AACA (Antique Auto Club of America) will be off to Hershey, Pa. for the week of October 10th to the 12th, scrounging for parts, entering competition, or just looking at the cars for sale that are older than 25 years.

The Prez Sez *October 2013 (continued)*

The following weekend is the earlier **scheduled, sanctioned, Pumpkin Run Rally** which was changed to October 18th thru the 20th to accommodate folks who said past years schedule had compromised family Halloween. So, it is now held on the weekend I had initially scheduled for our Monthly Breakfast meeting. Accommodation is a usually a good thing, so you will note **the Breakfast Club** is now scheduled for **Sunday October 27th at Andy's Diner** with the hope that all our members at the Rally will be encouraged by the DVJC Rally Master to attend the Breakfast.

November's Breakfast will be scheduled for **Sunday November 24th at Andy's** which offered a great Buffett Menu, including juices, beverages, omelets made to your choice and desserts. All for \$ 10.50! The parking area is huge and allows us to have our own area along the back fence . This event as many others, have been categorized into a photo op by Brian Craig. If you're not familiar with the website www.flickr.com/photos/bcsphotos95/sets , you'll be treated to photos of many of our past and current activities. I'm particularly impressed with our last Slalom that Brian has provided in a video format. Brian usually posts the event that very day or the following. I am not aware of any other club having this Historical Library type set-up to select previous

events.

I'm waiting for the Events and Entertainment committee to schedule activities for the remainder of the year. I would suggest we consider investigating the new diner in Odessa, Delaware for a December 8th gathering for a special brunch including tour of this Historic City. Our members in Delaware should be given the opportunity to hold an event in their area. It's part of a geographical selection for locating our monthly Breakfast Club meetings and provide a variety in venues.

In Memory of Joe Federico

Joe Federico, a long time member and past vice president of DVJC, passed away suddenly on Friday, October 4th, from complications of kidney failure. Joe was on dialysis for the past several years but still managed to attend several functions as our club photographer, especially Fred Mack's 100th birthday celebration. He never complained and enjoyed life to the best of his ability. Joe was responsible for escorting me to Andy's Diner last August as a place to hold our Breakfast Club, his last contribution to the DVJC. He will be missed.

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

DVJC Award Winners at Nation's Capital Jaguar Owner's Club Concours.



Master of Ceremonies Roger Eve, Kurt Rappold III, Kurt Rappold Sr., and Clint Hyde, NCJOC president with Kurt's 1st Place award.



Master of Ceremonies Roger Eve, Charles Olson, and Clint Hyde, NCJOC president with Charlie's 1st Place award.



Roving Reporter - October 2013

By Michael Tate

"SANTA FE CONCORSO THE SOUTHWEST'S PREMIER AUTOMOTIVE GATHERING"

They call it "The Land of Enchantment –New Mexico." If you can produce THREE C-Types, THREE D-Types, FOUR XK SS including Steve McQueen's, Denise McCluggage, Al Unser, Sir Stirling Moss and Norman Dewis, then they richly deserve the title and they did at the Santa Fe Concorso on September 27 thru 29. Mo and I got American Airlines to transport us to Santa Fe on the 25th where we were met by hosts and fellow DVJC members Marte and John Murphy and transported in John's new Volt



Mike Tate with the Steve McQueen XK SS.

to their wonderful home (wonderful garage). I have written about the wonders of their home two years ago when we first visited. However to remind that we again had our separate quarters called a "Casita" with all amenities.

Of course Santa Fe is 7000 feet above sea level so a little light headed for the first few days or was it the excitement of the gathering or the red wine? The contents of John's garage had changed since our first visit. The 1929 Ford was still there and so was his 1964 BMW R69 Motorcycle. Marte had changed her Jaguar X-Type for a BMW (I said not a word). The reason for this change was that Jaguars nearest facility was 50 minutes drive away. The XJ 13 Replica or Z-Type was close to completion. Some bodywork needed final finish and then painting. Bronze, I was told, was the chosen color. It was taxed and roadworthy and ready to go. The SS 100 was sold and in its place was a 1949 Ford Custom Convertible. A beauty and all original. Also John's SUV was replaced by the Volt. More on these two cars later as they were to be our main transport.

The Concorso is a three day event held at the Club at Las

Campanas. All 120 cars, 11 Motorcycles and 15 Bicycles would be assembled on the golf course together with the awards area, hospitality tents, Silent auction tent, and Racing Legends tent where the racers named above gave half an hour for autographs.

The first event was on Friday being a tribute to writer and race car driver Denise McCluggage. I did not know a lot about Denise but learnt enough for it to become a story in itself. Suffice for me to say now "Some Lady!" Big friend and competitor of Sir Stirling and Al Unser. The event included lunch and then a question and answer session with Denise, Sir Stirling and Norman Dewis. John had the responsibility for the event as he is on the Board of Directors of the Concorso. We set off for the club in the Volt. A new experience for me. No exhilarating exhaust note like the F-Type but a whisper quiet move forward that reminded me of the Concord taking off. Two screens, one showing regular detail, the second a wealth of detail of the electric components. One particular number that remains in my memory....122mpg. As you will know the Volt is both electric and petrol engines driven. The latter cuts in when the elec-



Muriel Tate, Norman Dewis, Mike Tate and John Murphy.

tric power is finished. The 122mpg is the miles per gallon of petrol achieved since John purchased the car! Not at all bad and you could say "QUITE good" especially as I noted that regular petrol was only \$3.09 per gallon. At another time I got to drive the Volt. It was easy to handle. Amazingly fast off the mark. Great braking. John told me he loves it and so did I!

Roving Reporter - October 2013 (continued)

John made sure that the seating arrangements were correct. He had 60 people registered and paid to attend so provided 70 seats. The speakers and question master sat at a top table, behind which was a room with a bar. When the ses-



Michael and Muriel Tate in front of a C-Type, D-Type and XK SS,

sion began all three of our heroes answered questions about their careers. Among the interesting answers were: Stirling said that it was not his bad crash that made him retire but the constant pressure. That's new! Norman said his record 172 mph run at Jabekke, Belgium in the XK 120 still stands and that although the F-type recently did 179 mph they only did it one way!!!! Good for Norman. Denise, who is now in her mid 80's, told of a time when she was driving home at 120+ mph when a police car got behind her. She lost it then slowed down. The police passed her and they both stopped. She said, "I then put on my little old lady act and the police asked me if I had seen a car like mine go past doing over 120 mph. I told him I certainly had and hoped that he would catch him and he took off!" Let me tell you Denise is no little old lady! While the session took place 120 attendees turned up. The room behind the bar was filled and right behind the speakers. This was explained to me as "the arrogance of wealth.... RSVP did not apply!!!! John managed to take it all in his stride.

As part of the Salute to Denise parked just outside the meeting room were five of the cars that represented her fleet of racers. A 1946 MG TC was not driven by Denise but was the iconic post war British sports car and served as inspiration for her first two sports cars – both MG TCs. A 1956 XK 140 represented the XK 140 MC she drove in her first SCCA race. 1956 Porsche 550A Spyder the very car Denise raced frequently. Ferrari 250 GT SWB (Short Wheel Base) in which she won the Grand Touring category and first in class in the 1961 Twelve Hours of Sebring.

The 5th car is the first of ten Ferrari 275 GTS/4 built and Denise drove it to a 2nd in class at Sebring 1967. One like it distinguished itself recently at Pebble Beach with an auction selling price of \$27.million. It was thought this one was worth 30 million.



Ferrari sister car.

On the Friday night there was a gathering of enthusiasts and "must be seen's" in a hangar at Santa Fe Air Center. We ate food on sticks and drank whatever tippie you wished while wandering between cars and planes. Our heroes were there and attracted much attention. I had actually caught Sir Stirling at lunch and got him to sign a book printed in 1953 titled "Stirling Moss." Co-incidence.? The BIG moment of the day was after the question and answer session when Norman had to be taken back to his hotel. John had the task so he was bundled into the Volt. As many of you know Norman Dewis was the Chief Development Engineer for Jaguar Cars for over 30 years. Few people have done so much for the industry. With Dunlop he was responsible for developing disc brakes. He developed and tested every C, D, & XK SS. He is a very down to earth man and we chatted quite normally with him. I asked him about his book, now in its 5th edition. "Yes" he said "and nearly sold out. I am amazed, really amazed at its success." John, taking advantage of this unique opportunity, soon diverted and had him in his garage where Norman was hugely impressed with John's build of the Electric replica XJ 13. He was shown the door to the glove box which had both his and Stirling's signature on it which he signed when we met him at the Pittsburgh AGM. "I remember now" he said

TO BE CONTINUED IN NOVEMBER ALL THE XK'S 120 SUPER CARS THE 70 MILE RUN. The JUDGES etc

The 2013 Classics at Brantwyn

By: Michael Tate

The Kennett Symphony of Chester County was founded in 1940 as an all volunteer orchestra and since then has grown into an association of professional musicians and is celebrating its 73rd season. Professional staff and musicians are essential to its success and longevity but without the efforts of countless volunteers and contributors it would not be the outstanding organization it is today. Paul Merluzzi, the DVJC Vice President, is President of the Board of Directors of the Symphony and each year he organizes "The Classics at Brantwyn" which is advertised as "A Vintage and Supercar Tour and Show with Brunch, Blues and Hot Cars."

This year's event, the 4th annual, took place on October the 6th when Paul had organized 29 outstanding hot vehicles ranging in age from 1912 thru the 30's, 40's, 50's, 60's to 1978. The day started with a thick mist shrouding the countryside which later was melted away by a strong sun. Arriving at the Brantwyn Estate Country Club after the finish of the Tour of Chester County by the show cars we lined up with the other five DVJC cars to the music of The Roger Girke Band playing a great brand of Blues. One of the most pleasing events is the serving of a glass of "Lamborghini Bellini" which is Champagne based. The long driveway leading to the ex Pierree Dupont house is used to assemble all the Show Cars. This year's assembly was wonderfully varied ranging from an original 1972 Austin Mini Cooper to the magnificence of a 1950 Rolls Royce Silver Wraith. To give you a feel of the cars on show here are some of the entrants. A 1912 Flanders Model 20; a 1928 Franklin 10-C Touring; a 1935 Desoto Airflow; a 1936 Hotchkiss 486 Cabourg; a 1949 HRG Aero; a 1958 Jaguar XK-150 FHC; a 1962 Devin-C Race Car; a 1978 Citroen Ami 8 and on

and on. Each car in turn came in front of the assembled guests and was introduced by Paul Merluzzi then was put on display in the magnificent gardens at the rear of the house, each with a placard reciting its history and vital statistics. Everyone then moved into the house to enjoy the open bar and very full and well stocked brunch. DVJC had its own table with Charlie Olson, Ann Perry, Brian Edwards to mention a few. After brunch we leisurely viewed all the cars and talked to their owners/drivers. The hard part was to pick a "Best In Show". All the cars were worthy of the award. None qualified for the rubbish bin. All were winners in their own type of vehicle. How do you pick between, say, a MG TC and a, say, Packard 160 Club Coupe? In the end the clear winner was Gene Epstein's 1950 Rolls Royce Silver Wraith, a truly wonderfully, presented machine with its own basket behind the front seats containing four large cut glass decanters. I did not see if they contained any liquid but I could see the car being quite at home in front of Downton Abbey. Each year there is a poster created for the event and one of these signed by all the show car owners/drivers, framed is the prize.

This is one of my favorite shows. The surroundings are elegant. The cars are outstanding. The people drinking their Bellinis and viewing are interesting. The food is excellent and Paul's selection and presentation of the vehicles could not be bettered. Next year's show will be Sunday October 5 and I felt that Paul and his wife Irena were disappointed with this year's attendance so please give your support next year. You are sure to enjoy it believe me. It's different from the run of the mill shows and a substantial amount of the cost can be written off against tax.



DVJC Member vehicles at Brantwyn.



Brantwyn Best of Show 1950
Rolls Royce.



DVJC members Charles & Desna
Andrews at Brantwyn.

The 2013 American—British Reliability Run

By: "Where's Bob" De Lucia

As you know from recent articles in "The Purr", there was a charity car drive in late September. The charity drive was September 28th-29th, with a kickoff party on the evening of the September 27th at the Spinnerstown Hotel in Quakertown, PA. 17 teams from all various marque clubs and all over the region ran our



2013 American—British Reliability Run Participants

750 mile route through Pennsylvania and raised close to \$10,000. The leading team for funds raised was "The Birkin Boys", headed by the DVJC's Dave Hutchison, with over \$1,800 in funds.

Thanks to the effort of Delaware Valley Triumph members, a scouting trip was completed several weeks before the run, a great route was put together. The ABRR stayed completely within PA, covering 750 miles of the Keystone State's most scenic roadways at a time when fall foliage colors were starting to emerge. The Run began and ended in Quakertown, PA with its overnight stop in Indiana, PA. We had our largest participation



Nothing a little baling wire can't fix!

ever for this run, with 17 teams and our support vehicle/trailer. We broke into two groups of 9 vehicles each, with a lead car and "caboose" for each group. "The Birkin Boys" led one group, with DVJC's Dave Hutchison in the "caboose." We stopped several times at the same place for food, and sometimes, though not always for fuel

breaks. Several times one caravan would be speeding by another caravan stopped for fuel and/or a rest stop.

Thanks to the effort of another DVT and PEDC member, we had dinner Saturday night at the renown (and appropriately named) Coventry Inn, an authentic English Pub (right down to the wooden

post and beam construction imported from the UK) created and run by Charles Runyon, owner of The Roadster Factory (a British restoration parts company) in Armagh. Charles was generous to donate gratis wine, and a keg of Yuengling beer. We also had a tour of TRF's facilities in Ar-

magh. There also was an impromptu "tech session" there as several ABRR participants helped fix an MG with a loose muffler problem. A little jacking-up of the MG, and some baling wire, and off we were again on the drive.

Also among the two-day route highlights was a visit to the very moving and somber "Flight 93" Memorial, near Somerset, PA.. This is

hallowed and heroic ground, and should never be forgotten. I for one am glad this was part of our itinerary.

Among the participants were several members of Delaware Valley Jaguar Club, Gerry Kunkle in a very nice TR6, and myself, in the only Jaguar in

The 2013 American—British Reliability Run (continued)

the charity drive for the past two years, my Titanium 2000 Jaguar XKR. Both Gerry and I decided to drive "solo" for the 750 miles.

As mentioned, this was an all-marque event, the drive included members of Philadelphia MG Club, NJ Triumph Association, British Car Club of Lehigh Valley, Positive Earth Drivers Club, British Motoring Club of South Jersey, Spitfire Squadron, Delaware Valley MG Club, North Carolina MG Club, Philadelphia Mini, Western PA Triumph, Delaware Valley Classic MG, Wedge Owners, Keystone MG, and several members of the Delaware Valley Triumph club.

Cars varied from the oldest being a 1957 TR3, a 1958 MG Magnette, a 1960 MGA, five MGB's, three TR6's, a GTR 6, three TR7's, a 2000 Jaguar XKR, and a new Mini.

Thanks to the effort of DVJC member Dave Hutchison, fuel was supplied by Sunoco for the support truck and trailer. In addition each ABRR team also received a \$25.00 Sunoco gas card to help supplement their fuel costs. Thanks to the support of sponsor Ragtops and Roasters, we had a driver (Ragtops and Roadsters Operations Manager Dave Hutchison) for the support truck and trailer, with the "spare" car tucked away in the back (a lovely Malard Blue TR6). Dave had the thankless (and thankful from us) task of driving all these great roads in a truck and trailer. His sons did let him from time-to-time have some fun driving in the Super 7 Birkin. Pete Cosmides of Motorcar Garage, another sponsor, supplied us with very nice 2013 ABRR hats (Pete also drove the event in a 1975 MGB).

For the first time in four ABRR runs, we actually needed the back-up vehicle (my TR6). As the oldest car ever to make the ABRR run, a 1957 TR3 broke down late on the second day. Still, an

almost 60-year old car almost completed the grueling two-day 750+ mile drive. Still quite an accomplishment for "The Little Engine that could."



The partner charity for this year's ABRR run was "Children's Specialized Hospital", a NJ based network of health care facilities specializing in rehabilitative pediatric care. As before, participating teams raised funds for the partner charity "walkathon style" by collecting pledges from their friends and relatives with the goal of raising \$500.00 each. This number was of course, a goal, not a requirement. Any-

thing the teams could bring in was always appreciated. As in past runs, the teams pay all of their own expenses for fuel, hotel rooms, meals, etc. , so 100% of the pledged monies go directly to the partner charity.

More information, results, and photos, visit our

web site at www.BritishReliability.org. There are also many photos posted on the American-British Reliability Run Facebook page (under America's British Reliability Run).



Nothing like British cars and the sunset in the rear view mirrors.

It is not too late, if you are inspired and If you are still interested in donating to the cause, you can send a check (amount at your discretion) made out to the "Children's Specialized Hospital Foundation" di-

rectly to me, and I will get it to "Children's Specialized Hospital Foundation" representative. Any size donation will help the cause.

Please send your donation to me at:

Bob De Lucia
2593 Trewigtown Road
Colmar, PA 18915

I hope you can join us in 2015 for the next American-British Reliability Run.

Delaware Valley Jaguar Club Breakfast Socials

Sunday, October 27th, 9:00 am
Sunday, November 24th, 9:00 am

Andy's Diner
505 West Ridge Pike
Conshohocken, Pa 19428
Phone 1-610-940-1444

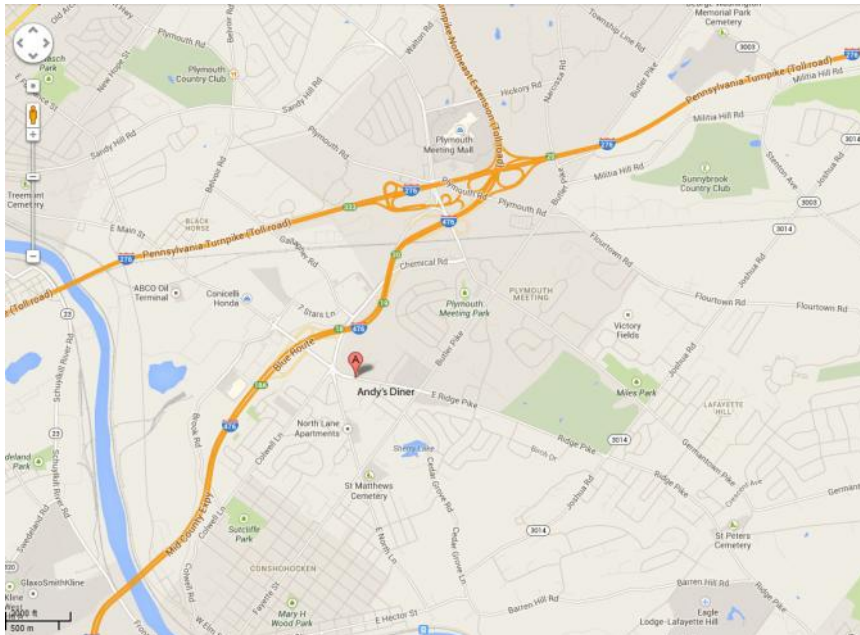
Driving directions from the Pennsylvania Turnpike:

Exit at Norristown Interchange, (Exit 333) thru tolls and take the ramp to the right. Exit to the first traffic light and turn right on to Chemical Road. At Ridge Pike there are two (2) left turn lanes. Get in the right side left turn lane. Turn left on to Ridge Pike. Andy's Diner is on your right.

Directions from North: Use the **NE extension of the Pennsylvania Turnpike south bound** to interchange for westbound Pennsylvania Turnpike. Stay in the right lane and take Interchange Exit 333, Norristown. Follow directions above.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 18A, Conshohocken. Exit on to Ridge Pike. Proceed straight through the traffic light. Andy's Diner is on the right.

For further information contact Charles Olson, cwolson29@comcast.net or 215-757-2028.



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1988 XJ-S V12 CONVERTIBLE (FIRST REGISTERED 1989)

LANDMARK CAR FOR JAGUAR.

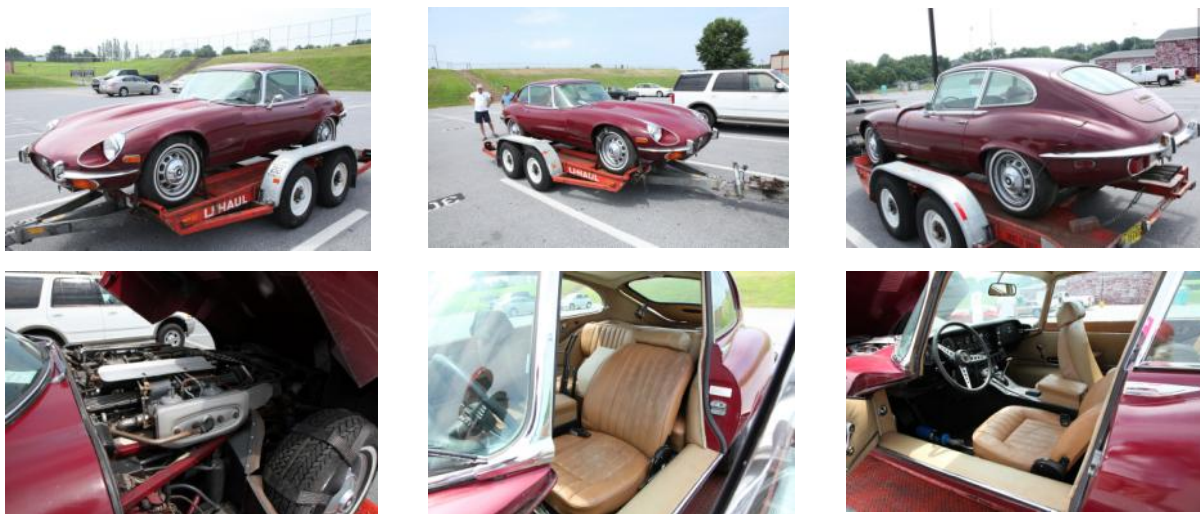
THIS WAS THE FIRST FULL CONVERTIBLE TWO SEATER MODEL WITH ELECTRICALLY OPERATED FOLDING MOHAIR HOOD INCORPORATING HEATED GLASS REAR SCREEN AND FRAMELESS FULLY RETRACTABLE SIDE WINDOWS. FITTED WITH LATTICE ALLOY WHEELS, ENHANCED INTERIOR WALNUT VENEER, CRUISE CONTROL, AIR CONDITIONING, HEATED SEATS AND 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



1971 Jaguar E Type, 47K. No rust, No damage. Ignored in a garage since 1996. Did not attempt to start it. Absolutely CLEAN PA. title. Asking \$22,000 Contact James at 267.315.6709



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



Tinicum Polo / British Car Show

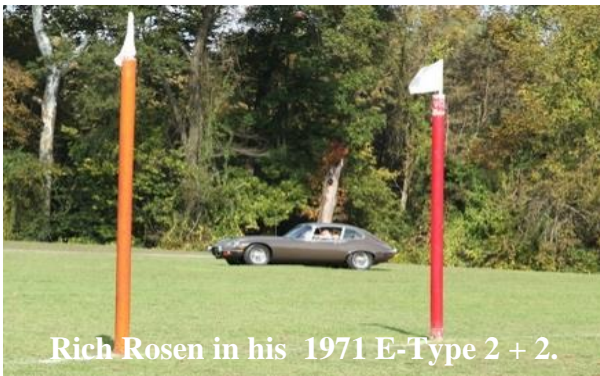
Between the Goal Posts



Brian Craig in his 1999 XK8 Coupe



Alex LaRoche in his 1949 Mk V DHC



Rich Rosen in his 1971 E-Type 2 + 2.



Ken Ruocco in his 2006 XK8 Convertible.

On The Side Lines



Polo Club Member's Mk IX.



Ana & Alex with the 1st Place Ribbon.



DVJC Members and Friends enjoying the outing.



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

NORTHEAST RALLY CLUB

PUMPKIN RUN 2013

P. O. BX 547, MILLSBORO, DE 19966

OCTOBER 18 – 20, 2013

CLASS (circle one) PRO SOP ROOKIE

(PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience)

*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

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

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

ENTRY FEE: (Rookies, please call for discount rate – 302-934-1246)

\$400 entry form, payment and insurance received by October 3, 2013 \$ _____

\$425 entry form, payment and insurance received after October 3, 2013 \$ _____

\$20 (I previously purchased a banner and want it to be displayed) \$ _____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$ _____

\$10 each additional person for Saturday's dinner \$ _____

\$10 each additional person for Sunday's brunch \$ _____

TOTAL CHECK (payable to Northeast Rally Club) \$ _____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

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

NAME _____ HOMETOWN _____

NAME _____ HOMETOWN _____

HOTEL INFORMATION ,

We have a block of rooms at the Atlantic Inn (302.934.6711). Please ask for the Northeast Rally Club (Pumpkin Run) rates. Please, if you are thinking about joining us, make your reservations now. Rooms may be limited due to another event.

WE NEED ROOKIE TEAMS!

We always need Rookie Teams! If you get a Rookie Team to join us, please contact me and you will get a check for \$50.00 (not a discount) at the rally.

For full size entry forms and more information please go to: www.northeastrallyclub.com.



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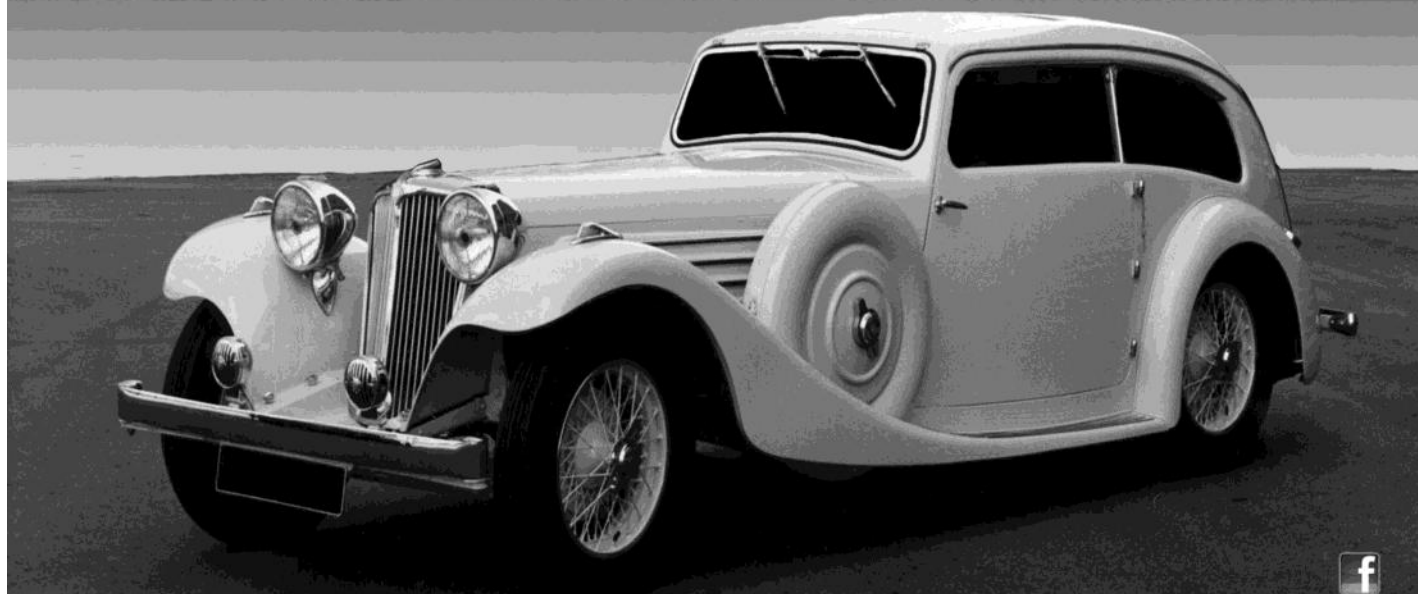
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DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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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Qty.	Item	Size	Color	Price

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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
Editor : Pauline and Brian Craig
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