
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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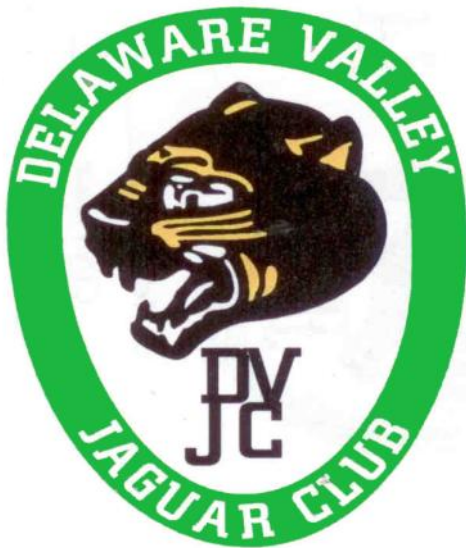
November 2013

www.jcna.com/clubs/dvjc

2013 Pumpkin Run



Bob Brown and Kurt Rappold have been participating in time distance rallies for many years. On October 18, 2013, they achieved what every rally participant strives for, they completed the third leg of the rally with a perfect score. The achievement is recognized by the driver and navigator both getting an ACE decal. An article p. 10)and more photos (p. 13) are inside.



NOTICE—It's time to renew your Delaware Valley Jaguar Club membership. The membership fee is \$55.00. Our club is absorbing some of the price increase from JCNA. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please use the renewal form on page 17.

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Upcoming DVJC Events

November 24, 2013

DVJC Breakfast Social

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

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

December 15, 2013

DVJC Breakfast Social

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

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

January 12, 2014

DVJC Breakfast Social

Odessa, Delaware

Details coming.

January 19, 2014

DVJC Annual Holiday and Awards Party

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

*Contact: Mike Tate 610-827-7763, mjtate1414@verizon.net
(see p. 9)*

Other Interesting Events

November 24, 2013

Pollock Auto Restoration Open House

70 South Franklin Street, Pottstown, PA 19464

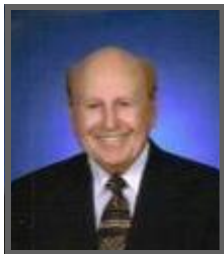
Contact: www.pollockauto.com (see page 20)

February 8—16, 2014

Philadelphia Auto Show

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

Contact: www.phillyautoshow.com



The Prez Sez *November 2013*

October was a very busy month of events which started with the Tinicum Polo Club British car festival, as recorded in last Month's Purr, and followed by the Brantynwn event the following day. The Hershey event on October 12th was the first weekend to run into bad weather. The following week the folks on the sanctioned Pumpkin Run Road rally fared much better with only a bit of rain on Saturday.

On October 19th The Brits at the Village Annual British Car & Bike show celebrated their 17th year. With no threat of rain under high overcast skies and Fall like, it was perfect weather for this event. Located in the area adjacent to Peddler's Village, in Lahaska, Pa. makes for an interesting venue that has attracted every sort of British vehicle manufactured. It was founded by the Philadelphia MG Club back in 1996 and has been supported by other British Marque's, especially the Delaware Valley Triumph Club.

There were 14 Jaguars in all, seven of which were members of the Delaware Valley Jaguar Club. Some had no club affiliation and others from the Lehigh Valley Club (not an affiliate of JCNA). I offered information and exchanged e-mails with the hope they 'll become members. For simplified competition the Jaguar classes were divided into saloons of all years and other Jaguar models entered. The winners from our club in the saloon category were Mike Tate, 1st and Ken Roucco 2nd. The winners in the XJS category were Fred Bowe 1st and Hal Jean 2nd. In the XK category was Paul Merluzzi. Photos of the winners are included in this issue (p. 6). Other entrants from our club were Dennis Manchur, Bill Major and Charles Olson with his newly acquired XK-8 coupe. Other Jag participants were Chuck Culver, J. Hammersmitt, G. Henderson, Dave Collier, Jon Sondelof and potential new member, Bob Reilley. I made sure all the Jag entrants I spoke with that were not DVJC members were made aware of the opportunities our club provides. Most belong to other clubs or own other British vehicles such as our DVJC Treasurer Gerry Kunkle who entered his '58 Austin Healy Sprite to support the "Featured Marque" of the event this year!

What makes this show most interesting to me is the variety of British cars that enter. The MG series from the TC from '47 and the MG to 1980, The Austin Healey's, Triumphs, including the Stag and Heralds, in addition to the Mini's and British Bikes. I did see a Rolls Royce and of course the Jaguars!

It appears to me that the Jaguar class will grow in numbers, especially with the popularity of this venue. The judging is based more on presentation and quality of workmanship than authenticity! It's perfect for the "Driven Car" to compete. This is a show to enter and drive to and enjoy visiting with other British Car Members, maybe even take home a very nice trophy.

I also want to congratulate Steve Harding as first time Chairman for the Brits at the Village for making this popular and diversified event enjoyable and may it continue to grow. I also want to thank Larry Macy who photographed the Jaguar winners at their cars and forwarded them to me.

The Breakfast club events at Andy's Diner have proven to be popular for many of our members. They feature a Buffet Brunch for \$10.99, which includes all beverages and dessert, including omelets made to your choice. The large parking area allows us to line up our Jags, unencumbered by other guests as Brian's photos show. Great weather allowed a scenic tour for those that wished to follow Mike Wolf to the Valley Forge Area, or a trip to Bowman's Tower, located at Washington's Crossing, below New Hope, Pa. Most of these after breakfast events have been impromptu, however the next **Breakfast Club meeting on November 24th at Andy's**, will be followed by a drive to **Pollock's Auto Restoration Shop Open House in Pottstown, Pa.** (see flyer on page 14). Our Tour Master, Mike Wolf, will lead the procession. I'm trying to include an event following our future breakfasts for those that wish to participate.

The December Breakfast will be scheduled for **December 15th at Andy's** followed by a "Procrastinator's Shopping trip" to Peddler's Village in Lahaska. **Or**, "you're on your own" trip to Macy's. During the breakfast, the main discussion will be to promote our first event of the New Year, the **Holiday**

The Prez Sez *November 2013 (continued)*

& Awards Party at the William Penn Inn. I'm looking forward to this new location and the reputation for great food at a reasonable price. (See the Flyer on page 9)

Starting in January I'm attempting to schedule a **Breakfast Club Meeting in Odessa Delaware**, on **Sunday January 12th^h**, to encourage our members in Delaware and Maryland to attend. I'm working with Charles Andrews in Townsend, Delaware, to formulate the final arrangements. Subsequently, I will be scheduling the **Breakfast Meetings** in different geographical areas each month to encourage

members within that location to attend a breakfast meeting! My objective is to personally meet most of our members to enlist their help, serving on the various committees for Hosting the AGM in 2015. This event should encompass most of our membership to celebrate our 50th year as an affiliate of the JCNA and the honor to Host the **2015 Annual General Meeting**.

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

DVJC Winners at Brits At The Village



Mike Tate, 1st Place, Saloon Class



Ken Ruocco, 2nd Place, Saloon Class



Fred Bowe, 1st Place, XJS Class



Wendy & Hal Jean, 2nd Place, XJS Class



Paul & Irena., 1st Place, XK Class



DVJC member Gerry Kunkle and his '58 Sprite



Roving Reporter - November 2013

By Michael Tate

“SANTA FE CONCORSO THE SOUTHWEST’S PREMIER AUTOMOTIVE GATHERING” CONTINUED FROM OCTOBER

When I concluded October’s part of this account of our visit to Santa Fe Concorso we were in a hangar at the Santa Fe Air Center with our heroes Stirling, Norman and Denise sipping red wine and eating food on sticks. They were surrounded by roughly a couple of hundred petrol heads and others who wish to be seen. It was a glamorous affair conducted between parked aircraft and antique cars. I



spent a few minutes saying hello to Terry Larson, he of C and D-Type fame and had founded the C and D-Type club. He and his wife Darlene’s 1952 C-Type would be in the show on Sunday. He did not have any low cost ones for sale. I

was then introduced to Mark Reinwald, manager of the Ralph Lauren collection. In answer to my question he told me that the collection was located in New York and “No I could not visit.” I was told the story of a group who offered \$45,000 to visit and view the collection who were told by Lauren, “No. Not enough!” I noted recently that listed in the top highest paid 25 women was Jackwyn L Nemrov, Executive VP, Ralph Lauren Corp. whose earnings were recorded as \$11,792,285.00. I therefore wonder what Mark’s earnings are? They must be greater than Jackwyn’s as his title says he is the guardian of Lauren’s fabulous, never to be shown, car collection. No one could have a more important occupation. I never asked the question. To be factual and fair some of Lauren’s cars do appear at selected shows. So an excellent evening and early to bed as there was a prompt start to Saturday’s event which was a Mountain Tour from Arroyo Vино to Cerrillos. 70 miles starting at 7:30 A.M. to 12:00 Noon.

Not a cloud in the sky as we travelled to the starting point next day in John’s 1949 Convertible Ford with the hood down to breathe the fresh morning air. On arrival there were at least 60 of the eventual 80 cars parked ready for the off. John was not entering the Ford in the show but was parading his 1964 B.M.W R69S Motor Cycle. This bike was not the fastest available in its day but offered great comfort and, because of its unique front suspension,

could link up to a sidecar. The front suspension was known as an “Earles Fork” which was licensed from an English design by one Ernie Earles.! I was happy John chose the Ford and not the pillion seat for my journey . I was, unfortunately, “shaking hands with an old friend” when the C’s/D’s and SS’s arrived but I heard them. What a glorious morning symphony. I saw them and heard them at close hand when they set off. Three of each type. The fourth D-type, Steve McQueen’s, was resting for its crowd pleasing appearance at the show. I have always lusted after one of these historic Jaguars but seeing a number of each type in motion I realized my lust in future would be focused on XKSS. What an enticing feline form it is. Of course my real desire is the cream of them all the “X J 13” but that can never be as there is only one in the world. But I have driven John’s replica! The Z-Type. When a Ferrari sells for \$27.5 million last month and Fangio’s silver racer sold for \$30 million I cannot imagine the worth of the only one XJ 13. “Do I hear 100?” “Million” of course!

So we set off following the convoy through the unusual scenery of New Mexico. A month before I had been travelling in an XF through that “green and pleasant land. This England” Now desert, bush and a simmering mountain background. Both have their own enchantment. The deserted town of Cerrillos was most interesting and John told me that though it was said to be uninhabited it really did have a few residents. It has been featured in many a cowboy movie and like many a bad guy we sought “Bad Mary’s Saloon.” It seemed a few dozen other people had the same idea...we retreated rapidly and set off home as we were to meet the ladies at the club for lunch. No sooner



had we left but we passed a 1952 Hornet Sedan slowly progressing on its way. A few 100 yards on John noted the Hudson had stopped. We turned and back tracked. The

owner of the Hudson, Jon Anderson, thought he had run out of petrol. So we took him the few miles to the gas station. While there it proved to be an historic day for this gas station. I would bet my life that it would never have a 1931 Chrysler Imperial CG Sedan, a 1923 Rolls Royce Silver Ghost Tourer and a 1926 Rolls Royce Silver Ghost Pall Mall Open Tourer all pull in for gas at the same time not to mention

Roving Reporter - November 2013 (continued)

John's Ford!! We returned Jon Anderson to his car and headed to the club. The problem with the Hudson was a loose wire we heard later. John had done his good deed for the day.

That night we went to a new restaurant downtown booked through the club. 65 were expected. We were early and soon were enjoying our food and red wine. Something hit me on the head and knocked over our wine bottle and glass. Marte was soaked. A hard piece of sound proofing had fallen from the ceiling. We were taken to a new table but the owner was not too interested as he was grappling with the 120 customers who had turned up!! Familiar numbers. I had a spot of blood on my right eye lid and when I protested that I could not see it was received with gales of laughter as they knew I had lost the sight in that eye a few years before. Worth a try?

The day of the show we set off early as John had to prepare the site for the awards presentation and give a final polish to his Motor Cycle. All 120 cars, 11 Motorcycles and 14 Bicycles were in place. The 20 judges were convened to receive their marching orders. Yes 20. Denise Mc Cluggage was Chief Judge and our heroes Sir Stirling and Norman were included. Al Unser and Mark Reinwald (Ralph Lauren) were others of note together with Michael Furman of Philadelphia. His work is much prized by collectors of photography as art. There were a number of awards to be made. The judging formula for the Concorso is entirely unique. Each entered car is critiqued by a select group of judges. By way of their own enthusiasm and dedication to the sport of motoring, the judges are called upon to subjectively choose which car they feel has achieved its design goal, performance expectations, place in automotive history, and overall impact on the automotive soul. One vehicle from each class was chosen and awarded Best in Class. From this select group, the judges picked two entries as Best of Show Elegance and Best of Show Sport. Each winner is awarded an exceptional piece of art to enjoy for years to come. Each winner drove their winning car up to receive their award which is a great feature for the assembled audience.

It would be great if I could show a photo of each of the cars but you can guess the quality by those I have already mentioned. And here are a few others;

A 1911 Pope Hartford Touring; a 1925 Cadillac Model V-65 Phaeton; a Nash Four Door Sedan; a 1952 Allard J2X roadster; a 1953 Arnolt-MG Bertone Coupe; a 1953 Ferrari 212 Vignale Coupe; a 1930 Alvis 12/60; a 1929 Auburn Cabriolet; a 1933 Delage DBS Sports Coupe; a 1955 Fer-

rari Mondial Series 1 1 Spyder; a 1959 Morris Minor Traveller; a 1960 Porsche Diesel Tractor!!; a 1964 Jaguar XKE Coupe; a 1966 Aston Martin DB5 Saloon; a 1975 Jaguar XJ6C, Shelby, Lotus, Morgan, Audi, Porsche, Austin Healey and all you can think of. All deserved prizes and indeed all the C's D's and SS were awarded Director's awards. Thanks John! The big awards went to the 1933 Delage DBS Coupe Best in Show Elegance and for Best in Show Sport the award went to the (\$30 million) 275 GTS/4 Ferrari. Never mind that. I would have awarded the Elegance to the Morris Minor Traveler!

The most coveted award on the Classic Car Circuit is, I am told, "The Lee Iacocca Award." The award celebrates auto enthusiasts on multiple levels, including character, community involvement, integrity of excellence of the presentation of their vehicles. Some of the recipients include Jay Leno, Bruce Meyer, Jack Roush, Steve Saleen, Carroll Shelby, and Dr. Frederick A Simeone. The Santa Fe Concorso was honored to award it to their very own Denise Mc Cluggage!

So it was over and a great success. We estimated that 1,200 attended. Before leaving one last look at those 3 x C's; 3 x D's and 4 x XKSS. Will I ever get the chance again? All ten deserved the award for "Poetry in Motion and Design." The sound of their exhausts still rings in my ears and brings a tear to my eye!!!

On the Monday John, Mo and I went to the movies to see the new film "RUSH."

The film centers on the Formula 1 rivalry of the 1976 season between Niki Lauda and James Hunt. Not only a racing movie but a human story between two very opposite characters. Marvelous. See it. You will not be disappointed.

On Tuesday I went to a gathering of Petrol Heads that gather that day every week for lunch. What a sound gathering. Denise was there so I asked her, "Sir Stirling had that terrible accident three years ago when

he fell down a lift shaft. How was his overall health?" She answered in a flash, "Considering he should be dead he is doing OK!" Love it

So that evening Marte, Mo, John and I went out to dine and to thank our hosts for a most memorable visit. It will be long remembered and never surpassed. Next morning at 7:25 am we reluctantly took off for Dallas leaving Marte and John behind but our wonderful memories intact. Thank You both again.





Join The Delaware Valley Jaguar Club for our annual holiday party and awards celebration!

When: Sunday, January 19th at 11:30 AM

Where: The William Penn Inn, Gwynedd - (215) 699-4808



The historic William Penn Inn will be the setting to enjoy a gathering of great Jaguar people at this year's DVJC Holiday and Awards Party. This charming inn's history stretches back to the origins of country hospitality in Penn's Woods, the colony founded by William Penn in the 1700's. At this year's event, their hospitality will be providing us with a fabulous



brunch featuring hot and cold selections that will be a treat!

Selections include scrambled eggs, Belgian Waffles, Tilapia Piccata, Beef Stroganoff, Smoked Salmon, Salad and more. Cash bar from 11:30am -1:00pm.

Just \$30 per person.

Checks to M.J. Tate, 24 Ashtree Lane, Malvern, PA 19355



For more information,
contact Michael Tate: 610-827-7763
mj@tate1414@verizon.net



The 2013 Pumpkin Run Rally

By: Brian Craig

What a difference a year makes! The 2012 Pumpkin Run Rally was cut short due to Superstorm Sandy and many participants headed home to brace for the worst. This year was pleasant and relatively dry. There were some light showers on Saturday but nothing to hinder the enthusiasm of the people gathered for the 2013 Pumpkin Run.

The Pumpkin Run consists of a segment on Friday, starting after lunch. This is essentially a warm up and separate awards are given on Friday night. The main event takes place on Saturday and Sunday and culminates with a brunch and award ceremony on Sunday. Due to work commitments Pauline and I rarely get to compete in the Friday rally. This year we were fortunate enough to be able to leave for Millsboro on Thursday afternoon.

The ride to Millsboro proved to be quite pleasant. The Blue Route (I-476) cooperated with traffic moving at a moderate pace. Once we were headed south on I-95 traffic moved unimpeded. The new I-95 / Rte. 1 Interchange in Christiana slowed us down a little but was a vast improvement over the old configuration. Delaware's Rte. 1 took us to Rte. 113 without a hitch. From there it was a straight shot to Millsboro, Delaware. We arrived at the Atlantic Inn about 6:30 pm and met up with Tom and Nancy Jones. We learned other Pumpkin Run participants were meeting at The Blue Water Grill. We jumped in Tom and Nancy's XJ6 and met the rest of the crew there. It was a very enjoyable dinner.

Friday we set off for the Millsboro Volunteer Fire Department. We registered and our XJ8 went to the safety inspection. Everything worked, not always the case, and we settled in for lunch at the fire house. While taking photos in the parking lot I observed a yellow E-Type 2+2 and went over to introduce myself to the crew. Brad Phillips was the driver and Jeff Stumb was his navigator. Brad is a member of the Nation's Capital Jaguar Owner's Club so we had another competitor for

the Jaguar trophies. During this time Kurt Rappold and Bob Brown arrived. The Jaguar contingent was present and accounted for.

The volunteers at the Millsboro Fire Department always provide excellent food and this year was no exception. Everyone lined up for the excellent fare. While finishing lunch Bob Bryan started the rally school. Instructions for the afternoon's rally were distributed. The 112 instructions would take us 74 miles. Bob covered some important instructions and cautions on specific instruction numbers. Then we were off to rally.

Approximately 5 hours later we returned to the fire house to have dinner and get the results of the afternoon's drive. Phillips and Stumb achieved 1st place SOP with Jones and Jones taking 2nd. Rappold and Brown received an ACE (a perfect time) on leg 3, the only SOP participants to do so. Pauline gave me a stern lecture as we were fast on every leg. I tried to explain to her that the Jaguar just isn't happy at the speeds contained in the instructions. That resulted in me getting "the look" so I quickly apologized and promised to be a better listener.

Following dinner we received Saturday's instructions and more hints from Bob Bryan about where to be careful and things on which to concentrate. These hints are always valuable and well worth noting.

Saturday we were up early and off to the fire house for a splendid breakfast. They even had scrapple!! My favorite health food. We then headed out for the day's challenge. We faced 248 instructions that would take us 209 miles. Lunch was at the Deal Island - Chance Fire Company, a location deep into the DELMARVA peninsula on the Chesapeake Bay. On the way there Pauline and I were stopped by a gentleman who was trying to be helpful. He told us he had seen several cars in the rally making a turn and he asked if we were aware the road was a dead end. I told him we had specific instructions and, if we were told

The 2013 Pumpkin Run Rally (continued)

to turn here we were turning. Thankfully we had followed the instructions correctly and arrived at the appointed location for lunch.

Saturday is always the longest and most grueling part of the rally. Two of our colleagues suffered mechanical difficulties. One was able to make emergency repairs and continue. Another, unfortunately, needed to be towed but fixed the problem and continued on Sunday.

We completed the run at the Atlantic Inn. Following a quick freshening up at the hotel we headed back to the fire house for dinner. Following dinner the day's results were announced. Phillips and Stumb were in 1st place in SOP and had scored an ACE. Jones and Jones finished the day in 3rd SOP. Pauline and I were in 4th with more early times. Another lecture but no lame excuses. Again I promised to try to do better. Pauline was doing her job keeping me informed of the speeds I should be going and pointed in the right direction. A silent auction was held and several items were actively auctioned. We then got the instructions for Sunday.

Breakfast on Sunday was at the Atlantic Inn. While adequate it was nothing like what we experienced at the fire house. We then headed to the rally start point. We arrived there before the sun rose and the roosters started their wake up song. Pauline and I had drawn the first starting position for Sunday so we had to be sure we were on time.

Sunday's instructions took us on some very narrow roads at some very slow speeds (8 mph). Apparently one of the residents took exception to this activity. Well after Pauline and I had driven through the neighborhood a woman was stopping the cars and complaining there was too much traffic, the cars were going too fast (again, 8 mph) and there were children in the neighborhood. None of saw those elusive children.

We all completed the 155 instructions having traveled 93 miles. The finish line was at the Millsboro Fire House. Brunch was wonderful and we all settled in to here the final results. As expected Phillips and Stumb took 1st place SOP for the rally.

Pauline and I were thoroughly shocked when it was announced we had taken 2nd place SOP. See, I DID try harder and followed Pauline's instructions closely (with one exception). This got me a much appreciated hug and smile. Jones and Jones took 3rd place SOP. Jaguars swept the SOP division! Following the Northeast Rally Club awards Kurt Rappold announced the results for DVJC. They mirrored the overall rally results with Phillips and Stumb taking 1st, Craig and Craig earning second and Jones and Jones placing 3rd.

Bob Bryan announced the rally and fund raising efforts resulted in our presenting the Millsboro Fire Company a donation of \$6,000. As much fun as it was to participate in this event it was wonderful to know we had assisted a worthwhile organization. Everyone agreed we owed a debt of gratitude to Bob Bryan, Sister McRae, Teresa Wolfe, Jim Feeney, and all the volunteers who manned the checkpoints and did the work behind the scenes to make the rally a success. We are also very grateful to the wonderful people at the Millsboro Fire Company. Thanks to all.

Below are the final results for Jaguar participants for all four stages of the rally. Individual segment results are on the following page.

Delaware Valley Jaguar Club Rally Results

53 sec.	Phillips & Stumb 1970 E-Type 2+2
57 sec.	Craig & Craig 1999 XK8 Coupe
2m 18 sec.	Jones & Jones 1986 XJ6 Saloon
3m 4sec.	Rappold & Brown 1994 XJ6 Saloon

2013 Pumpkin Run Rally Results for JCNA

October 18, 2013 NE33 Delaware Valley Jaguar Club				Rally	2013 Pumpkin Rally		
Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series 111, Green	17	10	Delaware Valley Jaguar Club
T1	2	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1984 XJ6 Saloon, Champagne	19	8	Delaware Valley Jaguar Club
T1	3	Brian Craig Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	21	6	Delaware Valley Jaguar Club
T1N	1	Bradley Phillips Jeff Stumb	NE40-51878	1970 E-Type 2+2, Yellow	17	10	Nation s Capital Jaguar Owners Club

October 19, 2013 NE33 Delaware Valley Jaguar Club				Rally	2013 Pumpkin Rally - AM		
Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series 111, Green	4	10	Delaware Valley Jaguar Club
T1	2	Brian Craig Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	10	8	Delaware Valley Jaguar Club
T1	3	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1984 XJ6 Saloon, Champagne	28	6	Delaware Valley Jaguar Club
T1N	1	Bradley Phillips Jeff Stumb	NE40-51878	1970 E-Type 2+2, Yellow	5	10	Nation s Capital Jaguar Owners Club

October 19, 2013 NE33 Delaware Valley Jaguar Club				Rally	2013 Pumpkin Rally - PM		
Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Brian Craig Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	22	10	Delaware Valley Jaguar Club
T1	2	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series 111, Green	99	8	Delaware Valley Jaguar Club
T1	3	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1984 XJ6 Saloon, Champagne	147	6	Delaware Valley Jaguar Club
T1N	1	Bradley Phillips Jeff Stumb	NE40-51878	1970 E-Type 2+2, Yellow	21	10	Nation s Capital Jaguar Owners Club

October 20, 2013 NE33 Delaware Valley Jaguar Club				Rally	2013 Pumpkin Rally		
Cls	Place	Name (Driver / Nav.)	JCNA #	Car	Score	Points	Entrant's Club
T1	1	Brian Craig Pauline Craig	NE33-42026 NE33-42026	1999 XK8 Coupe, Red	4	10	Delaware Valley Jaguar Club
T1	2	Thomas Jones Nancy Jones	NE33-35153 NE33-35153	1986 XJ6 Series 111, Green	18	8	Delaware Valley Jaguar Club
T1	3	Kurt Rappold Bob Brown	NE33-4134 NE33-41224	1984 XJ6 Saloon, Champagne	30	6	Delaware Valley Jaguar Club
T1N	1	Bradley Phillips Jeff Stumb	NE40-51878	1970 E-Type 2+2, Yellow	10	10	Nation s Capital Jaguar Owners Club

The 2013 Pumpkin Run Rally Photos



DVJC Rally Award Winners—3rd—Nancy and Tom Jones, 2nd—Brian and Pauline Craig, 1st—Brad Phillips and Jeff Stumb.



NERC 1st place Brad Phillips and Jeff Stumb with Bob Bryan, and their 1970 E-Type.



NERC 2nd place Pauline and Brian Craig with Bob Bryan, and their 1999 XK8.



NERC 3rd place Tom and Nancy Jones with Bob Bryan, and their 1986 XJ6.



NERC ACE recipients Bob Brown and Kurt Rappold, and their 1984 XJ6.

Delaware Valley Jaguar Club Breakfast Socials

Sunday, November 24th, 9:00 am

Sunday, December 15th, 9:00 am

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

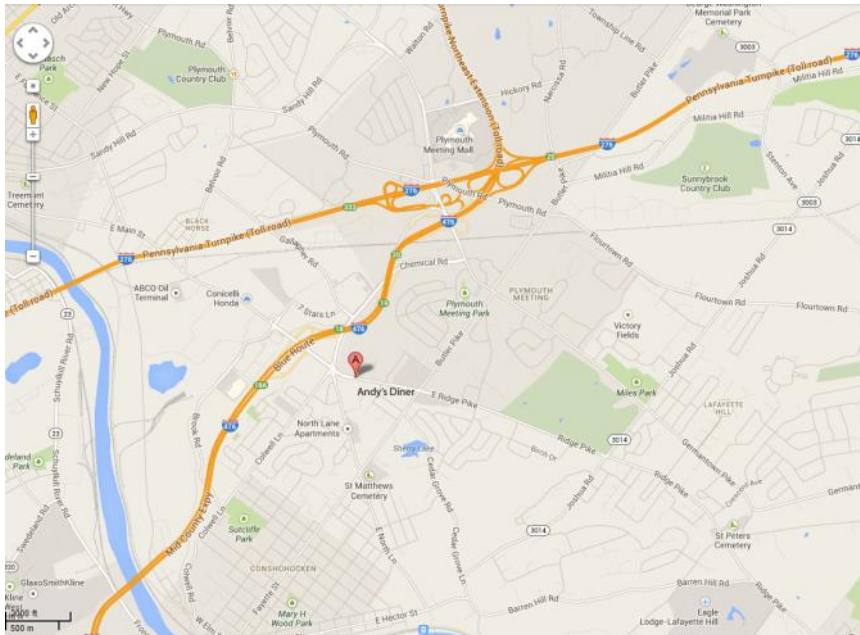
Driving directions from the Pennsylvania Turnpike:

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.



CLASSIFIED

1988 XJ-S V12 CONVERTIBLE (FIRST REGISTERED 1989)

LANDMARK CAR FOR JAGUAR.

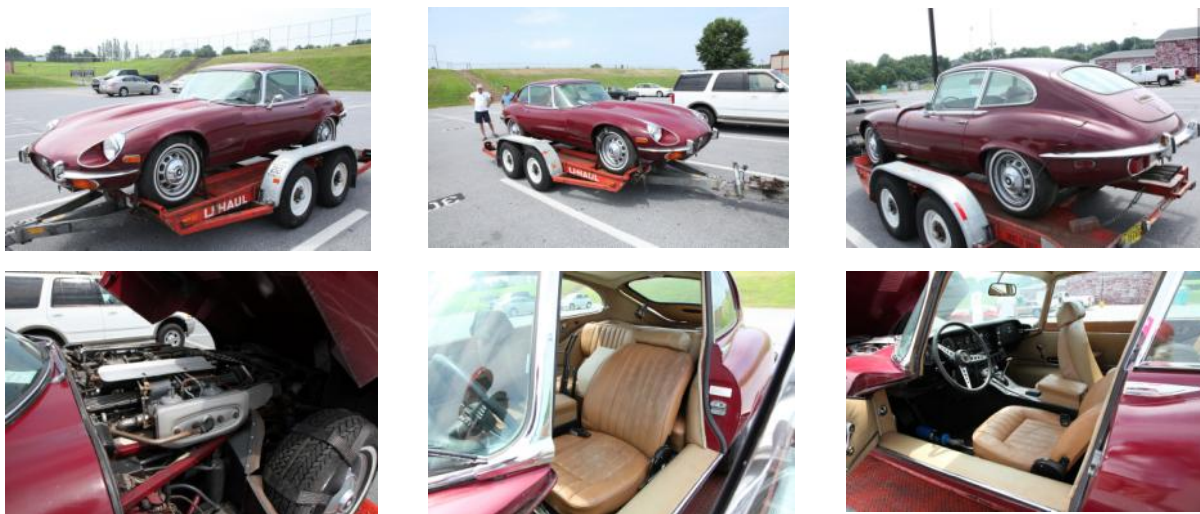
THIS WAS THE FIRST FULL CONVERTIBLE TWO SEATER MODEL WITH ELECTRICALLY OPERATED FOLDING MOHAIR HOOD INCORPORATING HEATED GLASS REAR SCREEN AND FRAMELESS FULLY RETRACTABLE SIDE WINDOWS. FITTED WITH LATTICE ALLOY WHEELS, ENHANCED INTERIOR WALNUT VENEER, CRUISE CONTROL, AIR CONDITIONING, HEATED SEATS AND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



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:

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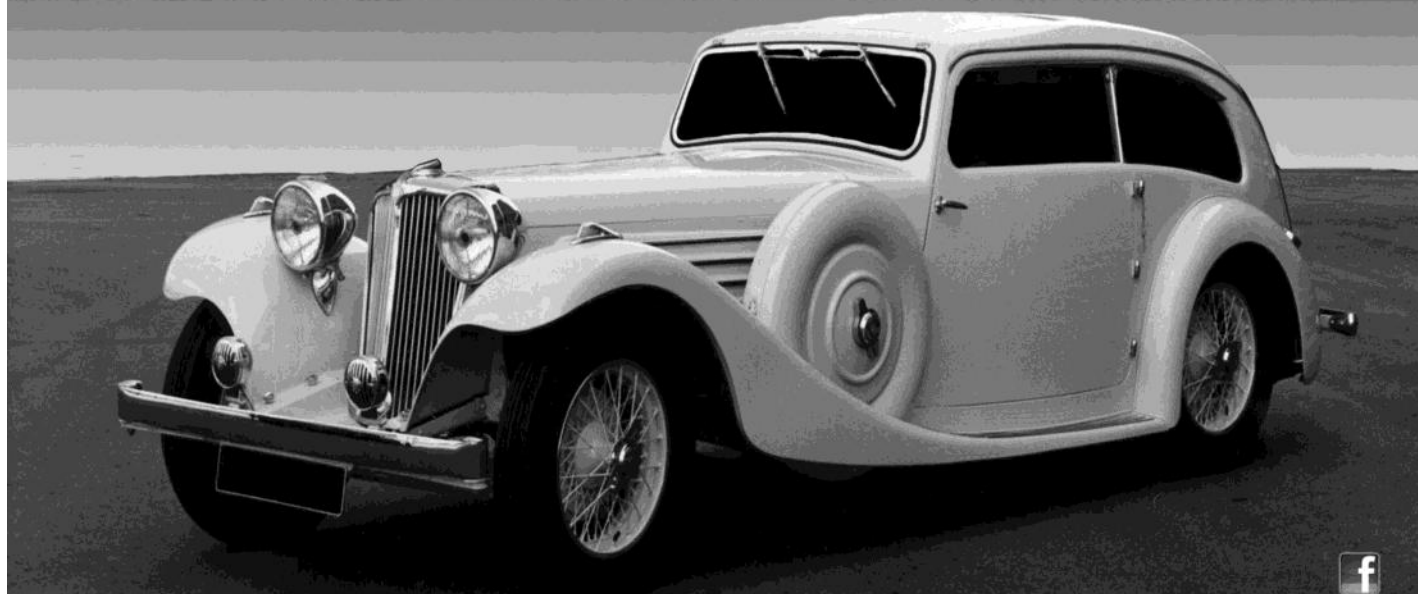
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Choose from the following. All shirts/jackets are embroidered with DVJC logo.



Devon & Jones D700 3-Season Jacket

100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant

Colors: Forrest, Stone

Price: S-XL: \$39.95 XXL: \$45.00 3XL: \$47.50 4XL: \$50.50



Ultraclub 8536 Pique Golf Shirt

White body pique golf shirt with multi-stripe trim.

Colors: White w/Green Trim

Price: S-XL: \$22.00 XXL: \$26.50 3XL: \$28.50 4XL: \$30.50



Lee (83062)

Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle

Colors: Stone, Moss

Price: M-XL: \$28.50 XXL: \$33.50



Lee Mens (71808)

Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs

Natural, Hunter Green

NEW LOWER PRICE!! All sizes: \$28.50



Folding Camp Chair

Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair.

Color: Hunter green

Price: \$28.95



Mesh Camp Chair

Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.

Color: Hunter green

Price: \$28.95



Hat (#1701)

Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo

Colors: Jaguar green

Price: \$7.00







Hat (#3701)

Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo

Colors: Jaguar green

Price: \$7.00

DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<u>Folding Table</u> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95
	<u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$
	<u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95

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Editor : Pauline and Brian Craig
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