
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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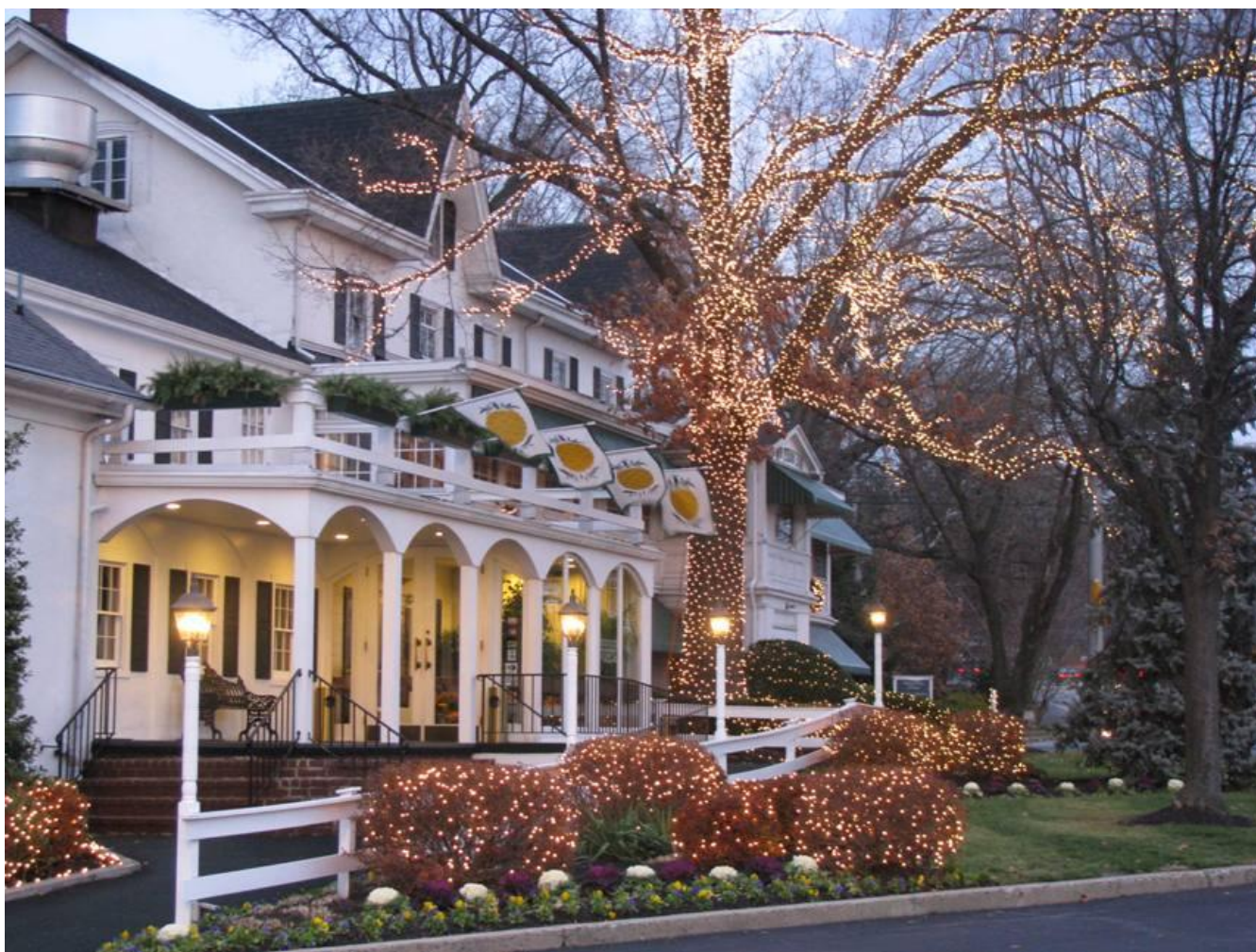
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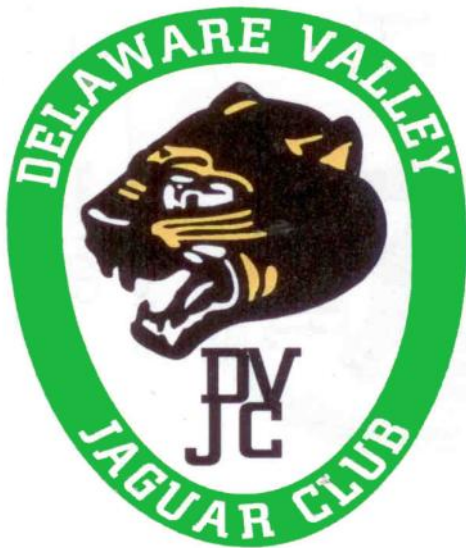
December 2013

www.jcna.com/clubs/dvjc

DVJC Holiday Party, 1/19/2014



Pictured above is the beautiful William Penn Inn, the new venue for the DVJC Holiday Party. Please see Mike Tate's *Roving Reporter* (p. 6) and the flyer on page 9 for additional information. See you there.



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 and information from Ann Perry on page 20..

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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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Upcoming DVJC Events

December 15, 2013

DVJC Breakfast Social

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

Contact: Charles Olson, cwolson29@comcast.net (see p.14)

January 12, 2014

DVJC Breakfast Social

Cantwell Tavern, 109 Main Street, Odessa, Delaware

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

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)*

February 16, 2014

DVJC Breakfast Social

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

Contact: Charles Olson, cwolson29@comcast.net (see p.14)

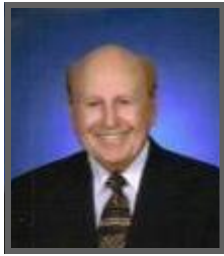
Other Interesting Events

February 8—16, 2014

Philadelphia Auto Show

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

Contact: www.phillyautoshow.com



The Prez Sez December 2013

I hope you all had a Happy Thanksgiving with your family and friends! When my family is gathered around the table to give thanks for our many blessings, I'm always reminded of those less fortunate and thank God for the blessings bestowed upon us. I also give thanks for the members of the DVJC, that offer their time and talents to make my task as your president more effective.

I'm also very happy about the response in attendance at our Breakfast Meetings and delighted that some of the wives are attending. I must apologize to several of the women that attended our last, that I failed to introduce myself. I hope I will have that opportunity at our next "Breakfast at Andy's" on Dec 15th, to do some last minute shopping after breakfast. I'm planning to lead a trip to Peddler's Village in Lahaska, for those that wish to shop or just admire the Festive Christmas decorations. Of course you can choose to shop anywhere or just return home. If the weather's favorable to drive the Jag to these Winter events, please do so, but if not, any vehicle that you'll feel comfortable driving to get you there.

Andy's Diner has proven to be a good location, easily reached by some, but quite a distance for others, so I'm scheduling a ***"Special Breakfast Meeting" at the Cantwell Tavern, in Odessa, Delaware on Sunday, January 12th, 2014*** at 9:00 am (see p. 12). My plan is to invite all of our members in the Delaware, Maryland areas to attend. I'd like to generate interest in promoting events in their areas and to encourage them to attend our Holiday Party the following week. Of course, any of our other members are invited to attend the breakfast as well. With the Holiday Party on the 19th and the officer's meeting on Saturday the 25th, our ***Breakfast at Andy's will not be scheduled until February 16th, 2014.***

I will be planning to form the nucleus of the 2015 AGM planning Committee to review the contract I have just received from the Sheraton. Our Site Committee has secured the Simeone Museum for our Friday night gathering and the Sheraton Society Hill Hotel for the Business meeting and Awards

Banquet. Their work is now concluded and the members of that committee hopefully will accept new committee assignments. I thank each of them for their efforts as Site Committee members.

Most of the committee work is started after the 2014 AGM in Boston, on April 14th. I will be a delegate, along with the vice president, to perform our business as delegates, in addition to observe and question the methods used by the Host Club to help in making our planning more effective. Any member of the JCNA may attend as guests. I plan on making a ten minute overview presentation at the AGM as the 2015 Host, to show what Philadelphia has to offer the Delegates and their families as guests. I plan on doing an 10minute overview Power Point presentation at our Holiday party to identify the other committees that will require staffing and members that are interested.

In concluding "The Prez Sez" for 2013, I look forward to a very busy 2014 in working with our officers to provide interesting and diversified events to attract new members and continue to have our current members renew. Brian Craig, our Web master, editor and photographer, has been most diligent in putting together a photo collage of most all of our events since 2011. Go to this website:

www.flickr.com/photos/bcsphotos95/sets and select the events of your interest.

December is a busy time for all of us with the remaining event "Breakfast at Andy's" on the 15th. I look forward to seeing you and wish you and all our members a---

Happy Holiday Season!

Be Courteous,

Drive Safely,

and Have Fun

At your service,

President Charles Olson

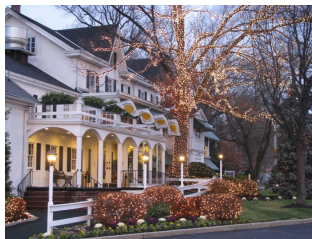


Roving Reporter - December 2013

By Michael Tate

TIME TO ALL CELEBRATE AT THE HOLIDAY AND AWARDS PARTY

This should be a really good celebration. To get away from the rush of Thanksgiving and Christmas and to break up the gloom of January we decided to hold our annual celebration in mid that month. The 19th to be exact! This allowed us to pick a top notch venue at reasonable cost. You can come to the William Penn Inn and enjoy their ageless surroundings and excellent food for only \$30 a person! To keep the cost very reasonable for such an occasion the directors agreed that the club would pick up the cost of gratuities and tax.



The gathering is not only to eat, drink and socialize. We plan to show in the background a film of the DVJC Slalom and slides of various member's cars at club events. Also there will be an automobilia auction so please bring any items you can donate to this event. It totally relies on members generosity. The annual awards will be presented and our President, Charlie Olson, will outline the plans for what will be a major undertaking for the club "The 2015 Annual General Meeting of the Jaguar Clubs Of North America." This once in a "lifetime event held locally" is something you will all want to know about.

Details of how to book your reservations are enclosed in this Purr (see p. 9). I have to inform the William Penn our number of attendees by Wednesday January 15th. I urge you to book as soon as possible so we feel comfortable with

the numbers. When you arrive at the William Penn park in the rear car park and enter our area through the "Banquet Entrance."

A great way to kick off the year and to celebrate JLR's great success since being purchased by TATA Sons.

JAGUAR PARKS ITS NEW TANK ON THE LAWN OF ITS GERMAN RIVALS

So read my favorite headline as the press exults over Tata's success silencing many critics of Ford allowing Tata to purchase Jaguar and Land Rover. This headline was to announce the Jaguar sporty upright prototype Estate (Wagon) the C-X17. So after rumors for years Jaguar



have the promise of an SUV type vehicle which they hope will replicate the runaway suc-

cess of their Evoque, the baby Range Rover, of which it is now producing 120,000 a year. At the same time JLR announced that they are to open a new production line in Birmingham, in the heart of the English Midlands, which will create another 1,700 manufacturing jobs. The launch of the C-X17 at the Frankfurt Show was thought to be a direct challenge to their great German rivals BMW, Mercedes Benz, and Audi and JLR trumpeted, "This signals our ambitions to push the boundaries." It is said that the lessons learned in the development of the C-X17 will be used on the 2015 launch of a newly created mid-sized Jaguar, as yet unnamed but targeted at and competing with the BMW 3 Series and Mercedes-Benz C class. A special 5 seat and extra luxurious version of the all alu-

Roving Reporter - December 2013 (continued)

minum C-X17, painted bronze, was released at the Guangzhou, China, car show.

Another major announcement followed at the Los Angeles car show with the long awaited release of the 2015 Jaguar F-type Coupe.

“Stunning,” said the media. I will see if I can



bring one to the Holiday Party so you can judge for yourselves. The specs closely follow the convertible and prices start at \$4,000 less. As expected Coupe versions always visually look more stunning than the convertible and the F-type coupe is no exception. Two Sunners!

Yet another headline further illustrates JLR's future plans to take on the competition and win. Here it is:- “Jaguar Land Rover Announces Plans To Work With Intel Next Generation In-Vehicle Technologies”. Collaboration with Intel enhances JLR research into future vehicle infotainment. To facilitate this strengthening of its technology focus it will open a new R & D center in Portland, Oregon. This new center has been located to enhance collaboration on research and product development with Intel and other leading IT businesses.

With all this good news and the following exciting announcements of sales increases means new owners are buying into the brand. This must mean there will be a greater demand for older products like those in our garages meaning increased value easily covering the cost of a night out at the William Penn Inn. So don't hesitate....please support

us at this historic time for Jaguar.

JLR ARE ON A ROLL. CAN YOU TAKE MORE???

JLR will invest circa \$4.25 bn in its products and facilities in the financial year to March 2014.

JLR will invest \$75 m in a Purpose built \$150 m “National Automotive Innovation Campus.”

In a report by January Automobile magazine reporting the growth of luxury cars under the heading “Winners and Losers By Change Year Over Year” Jaguar were in second place with 31%. Maserati were first with 41% , Porsche third 13%, Cadillac fourth 10%.

Even Jaguar's advertising symbol has taken a leap forward. The “leaper” you will recall



was always just taking off over the name JAGUAR. It now is neatly positioned in the air spanning the name. It looks so much better than the previous example. Incidentally, the symbol is taken from the Series 2 leaper with rear legs outstretched.

Another eye catching headline was in the December JAGUAR WORLD MONTHLY Magazine with “JLR record breaking sales.” They said Jaguar sold a very healthy 8,426 models worldwide during September, up 35% on 2012 figures. Numbers were boosted by the successful launch of the new F-Type Convertible along with continued demand for all XF derivatives and a solid performance from the XJ up 51%.! JLR UK also hit record sales numbers selling 43,181 vehicles, up 17%. There are increases in each major

Roving Reporter - December 2013 (continued)

region: 122% up in China, 33% North America, 24% in Asia Pacific, 19% in the UK, 18% in Europe and 29% in other overseas markets. In the UK more than 1,000 F-Type convertibles are with their lucky owners.

AUCTION PRICES CONTINUE TO RISE

On December 1st Ecurie Ecosse fan Dick Skipworth put his collection up for sale at Bonhams. The Ecurie Ecosse team was founded in 1951 and went on to take 68 victories in 10 seasons. Consecutive Le Mans wins in 1956 and 1957 were their major achievements with the works prepared D-Types. The vehicles, painted in Flag Metallic Blue, included in the auction were: 1952 Jaguar XK 120; 1953 Jaguar C-Type; 1956 Short Nosed D-Type (without the fin) 1959 Commer Ecurie Ecosse Transporter. This famous transporter with its unique bodywork is capable of carrying three cars: one inside and two on top.



The final total selling price was \$23 million. When I have the individual sale prices I will let you know. The average price for the 5 vehicles was \$4.64 million.

A barn find E-type and XK 120 were sold at Coys on the 26th of August. The flat floor E-Type, 40th off the production line, was found in a garage near Le Mans left there in 1974. Estimated to sell for \$49 - \$64K it sold for \$148,864. The XK 120 was found in a locked-up garage in Essex, England. It was supplied new in 1951 and went into long term storage in 1954. It was estimated to sell for \$24 - \$40K. When I know what the winning

bid I will report. I find it amazing that barn finds such as these continue to be found.

JEWELS IN THE CROWN

Received this week a new book from www.Skilleterbooks.co.uk by Ray Hutton with the title "*Jewels In The Crown.*" The first few pages are excellent. The best description is contained on the fly leaf and I quote, "In 2008 Jaguar and Land Rover, prestigious jewels in the crown of the British Motor industry, were up for sale. Ford, the automotive giant that owned them, had identified Tata of India as its preferred bidder. Commentators asked "what does an Indian Company know about running a Premium Car Business?"

"Five years on, Tata has not only returned JLR to profit but also transformed the public image of these long established but slightly tarnished British brands, launching a number of carefully-positioned new models, From the XJ saloon, the Range Rover Evoque and the F-Type Sports Car bringing a new approach to the business."

"Award winning journalist Ray Hutton goes behind the scenes to examine how this remarkable change of fortunes was achieved. The result is a masterful business case study, essential reading for anyone interested in the future of the motor industry."

I PLAN TO HAVE ONE COPY FOR AUCTION AT THE HOLIDAY PARTY but order one now and it will be here by Christmas I have enjoyed writing for you this year and wish you all Seasonal Greetings and Good Wishes.

See you on January 19th!! Michael T



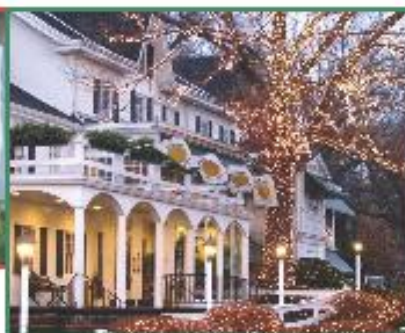
Join The Delaware Valley Jaguar Club for our annual holiday party and awards celebration!

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 Blizzard of 1966

by Frank Weikel (DVJC Founding Father)

Our family is big on Tradition. Especially at Christmas. That's why "going to Gram's house" on Christmas Eve was more than a pleasant idea: It was an obsession. We simply *had* to go. The whole family would be there, to exchange gifts and holiday cheer. Most of the family was nearby, clustered around a little town in the hills of Chester County, Pennsylvania. We were the outlanders, living all of 40 miles away, in New Jersey. No problem — it was an easy, one-hour drive through Philadelphia, up the Schuylkill Expressway, then a pleasant ramble through Valley Forge Park, and we were there.

Easy?? Pleasant?? Not on Christmas Eve, 1966!! The day dawned bleak and gray. Forecasters muttered ominous warnings of "the worst blizzard in years," heading our way.

No matter. We're going to Gram's, and *that's that*. What's more, we're returning the same night, because Tradition also demands that we celebrate Christmas Day in our own home.

In those happy days, our total stable of cars consisted of two Jaguars: an XK-150 drop head ("convertible") coupe, and a 3.4 Mark II sedan with manual transmission — an interesting car, originally sold in Paris, France, with factory-installed amber fog lights, required for night driving in France.

So it was over the river and through the woods, to Grandmother's house we went, in the Mark II — all five of us. Ma-ma in her kerchief, and I in my cap — and the children all nestled (stuffed) in the back — all three of them.

Before setting out on this expedition, I had the good sense to have a pair of oversized, cleated snow tires put on the Jaguar. They were so big, the fender skirts wouldn't fit, and had to be left at home — just as well, as it turned out.

The snow was falling enthusiastically as we set out on our big adventure. Visibility was near zero; the windows were fogged, the wipers couldn't

keep up with the snow and kept icing up. The heater struggled; the defroster shrugged off its responsibility. The snow swirled around us, cutting visibility to a few feet. The amber fog lamps proved their worth!

We forged ahead. The combination of the weight — five people, plus what seemed like a half ton of presents stuffed in the "boot" (trunk), the four-speed stick and the "tractor" tires on the back made the little Mark II perform like a CJ5 Jeep. The roads were almost impassible, even the Expressway, but the Jaguar lurched on, even passing a stuck snow plow. In fact, with its nose close to the ground, it actually behaved like a snow plow, clearing a path for itself.

We did have an anxious moment: After plowing through a particularly deep drift on what was normally the busy Schuylkill Expressway, the engine died. Quick diagnosis : Snow packed around the distributor, melting, shorting out the ignition. Cure: Wipe it down, wait a few moments — *Varoom!* Press onward.



To everyone's amazement, we pulled into Gram's driveway (or at least the spot where we remembered it used to be) only a few hours late. We were the only ones

there! The rest of the family, just a few miles away, hadn't dared venture out. The snow was at least two feet deep at that point, still coming down, and drifting alarmingly.

It was the briefest Christmas Eve celebration we can recall. Gifts were hurriedly exchanged, coffee and hot chocolate gulped down, and we were soon back in the Jaguar (with even more presents than on the trip up!), headed home.

Any sane person would have settled in for the night, but Tradition (plus the problem of accommodating seven people in a two-bedroom house) drove us on. Besides, our outbound trip had been so successful, I had convinced myself that the

The Blizzard of 1966 (continued)

combination of the Mark II's traction and my driving skill could surmount any obstacle. It was more than a drive home. It was a challenge, to be met and conquered. And, anyway, it had stopped snowing.

Little did we know that the trip home would make the outbound leg of our journey seem like a summer Sunday's drive!

It was about 10:00 PM. The snow had stopped falling but was still drifting. As we embarked on what we assumed would be an easier drive than the outbound trip, we were struck by the unnatural silence and lack of any visible human activity. No cars, no snow plows, no people. Just the five of us in a little silver-grey Jaguar, breaking new tracks through the mantle of snow. It was as if the world had pulled a thick white blanket over its head and gone to sleep.

As we proceeded with surprising agility through nearby Phoenixville, we saw a few lonely cars, struggling along. Our spirits soared. The trip home would be a piece of cake!

Or so we thought.

Only one final obstacle lay in our path before the sanctuary of the Schuylkill Expressway to downtown Philadelphia: Valley Forge Park.

A beautifully landscaped area of several square miles, Valley Forge Park is, of course, where George Washington and his tattered army spent a wretched winter in 1776. Now, it's a place to picnic on a warm summer afternoon. But in the winter of 1966 it was as foreboding to us as it must have been to George & Co., almost two hundred years earlier.

There was no obvious alternative. We *had* to drive through the park, to reach the Expressway. Winding, narrow roads that romp happily over hill and dale. And not a living soul within miles.

No matter. We're in the Invincible Jaguar, able to leap tall buildings at a single bound . . .

But not snowdrifts! We topped a small hill, grinding along in second gear, when suddenly it looked like the party was over. The road at the bottom of the hill was completely blocked by sev-

eral abandoned cars whose outlines were barely visible in the snowdrifts. There was no doubt about it: Unless the Jaguar could sprout wings, we had to turn back.

Easier said than done. Backing up the hill we had just come down was out of the question, even if we could have gotten enough traction. I would have had to back up for miles, with virtually no rear visibility, over winding roads. The snow was as high as the car on both sides, with almost no clearance; we might as well have been in an eight-foot-wide tunnel.

I neglected to mention a small detail that is now relevant. The Mark II had an erratic starter, with a Bendix drive that sometimes refused to engage — *when the car was pointed downhill!* That meant that, since we *were* pointed downhill, there was a distinct possibility that, if the engine stalled while we were snowbound on the hill, it wouldn't have started again! With the temperature in the teens and falling, and the winds still blowing, our chances of either walking out of the park, surviving the night in a stalled car with no heat, or somehow being rescued, were not the best.

For the first time in this mad adventure our spirit of invincibility faded and grim reality set in. The four of us who were old enough to recognize the seriousness of the situation began to discuss with remarkable calm our chances of surviving the night. Brenda, the youngest, focused her concern instead on the hypothesis that if we didn't return home before Santa Claus arrived, he would assume no one lived there and would not leave any presents. Ah, the innocence of youth!

We could have probably just waited out the dawn, engine idling, but the Jaguar's fuel economy measured in hours of idling time was an unknown. Besides, I was not about to concede defeat, or even a stalemate. The Mark II and I had gotten us this far, and by George (Washington), we were going to get us all home, safe and sound!! Easily resolved, but not easily accomplished. As the drifting snow began to envelop the stranded Jaguar, like a spider spinning a web around a trapped fly, one question stood in defiance of my self-determination:

HOW??

The Blizzard of 1966 (continued)

I get out and tromp around, surveying the situation. Grim. Big snowdrifts on each side of the car. If we're going to turn her around, we need to clear a space at least as wide as the car is long. All I need is a snow shovel . . . but we hadn't bothered to pack one (no room, even if our self-assurance had permitted it).

Stop! Think! Improvise! Eureka! A solution!!

The spare wheel on a Mark II is located under the boot (trunk) floor. It's covered by a nice, big, round, flat metal cover — a perfect improvisational snow shovel!

Quick! Unload the gifts from the boot — pile them on top of kids — it'll help keep 'em warm. Break out the "snow shovel" spare wheel cover. Quick instructions to wife: Do exactly as I say, keep RPM's up, don't let her stall . . .

First, the old "Anchor the front end in the snow-bank" trick. Hard left on the wheel, plunge ahead in first gear . . . WHUMP! Front end neatly buried. That'll hold 'er.

Now, start shoveling the rear end clear, following an arc that brings the tail clear around to the

downside . . .

It's a painfully slow process (I wished Jaguar had equipped their spare wheel covers with a handle!), but little by little the space is cleared. Now it's simply a matter of putting the Jaguar into first gear and letting it grind away; it can't go forward, so gravity plus the spinning wheels accomplish the objective. The Mark II rotates as majestically as a San Francisco cable car on its turntable; when the tail end breaks clear and starts sliding downhill, the front breaks loose, and . . . *voila!* We're in the clear and headed back from whence we came!

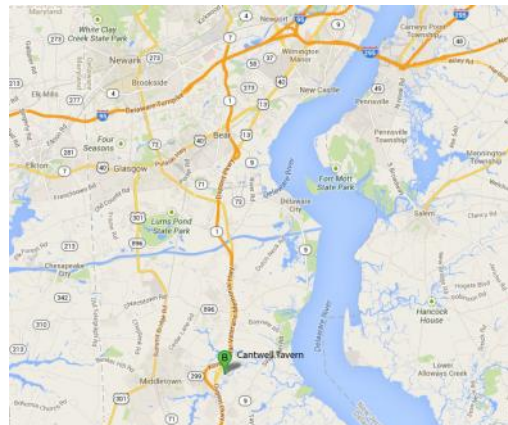
The rest of the story is almost anti-climatic. We ground our way back up the hill, back to another roundabout route which, although agonizingly long, led us uneventfully home. As I recall, we got home, exhausted, about 4:00 AM — some ten hours after we had started out on a "routine" 80-mile round trip to Gram's house.

P.S. We didn't get home too late, after all. Santa arrived — bleary-eyed and nearly frostditten, but on schedule.

Delaware Valley Jaguar Club Breakfast Social

Sunday, January 12, 2014, 9:00 am

**Cantwell Tavern
109 Main Street
Odessa, Delaware `9730
Phone (302) 376-0600**



2013 JCNA Trophy Information

JCNA Trophy Confirmation

After December 1st, all competition scores should have been posted on the JCNA site and you should be able to view all the standings on the JCNA.com Standings page.

To see the Standings, go to jcn.com, click on the Standings link, then click on the 2013 Results and Provisional Standings to check your scores. Under 2013 Final Standings / Competition Awards, select from one of the following: Concours (North American) | Concours (Regional) | Rally | Slalom. Scroll down to locate your name. For North American Standings, if you have placed 1st, 2nd or 3rd, your name should be displayed. Click on your score. You should then see the list of the concours you attended. Below your list of events you have entered, you should see "click here to confirm data for your award order". You will be required to enter your address and other contact information. Please be sure to include your email address, it is not automatically included. If you do not include it, there will be no way for you to receive an email from JCNA with further details.

Each entrant is responsible for confirming their concours, rally and slalom scores. This is because some people move and some information may have been incorrectly entered after the events you attended and that is why JCNA does not just automatically send out trophies to everyone listed on the web site.

After your information has been received by the trophy committee, it will be posted on a link from the AGM page. (That is because that page can quickly update by the trophy committee.) You should also receive an email within 48 hours of confirming your information. If you do not include your email address, there is no quick way to contact you. If you do not receive an email from the trophy committee, they have not received your information.

When you complete the confirmation information, one of the questions is, do you want to receive your trophy at the AGM, that means you must attend the AGM, or do you want to have it shipped to you. All trophies that we have received information for, will be either shipped to the AGM for presentation or shipped out just before the AGM. Any trophy confirmations received after that will be processed the end of each month and you should receive your trophy three weeks after that.

Steve Kennedy

DVJC 2013 Sanctioned Events Results as reported by DVJC President Charles Olson

2013 Final Standings of DVJC members

Concours

National Standings (based on the scores from minimum 3 events to qualify)

C-07	2 nd place	Bryan & Debbie Edwards	'74XKE OTS	99.98667
C-15B	2 nd place	Jeffery & Paula Marks	'95 XJS Conv.	99.94667
C-19A	3 rd place	Kurt & Pat Rappold	'67 XKE OTS	99.61667

Regional Standings (based on scores from minimum 2 events to qualify)

D-08B	1 st Place	Charles Olson	'94XJS Convert.	9.91400
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Slalom

All Times by Class

Class E	1 st place	Rich Rosen	45.842 seconds
Class P	2 nd place	Mike Tate	62.518 seconds

Rally

		<u>Drivers</u>		<u>Navigators*</u>	
Class T1	1 st place	Brian Craig	30pts.	Pauline Craig	30pts.
	2 nd place	Tom Jones	28pts.	Nancy Jones	28pts.
	3 rd Place	Kurt Rappold	24pts.	Bob Brown	24pts.
Class T1n	1 st place	Tom Gotta	8pts.	Joan Gotta	8pts.

*Navigators qualify for separate points, but not additional awards

Delaware Valley Jaguar Club Breakfast Socials

Sunday, December 15th, 2013, 9:00 am

Sunday, February 16th, 2014, 9:00 am

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

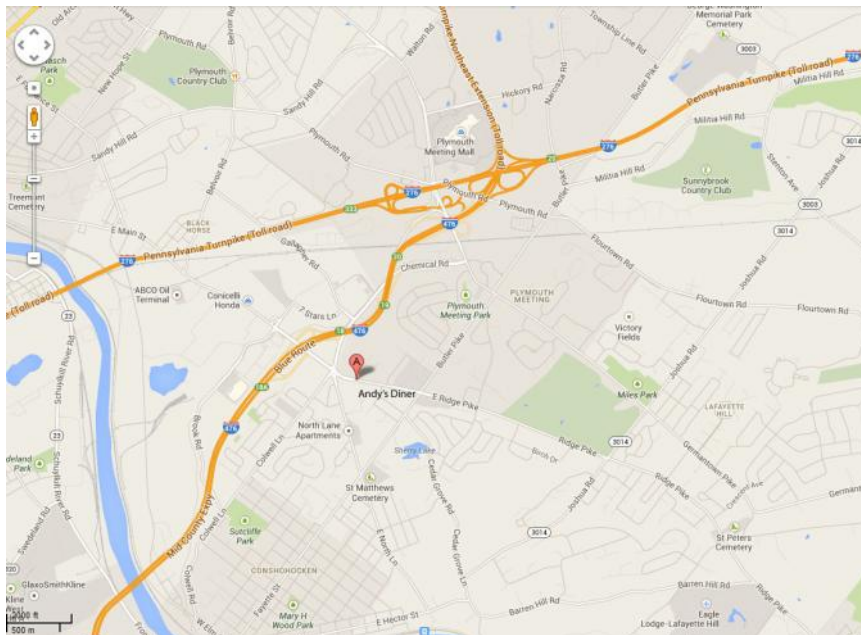
Driving directions from the Pennsylvania Turnpike:

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

1989 XJS Convertible, 37,000 miles. Like New Condition.

Asking \$13,500

Contact James M. Toolan at 484-881-1777



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:

Ann Perry, PO Box 163, Mendenhall, PA19357



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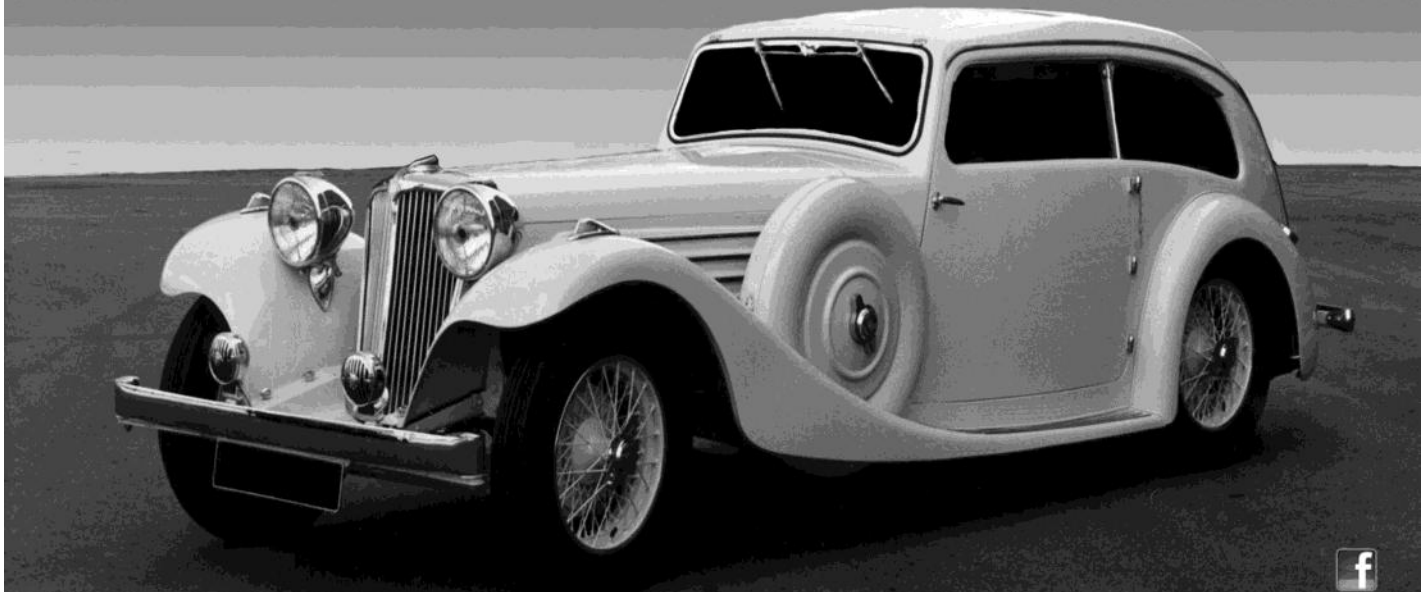
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IMPORTANT MEMBERSHIP INFORMATION

by Ann Perry

With all the hustle of the Holiday Season, it is hard to request that you add another duty to your Christmas List. However, it is renewal time for your membership in the Delaware Valley Jaguar Club. As your Membership Chairman I must have the dues submitted to the Jaguar Clubs of North America by January 20, 2014. By submitting the dues on time, you will continue to receive the Jaguar Journal without interruption and we will be able to send voting delegates to the Annual General Meeting (AGM) in April.

If there are no changes from last year in your address, phone number, cars owned, etc., you may just send me your check for \$55.00 made out to the DVJC by **January 15, 2014**. You may also use the Membership Renewal form in this issue of "The Purr". Your attention to the renewal process is greatly appreciated and I wish you all a safe and joyous holiday.

Ann Perry
Membership Chairman
DVJC

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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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