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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*February 2014*

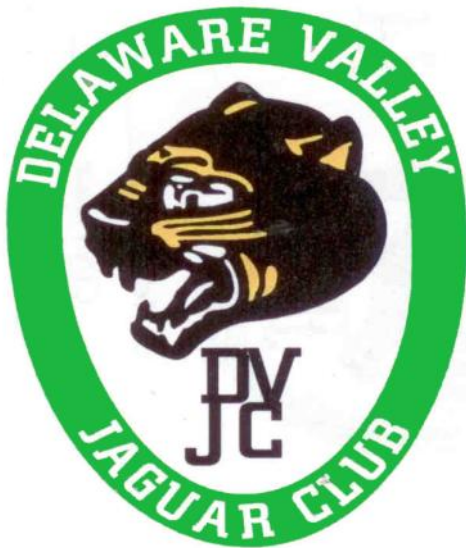
[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

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## DVJC Holiday Party a Success!



DVJC Members who attended the 2014 Annual Awards and Holiday Banquet at the William Penn Inn.



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NOTICE—It's never too late to renew your membership. The membership fee is \$55.00. 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. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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 \$15.00 per year

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

#### DVJC OFFICERS INFORMATION

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Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
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Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
Regional States: Delaware	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net



# Upcoming DVJC Events

**February 16, 2014**

**DVJC Breakfast Social**

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

*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net) (see p.14)*

**March 16, 2014**

**DVJC Breakfast Social**

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

*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net) (see p.14)*

**April 16, 2014**

**Yardley to Easton Brewery Tour**

**DVJC and Delaware Valley Triumph Club**

*Contact: [www.weyerbacher.com](http://www.weyerbacher.com)*

**May 16—18, 2014**

**Penn—York Rally**

**Beach Lake, PA**

*Contact: Kurt Rappold, [kprappoldxksp@verizon.net](mailto:kprappoldxksp@verizon.net)*

**May 31 ,2014**

**DVJC Annual Concours d'Elegance**

**Oakbourne Mansion, Westtown, PA**

*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*

# Other Interesting Events

**February 8—16, 2014**

**Philadelphia Auto Show**

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

*Contact: [www.phillyautoshow.com](http://www.phillyautoshow.com)*

**Feb. 22—Mar. 9, 2014**

**Simeone Museum 2014 Best of Britain**

**6825-31 Norwitch Drive, Philadelphia, PA 19153**

*Contact: [www.simeonemuseum.org](http://www.simeonemuseum.org)*

**March 1, 2014**

**Open House—Motorcar Garage**

**42 N. Pine Avenue, Maple Shade, NJ 08052**

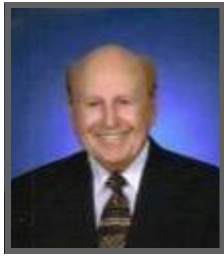
*Contact: [www.motorcar-garage.com](http://www.motorcar-garage.com)*

**March 29, 2014**

**Tech Session—Ragtops and Roadsters**

**203 S. 4th Street, Perkasi, PA 18944**

*Contact: [www.ragtops.com](http://www.ragtops.com)*



## The Prez Sez *February 2014*

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**The** New Year started off with a breakfast meeting at the **Cantwell Tavern** in Odessa, Delaware with 18 DVJC members attending. The purpose was to attract members living in the State of Delaware and Maryland to attend breakfast meetings within a reasonable traveling distance. The Cantwell Tavern provided a good variety of food at very reasonable prices. In addition, the colonial architecture combined with the privacy of individual rooms made it ideal for dinning or group meetings in a colonial setting! Photos of the event are enclosed in this issue.

I appointed **Charles Andrews** as the **Area coordinator** to arrange Breakfast Meetings with the other members listed in his area, suggesting the Cantwell Tavern. I envisioned these meetings to be held monthly or at least quarterly, when determined the best date and time to schedule them. It's an easy location to reach for me from Langhorne driving south on I-95. Just slightly over an hour. Jeff and Paula Marks attended from Milford, Delaware, along with Charles and Desna Andrews from nearby Townsend. The rest of the group consisted of our officers and a couple of guests. From my point of view it was a very successful start. Of course our breakfast schedules will continue at Andy's the 3<sup>rd</sup> Sunday of the month as listed in *The Purr*. Both events will be listed along with the Cantwell Tavern as scheduled.

The following Sunday was our **Annual Holiday and Awards Party at the William Penn Inn**. I wasn't really surprised at the turnout and the food and venue would be hard to beat. The weather also was cooperative for most of the attendees to consider driving their Jags and a good many of us did! I deviated from our traditional "Chicken Box" by not penalizing those a dollar that did not drive their Jag to the Brunch! However, the members

were asked to stand and introduce themselves, their guests and the other clubs in which they were also members, and if they were an officer in the DVJC.

I think this is important information to share, regarding involvement in the hobby, as members of various clubs and the Jags currently owned. I felt it was well received, especially to identify each of the officers whom many would not know. It was fitting for additional recognition to Paul and Irena Merluzzi, recognizing their wedding anniversary with a cake, amid congratulations. In addition we recognized past President, Kurt Rappold's birthday with a cake and a chorus of "Happy Birthday", adding, "That's the Spirit"! (of '76)

The Awards portion of the luncheon is to recognize those club members that are winners in the competitive events, sanctioned by the JCNA, in the Concours, Slalom and Road Rallies for National Recognition. The purpose of presenting the winners at the luncheon is to recognize their accomplishments at the club level and encourage more of our members to compete for National recognition. In addition I have a special award called the "**President's Trophy**," presented to a member that is recognized for exceptional service in 2013. I awarded this to **Kurt Rappold** for past service as Chief Judge, Rally Master, AGM Delegate, Logistical Support and Historian of DVJC Records. A well deserved award for his service, that I was delighted to present!

A popular activity is the "Live Auction", preceded by a Silent Auction for members to record a bid, on select Jaguar magazines or publications, at three for a dollar. After closing the silent auction, Ann Perry started the Live Auction bidding on a book donated by Mike Tate, titled "*Jewels in the Crown*" by

## The Prez Sez February 2014 (continued)

Ray Hutton. It's basically how Tata of India transformed Britain's Jaguar and Land Rover into a profitable business. The book brought a winning bid of 50 dollars. It didn't quite set the level of higher bids, but the auction did bring close to 500 dollars! For those not bidding they could look forward to the 50/50 for the hope of winning around 100 bucks.

When things settled down, I addressed the group regarding the **2014 AGM in Boston** and the opportunities available for delegate and guests alike, to arrange free time to visit the various sites and tours Boston has to offer. They are included in an extended package with the discounted room rate for those to do so. I have an obligation to promote the 2014 event in Boston for **delegates, families, or guests!** Please go to the JCNA Website page and click on AGM in the toolbar. On the 2014 Boston AGM page, click on "AGM Host Page" and scroll down to Accommodations & Registration notes. Choose your selections and register your choice/s. Questions? Call 508-878-9510. Our Delegates to the 2014 AGM are DVJC vice president Paul Merluzzi and myself. Hope to see some of you there.

In 2015 it's our turn to **Host the AGM in Philadelphia in conjunction of the 50th Anniversary** of our founding in 1955, by **Frank Weikel**. I plan on running several articles, starting next month, on the beginning of our club's founding. My parting remarks to the attendees at the Holiday Party were, "I'll need to involve most all of you to volunteer to help, when I contact you!"

We have a great venue for Friday night at the **Simeone Museum** for a walk thru and buffet. We're working to conclude arrangements for our host hotel, "**The Society Hill Sheraton**" in the Historic area of Philadelphia. I've established a planning and

budget committee, to organize the committees required and establish a budget and find sponsors to contribute money to help "fund" the event. I'm mentioning this now to keep you apprised of our progress! As DVJC members, hopefully when contacted, you will be asked to serve on a committee that can use your particular skills or experience.

Don't forget to join us for breakfast on Sunday Feb. 16<sup>th</sup> at Andy's! Why not bring your spouse to extend that Valentine.

**Be Courteous, Drive Safely, and Have Fun**

*At your service,*

*President Charles Olson*



2013 Concours award winners (l to r) Paul Merluzzi, Ken Ruocco, Bob Costello, Charles Olson, Paul Trout, Steve Schultheis, Ann Perry, Michael Tate, Art Sulzer, Steve Kress, Kurt Rappold, Rich Rosen and Bob Hedin.



2013 Slalom award winners (l to r) Kurt Rappold, Al D'Orio, Bob Hedin, Ann Perry, Rich Rosen, Charles Olson, Steve Schultheis, and Michael Tate.



# Roving Reporter - February 2014

By Michael Tate

## SUCCESSFUL DVJC GATHERING

The holiday party on January 19th was judged by everyone to be a great success. We escaped all the bad weather and a great line up of vintage Jaguars gathered in the rear car park of the William Penn Inn. Main Line Jaguar very kindly lent me a brand new British Racing Green (Metallic) F-Type for the weekend and it was displayed for the event creating great interest. The very best thing was that 70 members registered to attend and 66 arrived. I told the Inn a final guesstimate of 68 on the Saturday so as the non attendees had not paid, the club had to absorb the \$60 for two of them. I believe that members should be aware that when they commit to such an event and do not honor that commitment then that leaves the club financially holding the cost!!! At least I saved \$60 by saying 68 not 70!! Financially the club just about broke even as it paid for the 20% gratuity and 6% tax and by paying these items it enabled DVJC to offer the event at \$30. The open bar, raffles and auction made the difference between loss or breakeven.

The food was excellent and only excelled by its variety. The venue was applauded by all attendees and a vote at the end of the event approved of the January timing, venue, and \$30 cost per person. It was very notable that the noise level of conversation indicated that everyone was really enjoying themselves.

## XK 150S ROADSTERS BRING AMAZING RESULTS

This is rather a sad tale which, as I write, will bring tears to my eyes. In 1971 my family and I were living in Kingston, Jamaica. I answered an advertisement in the local paper "The Daily Gleaner" for a 1959 Jaguar XK 150S 3.4 Roadster (OTS). There it was liberally painted yellow but in good repair. Someone had cut the

back out to make room for two rear seats. The engine sounded robust and it had the three carburetors to denote it was an "S" and a small lever near the manual gear change said overdrive. Took it for a spin and was thrilled. New the XK cost about \$5,000 and the owner agreed to take \$1000. When we came to Detroit in March 1974 the XK 150 came later via Miami driven to our home by the previous owner collecting two speeding tickets on the way. It remained for many years in purchased condition. I wanted to return it to original condition which was British Racing Green body, Suede Green interior and Gun Metal Grey hood but having

three children at University precluded any action. Eventually it did come to Philadelphia and for 13 years went through restoration! (That's another story) eventually emerging as "original" described above looking amazing. I did not keep it long selling it to someone in California. The owner of the shop who did the restoration had one of the very rare rare 3.8S XK 150S OTS stored in parts. He said he

was keeping it as his pension. His shop went out of business so I don't know what happened to that very rare Jaguar.

Why I am I telling you all this? For many years ex club member John Spillman has brought his XK150S 3.4 OTS (see page 11) by trailer to the club Concours d'Elegance, backed it out, exhibited it, collected a 100 points for perfections, put it back in the trailer and taken it home. Its specs were exactly the same as my 150. John would periodically phone me to discuss the market for XK150's and the best way to sell his. He never did until the auction at Bonhams on January 18 2014. His reserve was \$165,000 and it was knocked down for an amazing \$225,000 plus buyer's premium of 10% for a total of \$247,500.00. What is really noteworthy and amazing is that John rescued this 150S from a New York scrap yard. I sold mine for \$60,000.00. Just a single tear dropped off the end of my nose. This must be a record for a 3.4 XK150S OTS but not for an



Mike Tate in the new F-Type convertible on loan from Main Line Jaguar.



# Roving Reporter - February 2014 (continued)

XK 150S OTS as a 3.8 un-restored version sold for \$520,000 at Sothebys in September 2013. This car had been in the same ownership for 40 years. This car was sold in the UK and was possibly a right hand drive version of which only a very few were made...28 if I recall correctly.

John phoned me the weekend after his good fortune and told me he was very excited about the result (I would be too) and that the car was purchased by a museum! The winner was Fly N Wheels Museum. (look at its website) They have a small number of cars and planes and the XK150S will be part of their exhibit. The good part of that is that it will be preserved forever keeping the Jaguar name alive. The sad part is that its wheels will not roll in anger again distributing grass and gravel behind it but the truth is that it has not done that for years. R.I.P.

I will take my XK out tomorrow and spray some salt and snow on the sidewalks and let its mighty engine breath some clean crisp air and offer a prayer for the two XK 150's from its modern brother who never has been given a distinguishing number.

The magazine "Sports Car Market" which is published monthly and covers all the auctions for older and antique vehicles also, twice a year, publishes a "Pocket Price Guide" and for each vehicle listed provides information under the following heading:- First the manufacturers name then:-

Model name	Years manufactured	# made	Buy-sell Price Range	Investment Grade	% change
XX					
LOW --- HIGH	A -----D	XXXXXXXXXXXX			

The A Investment grade is tops. The % change is the percent up or down since the last issue. The prices are an average of a number of sales. For the XK 150S the numbers are as follows

XK 150S 3.4 roadster	59 – 61	1,466	\$80
\$115	A	3%	

So the high price should change substantially in the next issue. The number made is for all S versions, roadsters, DHC's and Coupes! The Buy – sell (low – high) is based on a 2 condition car....better than your average driver, but not national- show level condition.

Looking at the prices and increases most are in the 2 – 4 % for the previous 6 months and the leader with an increase of 12% is.... the MK V saloon (2.5 – 3.5 liter).

It is good to start off the year with very good news. At the end of last year I wrote to "Sports Car Market Magazine" and told them that though I loved their magazine I was

greatly distressed that my 420 was not included their Price Guide. They wrote back, thanked me and included it in the last issue. High price is \$28,000!

## JLR ANNOUNCE NEW BRAZILIAN MANUFACTURING FACILITY.

With its factory in China almost ready to start production, JLR has announced it is to build a new factory in Brazil. This makes JLR the first British car manufacturer to build a plant in the South American country. An agreement for the construction of the plant was signed in December 2013. JLR will invest \$400m and the plant will have annual production capacity of 24,000 vehicles for the local market.

## TATA IN TURMOIL AFTER MANAGING DIRECTOR SUICIDE

Tata Motors has become almost totally dependent on British prestige marques Jaguar and Land Rover for profit while its domestic woes go from bad to worse. Tata Motors managing director Karl Slym (51) had been seeking to drive a revival of India's largest vehicle group when police said he had plunged from a Bangkok hotel upper floor in an apparent suicide. India's passenger car market is the sixth largest globally. Tata Motors recently reported second quarter profit surged 71 percent from a year earlier as JLR's performance offset a loss.

Look forward to seeing you at this years events.



2013 Rally award winners (l to r) Brian and Pauline Craig, Tom and Nancy Jones, Betty and Steve Kress, and Kurt Rappold.



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# Consider a Rally

*by Brian Craig*

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The next rally will be May 16 through 18, 2014. The rally will be headquartered at the Beach Lake Volunteer Fire Department in Beach Lake, PA. If you've ever thought about participating in a rally now is the time to consider becoming a part of this interesting activity.

Pauline and I have been part of these rallies since 2006. While attaining a good result is always a morale booster we continue to compete more to share time with the wonderful people involved and see some of the very interesting cars. I'd like to share some hints and observations to help you decide if you'd like to join us.

These rallies are organized by the Northeast Rally Club. These are time / distance rallies. To get a good score you must follow the instructions to the best of your ability. Most of the speeds are 5 mph below the posted speed limit. On occasion the instruction may be at the posted limit. Everything is done with safety as a primary concern. This is an activity where you can spend a lot of time driving your car but it doesn't cause any more wear and tear than normal driving.

If you're going to enjoy a rally your first goal should be to enjoy the experience with your partner. Driver and navigator have to pay attention and work together. They also have to recognize mistakes will be made. Work to correct the mistakes and continue on in good spirits. Even if you get lost it's not the end of the world.

A GPS is not allowed to be used while running the rally. Fact is, it would be of little help. The instructions rarely rely on street names or route numbers. Nothing in the instructions is meant to confuse you. Just follow the instructions and the chances are very good you'll arrive where you're supposed to. I keep my GPS in the trunk just in case. Generally you start and end the day at the fire house. If you can at least return there you'll meet back up with everyone and, more importantly, you won't miss a breakfast or dinner.

The people who participate in this rally are the friendliest on earth. If you have a question just ask. Everyone realizes how difficult it is to go past a check point at exactly the right time. There is no advantage to giving someone bad advice. Every participant had to do this for a first time. They will all tell you they survived their first rally because the veterans gave them advice or looked out for them along the route. I've received advice from people and the result was my doing better than the person from whom I got the counsel. They were as happy about that result as Pauline and I were.

Having an accurate clock and stop watch is important.

On our first rally Pauline marked down the time at every instruction. This was both annoying and unnecessary. There are really only two instances where you should write down the time. The first is where there are specific block in the instructions to note the time. The second is each time you pass a check point. On our first rally we actually missed an instruction while Pauline was writing down a time that was not necessary to record.

While there are rally stages on Friday, Saturday and Sunday, if you can't make it on Friday, don't worry. Pauline and I have rarely been able to make the Friday segment due to work commitments. The Friday stage is scored separately. If you can make it on Saturday and Sunday you will be in the running for the main rally prizes. Additionally the rally is a JCNA sanctioned event. JCNA points are awarded differently than those of the Northeast Rally Club. It is entirely possible to be out of the running for the Northeast Rally Club and win a top prize in the Jaguar Club.

The cars that participate in this rally cover a broad range. We've had cars from 1911 in the competition. Part of the enjoyment of this event is seeing the cars and talking "shop" with the other drivers and navigators. As a car enthusiast you will appreciate the knowledge of these people and the attention they give to their cars.

For each day of the rally you will receive a booklet of instructions. It is important to know which instructions you have completed. It is simple for the navigator to use a highlighter or pen and simply mark off each instruction as it is completed. More than one rally participant encountered difficulties because they were looking for an instruction they had already completed.

The rally instructions are distributed well before the start of a segment. On Friday you have adequate time to review the instructions. Saturday and Sunday instructions are distributed the evening before. The rally master or other official will tell you about instructions that may be confusing or require special attention. Again, no one wants to see you get lost. Every effort is made to help you complete the course successfully. One very important tip. Make sure you have all the pages of the instruction booklet. The pages and instructions are numbered. Make sure you have a complete booklet before starting a rally segment.

For a person entering a rally for the first time things may seem a bit overwhelming. Been there. Done that. You can do it. Looking at the instruction booklet for the first time may be confusing. Once you see the instructions and talk to others it will start to make sense. There will

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## Consider a Rally *(continued)*

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also be a rally school before you head out. It only takes about 30 to 45 minutes but helps greatly to provide an understanding of what's involved.

Did I mention how great the food is? Most meals are provided by the volunteers at the fire company. It's not gourmet but it is good, solid, home cooking. The meals alone are worth the price of admission.

If you love cars and meeting new people a rally run by the Northeast Rally Club will provide an unforgettable experience. There will be people there from the Delaware Valley Jaguar Club to help you along the way. It will be even more enjoyable if you branch out and make new friends beyond the Jaguar owners. Mingle, talk, look at the other cars and talk about them with the owners. You'll quickly appreciate you are among friends.

Please do not hesitate to contact me if you have any questions. For more information and some sample instructions please visit:

[www.northeastrallyclub.com](http://www.northeastrallyclub.com)

Here is a short explanation of rallying Northeast Rally Club style right from the Web site:

### Overview

Our style of rallying is pretty easy to understand but difficult to master. In short, you are to follow directions to correctly stay on course while maintaining a defined speed. As you will hear at every rally school...

- Start on Time
- Stay on Course
- Stay on Time

But most important, Stay SAFE!

Even though it sounds easy, it is tricky to do well. Some people just go to take a nice ride, and some are serious about getting their 'Aces' - legs with zero penalty. Here is a brief

overview: You have a set of instructions, a clock and a speedometer in your car.

You're driving down a random road at 50 mph looking for a curve warning sign. When you see the sign, you are to change your average speed to 45 mph for 36 seconds, then accelerate back to 50. Then turn right and change your speed to 25 mph. The trick is you can't instantly change your speed – you need time to slow down and speed up, and you need to account for that time. It's a precision driving/navigating exercise.

For each second you are early or late, you receive a one-point penalty. The low score wins. There are literally hundreds of instructions to follow over the three-day rally, and as many as 20 checkpoints along the way. You do not know beforehand where the checkpoints are or what time they are supposed to be there. The drivers must also deal with the normal, everyday traffic on the roads. Maybe a farmer is moving a baling wagon to a different field, or there's traffic coming when you need to make your turn. The interaction with regular people out living their lives makes this a fun and challenging time.

It is also a rolling car show, featuring classic Jags, prewar convertibles and speedsters, muscle cars, sports cars and modern rides mixed in as well.

Drivers must also attend "school" before the event to go over safety procedures and to train the rookies how to do it.

Sound interesting? Look to the right for some links to help you learn "**How To Rally**"(on the **Northeast Rally Club Web site**).

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## Chasing Jaguars, Healeys and Other LBC's in Arizona for under \$1,500

*by Gerry Kunkle*

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Scheduled flight departure at 8:14 A.M. on Tuesday January 14, required early 4:00 A.M. alarm followed by breakfast and sixty two mile drive to the airport. Flight time to Phoenix was five hours and twenty nine minutes.

Met John Heffron, president of the Philadelphia Region of the Austin Healey Sports and Touring Club and Ray Donovan, Corporate President of AHSTC, at the gate at 6:45 A.M. Flight 400 (\$389 round trip) took off on time and arrived on time. After picking the rental car up at National we headed to the condominium that John had arranged for at 79<sup>th</sup> Street in Scottsdale. On the way to the condominium we had lunch at the In and Out fast food restaurant. John and Ray had the double double cheese burger and I ate a hamburger and a milkshake for \$4 and change. We found the three bedroom condominium which was nice but rather Spartan but for \$950 for five nights figured at less than \$65 a night for each of us was a good deal. Then off to Barrett Jackson where John had registered as a bidder. Turns out we had to wait a time at the registration as BJ had lost John's paper work. Once registered the bidding pass included preferred parking and passes for the six days we were in Scottsdale. We walked through the 900,000 square foot auction facility and then went outside reviewing the cars as they were driven into the four lane preview tent.

About 9:00 we decided to have supper. John, who was driving, asked Ray and me if we would like some Italian food to which we agreed and off we went to the New York Best Italian restaurant where John had previously eaten. The lasagna I had was delicious. While returning to the condo we stopped and did a little shopping for juice, muffins, snacks and water.

On Wednesday we traveled to Bonham's. John had previously made arrangements with Classic Motorsports for the Bonhams and RM tours. Upon

arriving there was a group of enthusiasts waiting including our tour guides Andy Reid and Tim Suddard. The cars in the entrance included a green 1957 Aston Martin DB MkIII, opalescent sand 1962 Jaguar E Type and a red 1968 Ferrari 330GTC. Andy spent some time explaining the features of the cars. Admission to the auction cost \$20. Upon paying the fee Andy continued reviewing the cars in the center stage which were The Tailor's Car, a 1951 Ferrari 212 Export Touring Berlinetta, one of my favorites, and the 1936 Mercedes – Benz 500 K Phaeton. At the exit of the tent on the right side was a beautiful green XK150S roadster which looked familiar. While Andy was mentioning the features of this car I thought I would look at the rear of the car to see if there was some sort of identification, such as a license plate, on this car. Upon returning to the front of the car I noticed someone I recognized and it was none other than John Spillman. I could not believe he was selling this car. I had seen this car at least once a year at JCNA events beginning in 2001 when I was showing my black Series 1, XKE OTS. After a brief conversation with John I continued



John Spillman's 1959 XK150S at the 2013 DVJC Concours.

outside with Andy spending some time highlighting the features of nice primrose 1951 MGTD and a black 1962 TR4 'Surrey Top'. John, Ray and I continued looking at the Healey's which included a green 1966 3000 BJ8, a black over white Mk1 BN7 and a 1955 BN1 Competition Special, which had been prepared by Mark Baker of Sport and Specialty, Durand, IL, the same shop who had restored my AN5, bug eye sprite. Mark had passed away and the new shop owner John Saccameno was selling the car. After the tour and review of the cars to be sold the next day we left Bonhams and stopped at Taste of Chicago for lunch (Hamburger and Oreo milkshake) before returning to Barrett Jackson.

Thursday was the RM tour day at the Biltmore. Upon arrival it appeared that little had changed since I sold my black XKE in 2004. Upon exiting the parking garage the first car that caught our eyes was a



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## Chasing Jaguars, Healeys and Other LBC's in Arizona (continued)

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nice sage green Healey, with a green top and light oyster color interior. John and Ray thought that the color was not correct even though it was restored by Kurt Tanner. It looked nice to me. Later I found out that the car sold for \$71,500 plus premium. Also in the area outside the garage was a black 1964 XKE OTS, with a red interior. Further there were cards showing a picture of the car and its features. Turns out the car, along with a 1952 XK120 FHC and a 1955 XK140 FHC, were for sale by Geoffrey Reiss who owns Jag Connection Inc. of Allentown, PA. (At auction both the XKE and the XK120 sold for \$88,000 and the XK140 sold for \$93,500) After the 10% seller's fee Geoffrey walked away with \$242,550. Geoffrey

had hoped to realize enough from the sale of his cars to move to France. Ken Beck had introduced me to Geoffrey at least fifteen years ago when I was looking for a fan blade for my black XKE. We entered the ballroom where the RM registration was set up and shortly the tour began with the podium cars which were for the most part were Ferrari's. The

highlight of the indoor tour was the Jim Hall Chaparral which Andy and the RM tour guide did not bring to the attention of the group. Upon leaving the auditorium the first car that caught my eye was a Bugatti touring car. Next the group was centered on a blue over white Austin Healey 100M. Near the M was golden beige Austin Healey BJ8 which, according to John and Ray, was not a factory golden beige car. In the same area was a Series one and a half 1968 golden sand XKE OTS car with tan leather interior and one of a kind from the factory biscuit soft top. This two carburetor car was being sold by a JCNA member from Georgia. The car was very nicely detailed and had been restored by Classic Showcase. Nearby Tom Krefetz had for sale the X ray Milland XK150S FHC at RM for \$220,000. I helped to judge this car several years ago at the Western States JCNA at Santa Maria. This is an exceptional coupe. Also to be sold at RM was a

regency red 1962 Mk2 which, from the way the RM representative described it to the group, might be the Mac Holt Mk2 that has been shown at our DVJC show at the Oakbourne Mansion, the Susquehanna Jaguar Club show in York and the Nation's Capital Jaguar show in Virginia. I later found that this car sold for \$88,000.

Without eating we returned to Bonhams. The auction had just begun. I saw John Spillman and Ralph Miller, owner of Olde York Restoration, sitting at a raised chair and table waiting for the auction of John's XK150S. John's car was estimated to bring between \$170,000 and \$200,000. It

opened at \$100,000 and when the bidding stopped it was sold for \$220,000. With the 10% buyer's premium the bidder paid \$242,000. John was quite happy. His reserve was \$165,000. During the auction I had a pulled pork sandwich with water for a good part of a \$10 bill.

Had my best and most expensive evening meal (Baked

Salmon) at the Capitol Grill. After supper we headed back to BJ where we stayed to about 11:00 P.M. We kept our eye on five Austin Healeys. Two Healey blue cars, a BJ8 and a BN7, a Black BN1, a red and a white BJ8. Nicest car was the Healey blue BJ8 which we followed across the block on Friday. The car sold on Friday evening for only \$85,800 which included the premium.

On Friday morning we ate breakfast at the Good Egg. Then we went to Gooding for the first day of a two day auction. John had a pass and Ray and I paid \$100 for admission which included the two book catalogue which was one of the best prepared that I have seen.

The first Healey we saw was a documented black over red 100M which had the wrong grill badge. This car was sold later for \$124,000 plus the



Mac Holt's 1962 Mark II at the 2012 DVJC Concours.

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## Chasing Jaguars, Healeys and Other LBC's in Arizona (continued)

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10% premium. There was a very well restored Austin Healey BJ8. One of the fellows with the car said that they were hobbyists and not professional restorers. Their car sold for \$85,000. There was a Florida green over white 100M restored by Four in Tune which did not sell for \$175,000.

Two XKE's sold at Gooding for very high price. The 63 XKE OTS estimated to sell for between \$200,000 - \$250,000 sold for \$230,000 plus premium. The car was an opalescent silver gray with red interior. It was described as having benefited from the meticulous care of just four owners since 1963. This is a wonderfully original, low-mileage E Type roadster and is a magnificent prize for the collector who has been searching for a truly outstanding example of Jaguar's finest sports car. The car had never evidently been JCNA judged. At best it would have to be considered for driven class because under the bonnet lacked any detail which a championship car would require. The black 1966 E Type FHC had 47,358 miles on the clock. This car also lacked JCNA concours judging and lacked detail under the bonnet as the paint in the engine compartment was stated to be original. This car was estimated to sell between \$90,000 and \$120,000 sold for \$110,000. Both cars had the correct jack, complete tool kit and manuals. I concluded that there has been a nice pump in the prices XKE's are bringing.

After the Gooding auction was over we headed to the Tilted Kilt for supper. I can't remember what I ordered (probably pulled pork) but whatever it was included French fries.

We again returned to Barratt Jackson. Representative sales were as follows:

Lot 803.1 1961 Jaguar Mk2 – a beautiful red car - \$82,500

Lot 1060 1956 Jaguar XK140 MC white Drop Head coupe \$165,000

Lot 1274 1959 Jaguar XK150 Convertible \$91,300

We returned to the sale at Gooding. A nice black BJ8 sold late in the auction for \$56,000. The fellow who sold the Jaguar XKE at RM was interested and took a serious look at this car. While talking to him I asked how much the black and red

XKE at RM sold for. He indicated that it sold for \$88,000 and the seller was most disappointed compared with the \$187,000 he sold his golden sand XKE car for. After the auction was over we headed to the In and Out for the usual lunch.

The next stop on Saturday was Russo and Steele. We arrived before dark. We parked the car and took the bus to the entrance. John and Ray went to the media center and obtained media credentials for admittance. The auction is like theatre in the round with bleachers on all sides. To get in to the bleachers one needed to be a bidder or a bidder's guest. Later we toured the tent covered areas where the cars were parked. Saw some nice cars which I believe brought fairly nice prices. Of particular interest to us was real golden beige BJ8 which upon first view looked fairly nice. Upon further inspection the door gaps and other fittings were poor. The car owner never made him or herself evident. The boot included a can of paint. At auction the car was sold to a young fellow from Phoenix for \$45,000 plus commission.

On Sunday we had breakfast at McDonalds. We headed back to Barratt Jackson where John got his certified bidders guarantee check back. I watched the auctioneer sell memorabilia followed by the last of the cars. We again checked out the Healey's that had been sold. Many of the cars sold were going to new owners throughout the country. As I recall there was no XKE's sold at BJ. There were a few XK's and XJ's sold. We left BJ at about noon. We again had lunch at the In and Out in Scottsdale. We returned the car. Our plane took off at 3:55 P.M. and arrived in Philadelphia at 10:12 P.M. Took the van to the economy parking lot. Had difficulty finding the exit and once found had difficulty using the credit card payment. It gave me the message to remove the media. Finally with some consternation in the dark concluded they meant remove the credit card and reinsert. The charge and receipt amounted to \$66. Upon leaving the parking lot parked the car in a trolley station and used the Tahoe GPS which took me through 4.5 miles of south Philadelphia's least desirable residential and commercial parts of the city to route 76. Arrived home at 12:35 A.M. Monday morning. Thank you John and Ray. How sweet it was!

# Delaware Valley Jaguar Club Breakfast Socials

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

**Sunday, March 16th, 2014, 9:00 am**

**Andy's Diner**  
**505 West Ridge Pike**  
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**Phone 1-610-940-1444**

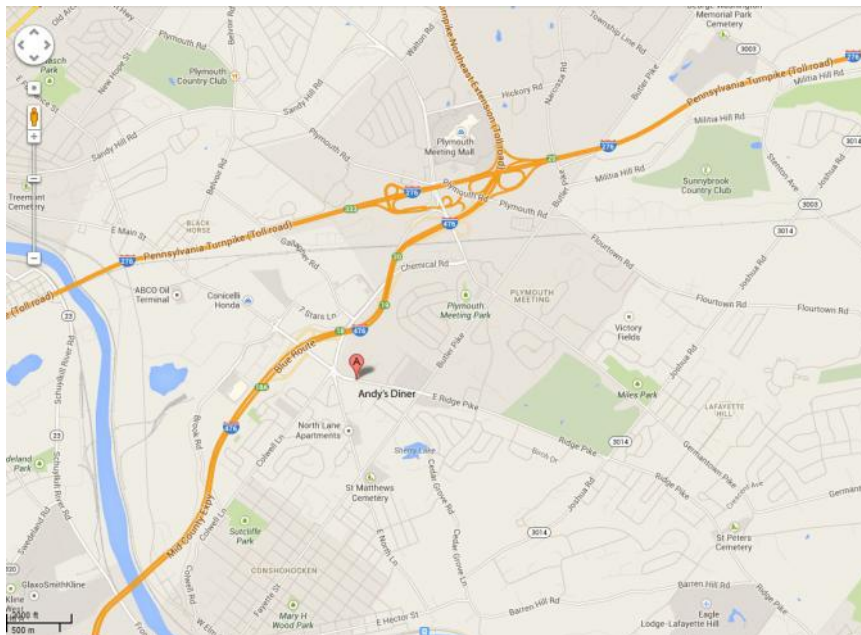
## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto:cwolson29@comcast.net) or 215-757-2028.





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- 3—One Boot Lid with key in lock, new condition, no rust. \$300
- 4—One Series 1.5 E-Type Bonnet in prime factory condition. \$1,500.

Various other Jaguar parts too numerous to mention. Model covering 50 years for XK120, XK140, MK I, MK X, XJ, E-Type.

Contact Kurt, 610-358-4055

**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 2<sup>nd</sup> 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](mailto: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 1<sup>st</sup> to December 31<sup>st</sup> @ \$55.00, Members joining after July 1<sup>st</sup> pay \$35.00 for remainder of the year.

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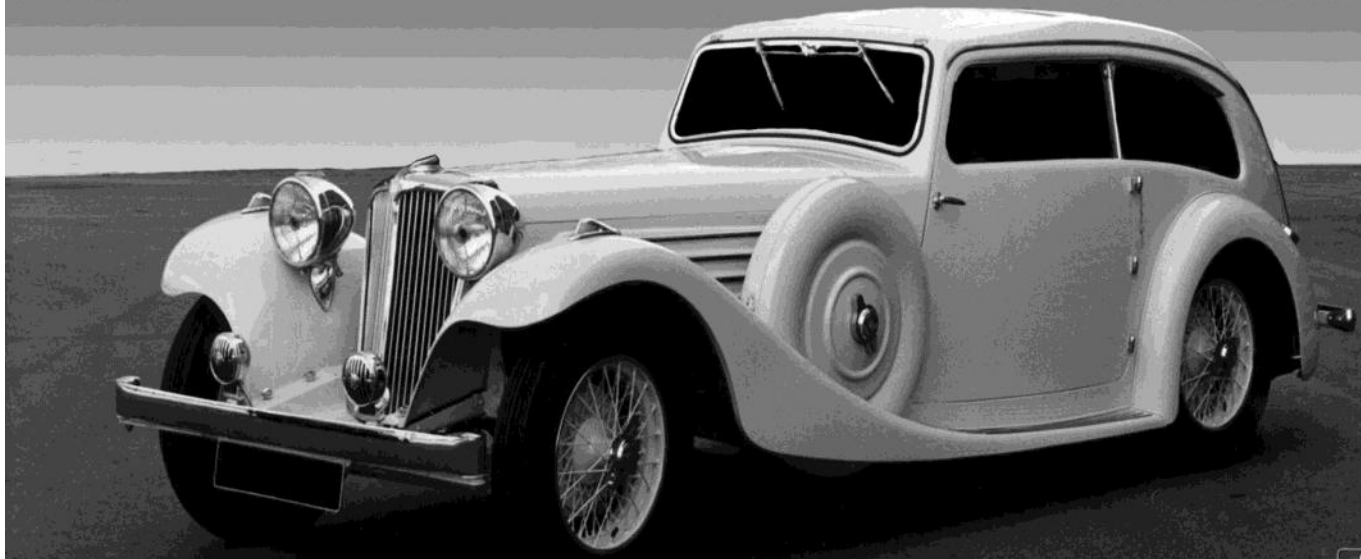


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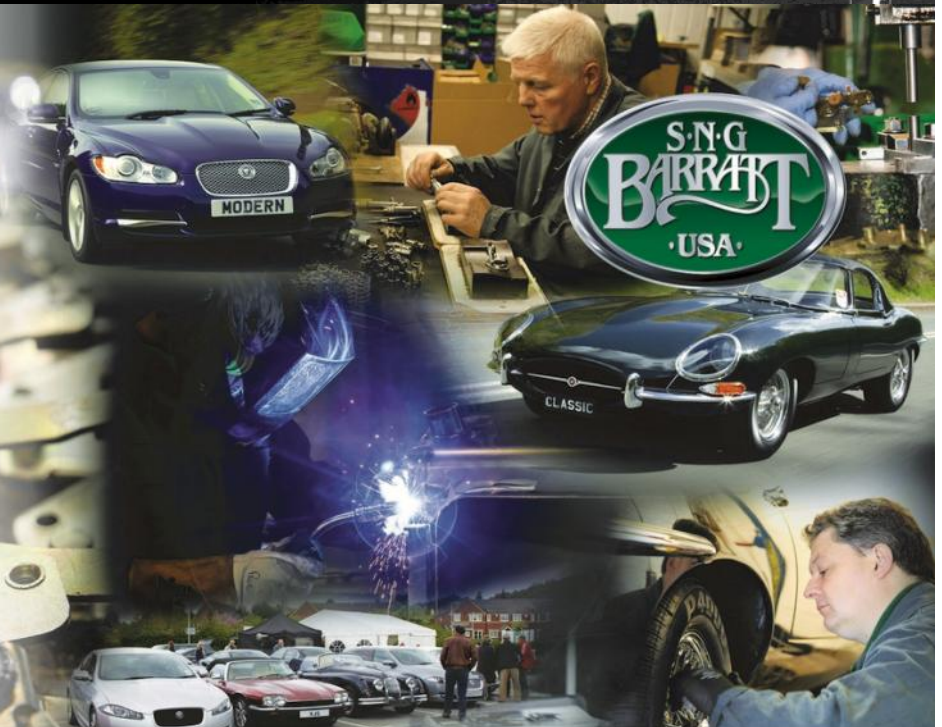


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White body pique golf shirt with multi-stripe trim.

Colors: White w/Green Trim

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Colors: Stone, Moss

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Colors: Jaguar green

Price: \$7.00







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