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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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March 2014

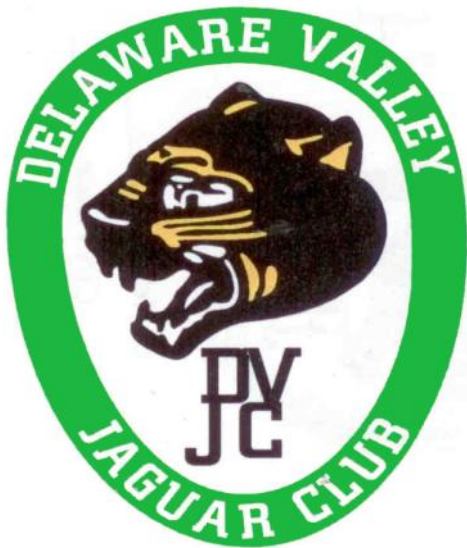
[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

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## DVJC February Breakfast Social



Eight DVJC members braved the cold and ice to attend the February 16th breakfast at Andy's Diner. L to R DVJC vice president Paul Merluzzi, Irena Merluzzi, Brian Craig, Pauline Craig, Bob Hedin, Martha Kob, Mike Shavney and Leo Kob. Not surprisingly no Jaguars were present.




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

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	New Jersey	Rich Rosen	richsusanrosen@verizon.net
	Pennsylvania	Charles Olson	215-757-2028

# Upcoming DVJC Events

**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 26, 2014**

**Yardley to Easton Brewery Tour**

**DVJC and Delaware Valley Triumph Club**

Contact: Rich Rosen [rosen244@verizon.net](mailto:rosen244@verizon.net) (see p. 13)

**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 (see pp. 10, 11)**

**Oakbourne Mansion, Westtown, PA**

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

# Other Interesting Events

**March 29, 2014**

**Tech Session—Ragtops and Roadsters**

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

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

**March 29, 2014**

**Swap Meet—K & T Vintage Cars**

**1511 E. Woodlawn St., Allentown, PA**

Contact: [www.ktvintagecars.com](http://www.ktvintagecars.com)





## The Prez Sez *March 2014*

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I need not mention the horrible Winter thus far, but I do so because of our good fortune to have some of our events on days free of snow! Last month we were lucky to have the weather cooperate after a light snowfall the day before our breakfast meeting in Delaware. I continued to have good fortune weather wise, when Carole and I departed for Fort Myers, Florida on February 6<sup>th</sup>, to attend my granddaughter's wedding, for the next day Philadelphia had blizzard like conditions. Then on return, we arrived the day after another snowstorm.

The next event was our **Breakfast at Andy's** on February 16<sup>th</sup> and only 8 persons attended. The conditions were fair to poor, but I was "snowed in" and missed attending. The following weekend turned out great for **Simeone's "Demo Day,"** driving selected models from his car collection, although the temp was in the upper 40's, the remaining ice in parts of the area to run the cars, caused a cancellation. Then the following week was sub-freezing temp. and the snow's still around!

March Started out cooperating, with a "nice" day of sunshine for the **Motor Car Garage Open House Tech Session**, in Maple Shade, N.J. Sponsored by the MG club and hosted by **Pete Cosmides**, not surprisingly was well attended, then it snowed again the following Monday. I don't know when this Winter Season will end, but my dad used to say, *"Don't take your snow tires off till you pay your taxes!"* I'm glad I don't have snow tires anymore! I'm to attend the AGM in Boston on April 3<sup>rd</sup> with DVJC vice president **Paul Merluzzi** who is driving and I don't suppose the Volvo has snow tires either! Well, **Irena** will be with us and she might help push!

On a more serious note, as you all know, or should know, we're hosting the **2015 AGM here in Philadelphia, March 18<sup>th</sup> thru the 22<sup>nd</sup>, 2015.** What better way to celebrate our DVJC's

**50<sup>th</sup> birthday!** Lest you think we were trying to compete with Boston. Boston, as I had pointed out at the Holiday Party, has a wonderful venue, eclipsing in my opinion the main reason we're to be there. Philadelphia could do the same, but not to that extent but I hope we attract the families of the delegates as guests, where they will have the opportunity to see the historical sites, which label this city as the "Cradle of Liberty." Of course, we've arranged an event on Friday night at the Simeone Museum, for the "Car Guys"!

After looking at several hotels in the area, including the Desmond Conference & Hotel, the Valley Forge Hilton and the Sheraton at 17<sup>th</sup> & Vine, ( AACA annual mtg. hotel) we chose the **Sheraton Philadelphia Society Hill Hotel** at #1 Dock Street (opposite Penn's Landing). It's within walking distance of the historical area, mainly the Liberty Bell and the Constitution Center. The Site Committee agreed it was the best location and spent over a month negotiating a contract which I'm happy to announce, is officially complete, as of March 7, 2014.

I feel I should mention the Site Committee's effort to locate a hotel in a suitable "location, location, location," provide room availability, an adequate size room for Awards Banquet and the ambiance you'd like for a Host hotel! Based on personal experience of three Site Committee members that had attended past AGM's, the **Sheraton Philadelphia Society Hill Hotel**, met all the criteria. After providing the hotel with our specific needs, a walk-thru determined they had what we needed. The Hotel wanted to know how many rooms we needed to "book," how many each night and when they'll arrive. That's a major factor to determine the agreed cost to be obligated for. It's like arranging for the people to attend a wedding and you have to make somewhat of an educated guess, before sending the invitations.

Fortunately, I have some numbers from the records of a couple of previous AGMs. Out

## The Prez Sez *March 2014 (continued)*

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of the 61 affiliates most sent one delegate, a few send two, the rest assigned other club delegates to vote for them via proxies. The only number that was consistent were the Director's group of 17 persons. It's not an exaggeration when I say, I agonized over coming up with the number of delegates that would attend, so as not to "over book". The number I selected is conservative, based on a couple of conversations with Boston AGM chairman and the info I had from past AGM's.

I have no idea how much hosting an AGM in Philadelphia will generate in interest for guest /families of the delegates to attend at this point. I feel a few delegates/guests will arrive early on Wednesday. The directors, president & secretary will arrive on Thursday for they have business that starts Friday at 8am and a good portion of the delegates will arrive Thursday at various times. The remaining delegates will arrive on Friday before noon, to attend the seminars Friday afternoon and the Simone event in the evening. Perhaps a few will choose to arrive Saturday including the featured speaker and associates. Most will probably will checkout Sunday morning, unless deciding to extend their stay at the special rate. This distribution of arrivals effects the total room costs and it's good to guess right.

After receiving approval of the final contract by the AGM planning Committee, I signed the contract this past Wednesday on the 5<sup>th</sup>. and forwarded it to the hotel for their acceptance. The hotel signed the contract and its official! We now have our Host Hotel and our Friday night venue, as the cornerstones to proceed to form the various committees. This is where you as a member come in! As soon as we define what each committee requires and their objectives, I'll be contacting **YOU** for help with your particular skills. I wish to involve a broad segment of our membership and I hope you'll agree to serve when contacted.

During the remaining weeks prior to my trip to the AGM in Boston, I'll be putting together a power point presentation to showcase Philadelphia. The people at the AGM in Boston know why they're going to Philadelphia, for it's a business trip! However, you've got to sell the idea to take advantage of the opportunity to visit the historical areas of Philadelphia, known as the "Cradle of Liberty", Independence Hall, the Liberty Bell and the Constitution Center, to name a few, which include guided tours and perhaps a horse drawn carriage ride! Of course a tour of Valley Forge would be included. I believe it's the first AGM in Philadelphia, since 1973, so for many, it's the first time for an AGM in Philadelphia!

In addition, my responsibility as a delegate to the Boston AGM is to comment and vote on the issues set before us in the agenda published in the JCNA website under AGM. It's also your responsibility to let me know how you feel on a particular issue. Please go to the JCNA website, [WWW.JCNA.Com](http://WWW.JCNA.Com) and click on AGM in the toolbar. You can see what items under **Business (NB-3a 3b,3c,3d)** are to be considered for discussion and vote. I have my opinion, but I'd really like to hear yours.

**Happy Birthday Fred Mack on your 103<sup>rd</sup> year on March 20<sup>th</sup> from your friends and members of the Delaware Valley Jaguar Club!**

**Be Courteous,**

**Drive Safely,**

**and Have Fun**

*At your service,*

*President Charles Olson*



# Roving Reporter - March 2014

By Michael Tate

## “Kissing Cousins”

Can you believe that we are into March and soon we will be welcoming spring which is a time to seriously polish and inspect the bodies and engines of our sleeping Jaguars? However I got to one of mine earlier. On a cold, snowy day (which ones haven't been?) in the third week of February I received a call from Dave Hutchinson (Ragtops & Roadsters) asking me if I would be willing to let the Simeone Museum have my 1967 Jaguar 420 for two weeks so it could be included in their forthcoming event “2014 Best Of Britain.” The objective of the show is to display Classic English Saloons and their Sports Car Cousins. For example a Jaguar MK IX Saloon would be paired with an XKE of the same vintage.



Mike Tate's 1967 Jaguar 420 paired with a 1967 E-Type at the Simeone Museum.

I readily agreed but with the qualification that I would not drive the 420 in the snow. I did not say this to protect the car but as I did not fancy ploughing those thin Dunlop tires on icy roads. I presume they wanted the 420 as it has been termed by Paul Skilleter of *Jaguar Monthly Magazine*, and numerous books on the marque, fame as “a very rare Jaguar.” He made this claim because he did not know that any manual change with overdrive 420's were imported into the USA. In fact the records show that 76 were. I wonder how many are left?

A few days later clear blue skies so I got the 420 from a neighbor's garage. (Thank goodness for snowbirds freeing up shelter all winter.) I disconnected the Trickle Charger and started first press of the starter amid clouds of exhaust smoke. My good buddy and club member Ef Adnpoz arrived at

9:00am and off we set in convoy. The weather forecast reported multiple accidents on the Schuylkill and the I-476 but the route Ef chose took us through the countryside until close to the airport. I always enjoy driving the 420 but morning congested traffic is not the best choice in an old car. Also I get a little tense which I presume is a sign of advancing years...another birthday looms in two weeks time! Also the 420 will be 47 on March 24<sup>th</sup>. We arrived without incident and were welcomed by the museum staff leaving the car in their care.

The following Friday evening the museum held a “launch” party which son Gary and I attended. President Charlie Olson and Kurt Rappold were in attendance. The cars were all assembled in pairs. The 420 was

paired with a 1967 Series 2 XKE, both cars being painted a similar color. They were exhibited within speaking distance of the museum resident C-Type, D-Type and SS100 so I hope some of the DNA from those Le Mans heroes will rub off on the 420! Close by also was the MK IX and its cousin XKE and a little further away a superb Daimler Sports Car SP 250 coupled with a Daimler saloon which in reality is a bagged Jaguar MK 2.

Other pairings included a Lotus Cortina and a Lotus Elan, a Triumph Herald and a Triumph Spitfire (owned one of each in the late 1960's), a Triumph Vitesse and a Triumph GT6, an MG Magnette paired with an MGA, a Triumph Renown Saloon. The Renown had a sister car known as the Mayflower. I owned a Renown in the late 1950's and it was also known as the “Razors Edge” as it had the looks of a small Rolls Royce. Visually it was a splendid looking car but its Standard engine did not live up to its

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# Roving Reporter - March 2014 (continued)

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appearance either in performance or reliability wise. An MG 1100 (a bagged Morris/or Austin) paired with MG Midget. Among other exhibits is a Rover 3500 paired with a TR8.

It is worth noting that through the knowledgeable motoring press the 420 has been hailed as the equivalent to the XJ Series 1, a car in its own right in a league of its own, and certainly in a superior league to the much loved MK2 saloon. I can vouch for this having owned a couple of MK2's.

NOTE!!! The show runs through Sunday March 9 and is well worth a visit even if to only drool over C/D Types and SS100.

## HOLIDAY PARTY BOOKINGS MADE

At the recent meeting of the Club Directors it was agreed that the Holiday Party, held this year on January 19th at the William Penn Inn, was such a success that we should book the venue again for January 18, 2015 to give those who missed the party this year a chance to meet with this year's attendees and enjoy the surroundings, excellent food and Jaguar conversation. For this event it was decided that Payment (\$35) must be made prior to attendance. The club has to provide the number of attendees to the Inn on the Wednesday prior to the event so only those who have paid will be included in the number. We cannot afford to be held liable for \$120 for four attendees, like this year, who said they would attend, did not pay and did not attend. You can send me a check now if you wish!!! Or even part of the two check payment plan... 50% now and 50% in November!! I have done my bit and booked William Penn Inn for January 18, 2015 and paid the \$300 deposit. You have ten months to decide but you can make my job easier by deciding now.

## HOW AMERICA SAVED JAGUAR

I recently read an article by Paul Skilleter in *Jaguar Enthusiast Club* magazine on the above subject and I thought it would be of interest to many of our readers if I included some of the text here in the Purr. So here goes:

"Had it not been for a rapidly developing enthusiasm in the United States for the products of the small British Company, it's entirely possible that Jaguar might not have been able to sell enough cars to have remained viable. After 1945 Britain and most of war-torn Europe were struggling with war

debt, devalued currencies and material scarcities, and had it not been for America it is unlikely that Jaguar Cars could have achieved the 50% export rate demanded by the British Board of Trade's Sir Stafford Cripps and newly-elected Labor Government. Failing to have met this target would have cut steel allowances and Jaguar could have begun a downward spiral, eventually to join other famous marques which did not survive beyond the 1950's."

Exports pre-war had been negligible. Of 5,454 Jaguars built in 1938-39 only 226 had been exported. During the war Jaguar envisaged that, after the war, they would mainly keep selling to the UK market and "could have not predicted that within a few years over half of Jaguar's annual output would be going to a single overseas country."

"Later," Sir William wrote, "I was quite sure that the home market, even with the whole of Europe added, it was essential that we must look to the USA to absorb our production when we reach our planned program."

"That program no longer included the proposed range of small, economical 10hp and 12hp Jaguars that had been intended mainly for home consumption. Instead the pre-war range of 1<sup>1/2</sup>, 2<sup>1/2</sup> and 3<sup>1/2</sup> liter saloons were, with some changes, put back into production."

"Although Australia became the major export market for Jaguar initially, a modest demand for the lusty 3<sup>1/2</sup> liter saloons and Dropheads soon developed in North America, despite (or because of) their antiquated appearance and lack of independent front suspension. Certainly nothing like the 3<sup>1/2</sup> liter had been built in the US since the late 1920's. Retro styling became an effective selling tool. Whatever the case, sales of the Mk IV abroad helped Jaguar achieve the 50% export target by 1948. But while the vastly improved independent front suspension MK V of 1949 gained many more sales in the US it was the XK120 that really lit the blue touch paper. Followed by a succession of new cars also powered by the magnificent and refined XK 6 cylinder engine. Jaguars star remained firmly in the ascendant during the 1950's."

There were many "agonies and irritations" in setting up dealerships which taught Sir William some tough lessons and more of this in the next issue.



# Life goes by fast – Especially if you drive a Jaguar

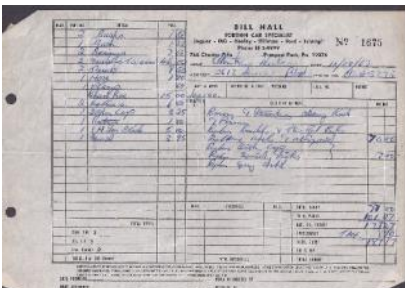
by Christian Huber

It was a chilly day in December, but it didn't seem to matter much as my attention was focused on the task at hand; that of taking my recently purchased green XK140 to the mechanic for some much needed front-end repair. After an all



Christian and his green XK 140, Dec. 1972

too short 20 minute drive, I was all smiles, as I finally arrived at his garage in Prospect Park, Pa. My smiles grew wider as he greeted me with his charming English accent, "I like your Jag-U-ar. It does however; require some sorting out, though." His garage was not that pleasant, but at least his accent was, I thought, during my bus, trolley and bus again ride back home. A few days later he called advising that the Jag-U-ar was road ready and awaiting pick-up. I seemed to recall that the return bus, trolley and bus ride to his shop lasting nearly as long as a crossing on the QE2.



Repair Invoice, Dec. 19, 1967.

Upon my arrival at port, he greeted me with the invoice in hand. Quite a tidy sum, I thought. But, no matter, as the car was road inspected and declared fit to drive. After offering mutual thanks, a hand shake and receiving the obligatory British "cheerio", off I went in a properly sorted out motorcar. *Golly good show* I chuckled to myself...as I pressed down on the accelerator.

Fast forwarding to the DVJC Awards Banquet at the William Penn Inn on January 19<sup>th</sup>, 2014, where, much to my delight, there sat the Eng-

lish mechanic. I had not spoken to him since he handed me his invoice on December 19<sup>th</sup>, 1967. When he finished eating, I went over to him, shook his hand and expressed my appreciation for a job well done.



Bill Hall at 2014 DVJC Holiday Party.

There is a deeper meaning to this superficial story. You need not guess what it is, just look at the now (red) and then (green) pictures of my XK 140, the picture of Bill Hall, the English mechanic, seated at the table in the banquet room and the copy of Mr. Hall's invoice for services rendered.

By the by, yes, the young man standing next to the green XK140 did single handedly paint the Jaguar back to its original Carmen Red color. And you might be



Christian's XK 140 , Dec. 2013

interested in knowing that I have it on good authority that he can't wait until this angry winter ends so he can once again be off in a properly sorted out motorcar to recapture that youthful smile one can only obtain from driving a Jaguar, and a red one at that. *Golly good show*, indeed.



Christian at the 2014 DVJC Holiday



Saturday, May 31, 2014

**A JCNA Sanctioned Concours d'Elegance**  
*and an all British Marque judged Motorcar Concours*

Field Opens at 8:30 am- judging begins at 10am.

- \* Registration for all JCNA Divisions is \$50 per car if received before May 27<sup>th</sup>
- \* All cars registered after May 27<sup>th</sup> will result in a \$5.00 increase per car.
- \* Two or more cars; 1<sup>st</sup> car \$50, 2<sup>nd</sup> car \$25, 3<sup>rd</sup> and each subsequent car \$15
- \* Display cars and non JCNA cars are \$35 per car
- \* Ample Parking on site for Trucks and Car Trailers for easy unloading
- \* All cars must be driven thru a Vehicle Operation Check Point
- \* JCNA rules of judging will be followed as per applicable by the 2014 AGM.
- \* Recorded Music, Food & Beverages will be available all day

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e-mail: cwolson29@comcast.net

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**Registration Form , Division and Classes and Hotel Information on reverse side**



**The Oakbourne Mansion, 1014 South Concord Road, Westtown, PA 19382**  
**(www.oakbournemansion.org)**

**Host Hotel:** Days Hotel (formerly Holiday Inn) 943 High Street, West Chester, PA 19382 610-692-1901 or  
 Microtel Inn & Suites, 500 Willowbrook Lane, West Chester, PA 19382 610-738-9111  
 Upon registering for room mention the *Oakbourne Mansion Car Show* for special rates.

<p><b>Champion Division Classes</b></p> <p>C1A: Classics (Pre-XX engine) Tourer and OTS: Swallow, SS &amp; SS Jaguar (1927-51)                  C1B: Classics (Pre-XX engine) DHC and Saloons: Swallow, SS &amp; SS Jaguar (1927-51)                  C2: XK 120 (1948-54)                  C3: XK 140 (1955-57)                  C4: XK 150 (1957-61)                  C5: E-Types, Series 1 (1961-67)                  C6: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)                  C7: E-Types, Series 3 (1971-75)                  C8: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70)                  C9: Early Small Saloons: MK 1 (2.4 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340, S-Type 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)                  C10: XJ6/12 Series 1 Saloons (1968-73) Note 1                  C11: XJ6/12 Series 2 Saloons and Coupes (1973-79) Note 1                  C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1                  C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12R, (X300) (1995-97) Note 1                  C14: XJR/S Sedans (X308) (1998-2003), XJR/S Sedans (X350 Alloy) (2004-2009) Note 1                  C15A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.                  C15B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.                  C16A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)                  C16B: XK and XKR Coupe and Conv. (2007-On)                  C17: S-TYPE Sedans (1999-2008)                  C18: X-TYPE Sedans and Estate Wagon (2002-2008)                  C19A: Preservation Class (more than 35 years old)                  C19B: Preservation Class (20 to 35 years old)</p>	<p>C20: XF Sedans (2008-On)                  C21: XJ Sedan (2010 [as 2011 model year] - On)                  C22: F-Type (2013 - On)</p> <p><b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes 10, 11, 12, and 13 according to their years, engines, and body styles.</p> <p><b>Driven Division Classes</b></p> <p>D1: All Classics (Pre-XX engine) and XK 120, XK 140, XK 150                  D2: E-Types (1961-67)                  D3: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)                  D4: Series 3 E-Types (1971-75)                  D5: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; SType 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)                  D6: XJ6/12 Series 1 &amp; 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1                  D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12R, (X300) (1995-97) Note 1                  D8A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.                  D8B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.                  D9A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)                  D9B: XK and XKR Coupe and Conv. (2007-On)                  D10: XJR/S Sedans (X308) (1998-2003), XJR/S Sedans (X350 Alloy) (2004-2009) Note 1                  D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)                  D12: XF Sedans (2008-On)                  D13: XJ Sedan (2010 [as 2011 model year] - On)                  D14: F-Type (2013 - On)  <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles.</p>
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-----Cut Here-----

**Registration Form for DVJC Concours d'Elegance 2014**

\*Please submit a separate Registration Form for each car you enter.  
 Detailed instructions will be provided upon receipt of registration.

Name \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_

Address \_\_\_\_\_ e-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

JCNA Number \_\_\_\_\_ VIN \_\_\_\_\_ Color \_\_\_\_\_

Division - Please circle one only:    **Champion**    **Driven**    **Preservation**    **Special**    **Display**

Make check payable to: DVJC

Send to: Charles Olson, 302 S. Hawthorne Avenue, Langhorne, PA 19047.

Release statement: I hereby agree to the car(s) described in the 2014 Concours d'Elegance on May 31st, 2014. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, The DVJC, and the Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
 Signature of Jaguar Owner



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*A scene from last year's British car club swap meet*

## **British Car Club Swap Meet March 29**

You and your club are invited to take part in a British Car Club Swap Meet we're hosting on **Saturday, March 29**, from 9:30am to 1pm. The event originated with the Keystone Region MG Club here in the Allentown area, whose members like to get together in the cold months and sell/swap used parts. ANYONE who has British car parts or accessories to sell or swap is invited — **NO COST** to anyone ... It's an opportunity for everyone to clear out their shelves/garages of parts new and used, and perhaps pick up something they've been looking for. If nothing else, this as a chance to get out of the house and get together with other British car nuts as we look forward to the spring driving season. We'll also have lots of cars to look at in our shop. Please bring a table if you need one, and a chair. We'll provide doughnuts and coffee.

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## Yardley to Easton Scenic Drive and Brewery Tour



April 26<sup>th</sup>, 10:00 am depart the Yardley Inn for a 45-mile scenic drive up the Delaware River to the Weyerbacher Brewery in Easton, PA. (Yardley Inn, 82 East Afton Avenue, Yardley PA, 19067)

Cost is \$10.00 per vehicle.

DVJC payable to Rich Rosen and DVT Payable to Bob De Lucia at the meeting point (Yardley Inn).

---

DVJC contact Rich Rosen - [rosen244@verizon.net](mailto:rosen244@verizon.net) or call 609-923-7655

DVT contact Bob De Lucia - [yukon80@comcast.net](mailto:yukon80@comcast.net) or call 267-258-7071

The brewery tour is less than an hour long and should be over before 1pm. After, please join us for lunch at the Two Rivers Brewery across town. (Separate checks)



# Delaware Valley Jaguar Club Breakfast Socials

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

**Sunday, April 27th, 2014, 9:00 am**

**Sunday, May 18th, 2014, 9:00 am**

**Sunday, June 15th, 2014, 9:00 am**

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

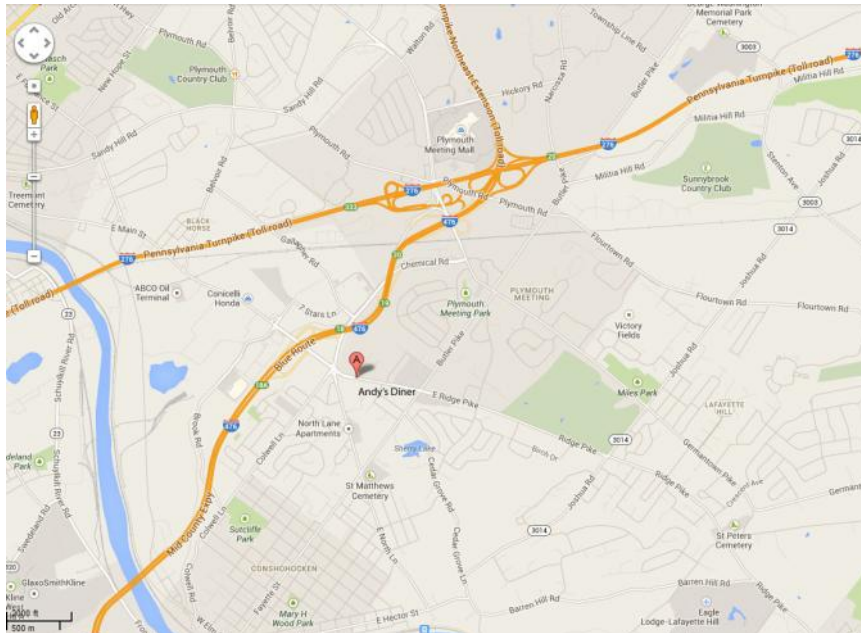
## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto: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



## JAGUAR PARTS FOR SALE

- 1—One 6.40 X 15 Dunlop RS-5 white wall tire for E-Type, original 1967, 0 miles. \$150 OBO
- 2—One set of Series I—XJ6 (4) doors with “wing” windows, no rust. \$250 each OBO
- 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.



**1959 Mk IX**, built October 1959, all original including tool kit, runs great, rebuilt engine and transmission, 45,000 miles, DVJC Concours d'Elegance class winner 2009, 2010, 2011, Buckingham Best In Class 2007, 2008, 2011, 1st Place New Hope Auto Show 2008, 2009, 2010, 2011. Asking \$50,000 OBO.

Contact Charles Daily, 267-303-7246.





# 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**

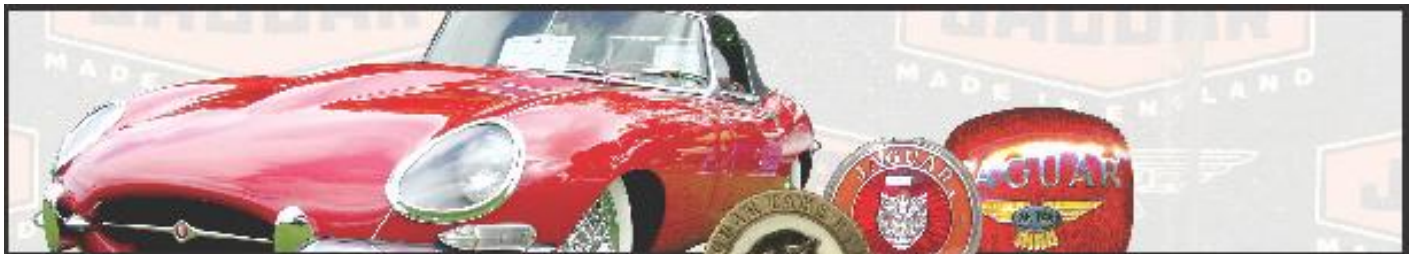
Signed: \_\_\_\_\_ Date \_\_\_\_\_

*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.

**Please make your checks payable to DVJC and mail to:**

**Ann Perry, PO Box 163, Mendenhall, PA19357**



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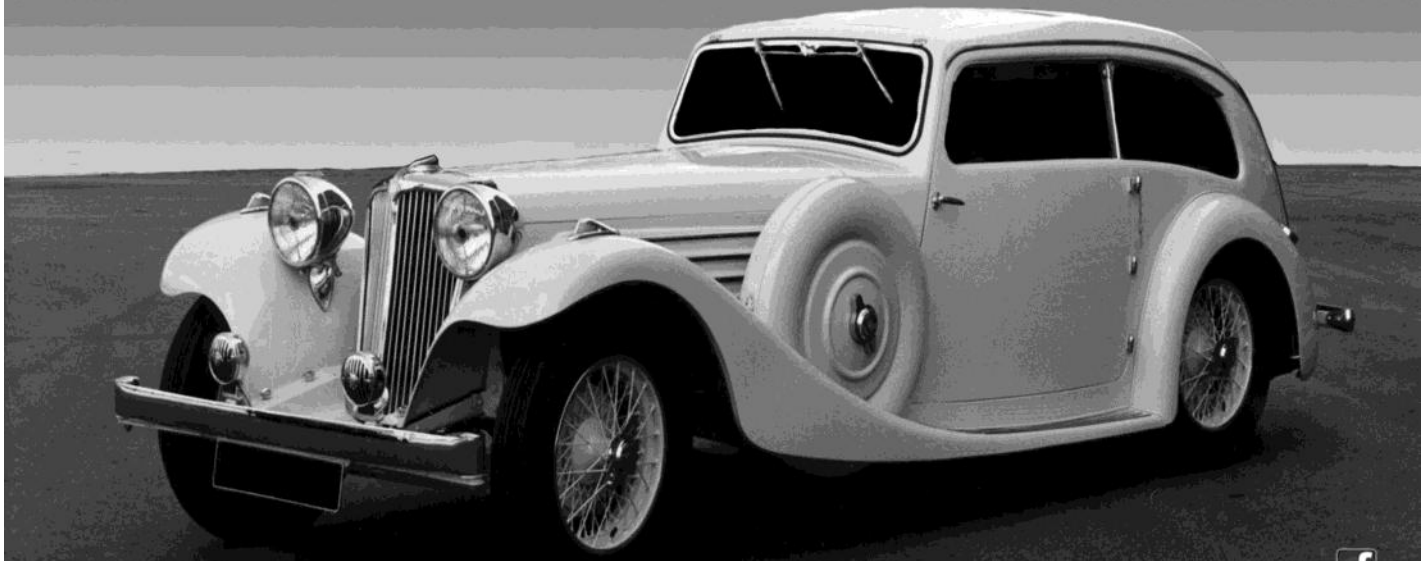


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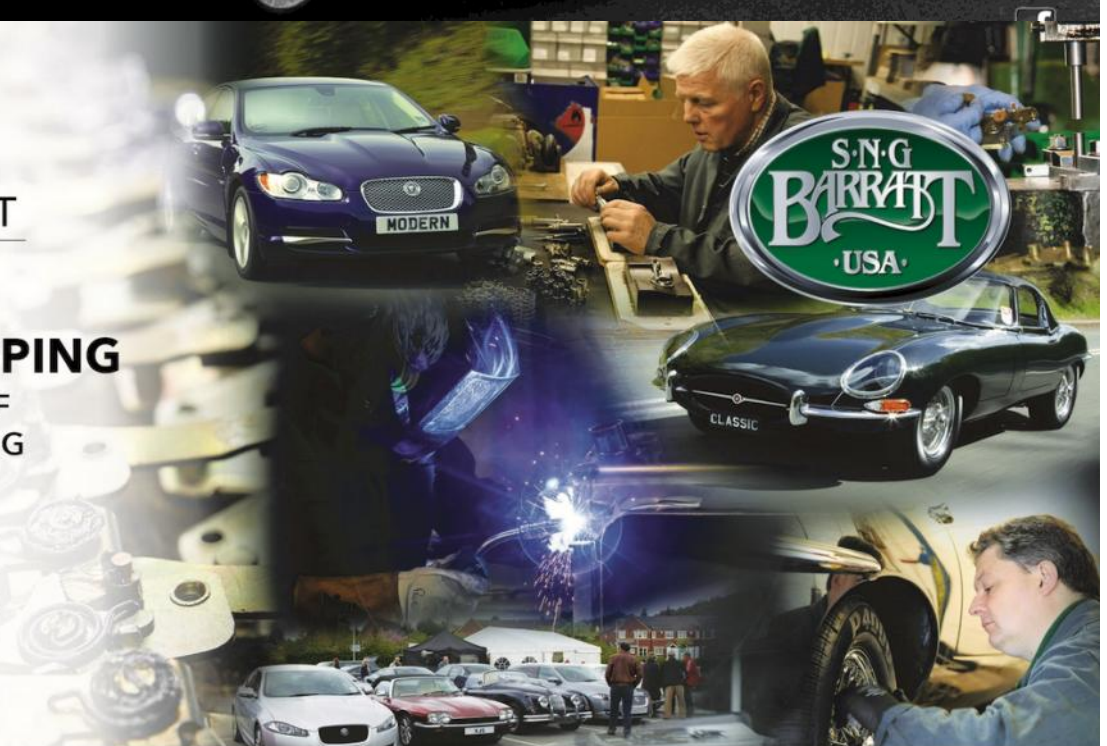
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# WELCOME NEW MEMBERS

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**Patrick & Judith Walsh  
Chalfont, PA**

**Wicker & Sally Francis  
Newtown Square, PA**

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Note: We welcomed Wicker and Sally Francis last month but I cut off their home town in the announcement.

<p><b>TRIUMPH RESCUE</b> Parts • Service • Restoration</p> <p>610-845-8217 Fax: 610-845-3518</p> <p>617 Walnut Street P.O. Box 185 Bally, PA 19503</p> <p>email: triumphs@triumphrescue.com</p> <ul style="list-style-type: none"><li>❖ MG's</li><li>❖ Jaguar</li><li>❖ Austin-Healey</li><li>❖ Land Rover</li><li>❖ Triumph</li><li>❖ Aston Martin</li></ul> 	<p><a href="http://www.BritishWiring.com">www.BritishWiring.com</a></p> <p><b>British Wiring</b> </p> <p>Suppliers of Wiring Harnesses, Wire, Terminals &amp; Sundries for British Classic Cars and Motorcycles</p> <p>Toll Free: 866-461-9050 Fax: 610-845-3518</p> <p>email: sales@britishwiring.com</p> <p>P.O. Box 185 • 617 Walnut St., Bally, PA 19503</p> 
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# DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

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

	<p><b><u>Devon &amp; Jones D700 3-Season Jacket</u></b>          100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind &amp; water resistant          Colors: Forrest, Stone          Price: S-XL: \$39.95    XXL: \$45.00    3XL: \$47.50    4XL: \$50.50</p>
	<p><b><u>Ultraclub 8536 Pique Golf Shirt</u></b>          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</p>
	<p><b><u>Lee (83062)</u></b>          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</p>
	<p><b><u>Lee Mens (71808)</u></b>          Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs          Natural, Hunter Green  <b>NEW LOWER PRICE!!</b> All sizes: \$28.50</p>
	<p><b><u>Folding Camp Chair</u></b>          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</p>
	<p><b><u>Mesh Camp Chair</u></b>          Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.          Color: Hunter green          Price: \$28.95</p>
	<p><b><u>Hat (#1701)</u></b>          Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo          Colors: Jaguar green          Price: \$7.00</p>
	<p><b><u>Hat (#3701)</u></b>          Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo          Colors: Jaguar green          Price: \$7.00</p>

## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<p><b><u>DVJC Pin</u></b>                  Epoxy dome pin; DVJC logo in full color                  Price: \$3.50 (2 for \$6.00)</p>
	<p><b><u>Folding Table</u></b>                  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</p>
	<p><b><u>Weekend Garment Bag</u></b>                  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: \$</p>
	<p><b><u>Deluxe Duffle Bag</u></b>                  Full length zippered pocket on front &amp; 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</p>

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