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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*May 2014*

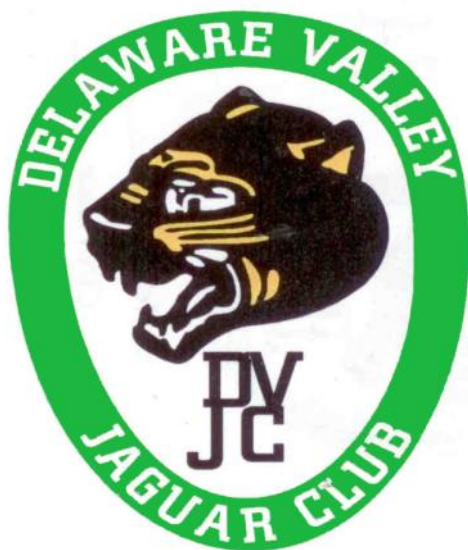
[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

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## DVJC April Breakfast Social



Twelve DVJC members and 2 visitors enjoyed sharing moments at Andy's Diner. L to R Brian Craig, Pauline Craig, Sheree Richnow, Terry Robonson, Al Giacobetti, DVJC President Charles Olson, Mike Shavney, visitors Barry English and John English of the Jaguars Owners Club of Oregon, Bob Hedin, Christian Huber IV, Christian Huber, Jr., and Robert Hindle. Not pictured is Angie Robinson who was nice enough to take this photo. All are gathered around Terry Robinson's gorgeous E-Type. This car was part of the DVJC E-Type Extravaganza in 2011 but was not running at that time. It is now purring perfectly and cruising the highways. Angie Robinson confided the car does not go out unless it can be driven top down.



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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#### MEMBERSHIP RATES

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

#### DVJC OFFICERS INFORMATION

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Club Merchandise	Tom Murray	856-809-0202	jagmanred@comcast.net

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Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
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New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

# Upcoming DVJC Events

**May 16—18, 2014**

**Penn—York Rally  
Beach Lake, PA**

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

**May 18, 2014**

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

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

**May 24, 2014**

**Susquehanna Valley J. C, Concours d'Elegance  
Sunset Lane Park, York, PA**

*Contact: Dave Hershey, (717) 792-5271*

**May 24, 2014**

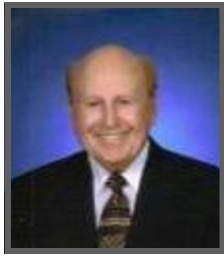
**80 Years of Jaguar Demo Day  
Simeone Museum, 6825 Norwitch Dr., Philadelphia,  
PA**

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

**May 25, 2014**

**Monte Carlo Grand Prix Breakfast Buffet  
4989 West Chester Pike, Edgemont, PA**

*Contact: Paul Merluzzi, 610-696-3221 (see p. 14)*



## The Prez Sez *May 2014*

**Mayday! Mayday! Help!** I hope I now have your attention! The **Cars & motorcycles of England & the Jaguar Concours d'Elegance, at Oakbourne,**

is scheduled in just 4 weeks, on Saturday, May 31<sup>st</sup>, and as chairman I need your help. I can be contacted by e-mail [cwolson29@comcast.net](mailto:cwolson29@comcast.net) or by cell 215-920-2903 or 215-757-2028.

I need at least a dozen volunteers to assist in **parking the spectator's** cars from 8am until 3pm. Each DVJC volunteer will be **assigned a one hour time** period. If you're entering your vehicle in the Concours as "Display Only," or attending in any capacity, please consider volunteering to participate as a **"Spectator Parker"**. You will be given a free lunch pass. I'll need to know by May 10<sup>th</sup>. Please contact me ASAP.

I'm also making the current Judges aware that our **Judge's meeting** will take place on **Saturday May 10<sup>th</sup>** at 8am till noon at the Oakbourne Mansion meeting room. Please bring your **2013 Judges Manual** with you. Those members who wish to better prepare their cars for the Concours and consider being a Novice Judge, I'm inviting you to attend. Please don't hesitate to contact me with any questions.

For those of you that are unaware, **Kurt Rappold** had successful shoulder replacement surgery recently and will need the help of at **least two helpers** to escort him to the Chester Warehouse to load up the tent & other equipment in his truck and return to Oakbourne. The date and time will be provided to the group and coordinated by Kurt. **Please call him directly 610-358-4055.**

On Friday afternoon May 30<sup>th</sup> I will require 4 to 6 people to set up the 20X20 awards tent at the Oakbourne Mansion under the guidance of Kurt in addition to any other preparations to be ready for the Concours. Please contact me directly before May 28<sup>th</sup>.

**The Susquehanna Valley Club** in York, Pa. always precedes us with their Concours d' Elegance on Saturday May 24<sup>th</sup>. It's a good opportunity to enter this closest sanctioned Concours to us and if your certified, please help them out by judging. The club has always provided at least two judges for us each year and I'd like us to reciprocate.

I want to thank our members for their participation in our **Breakfast Club meetings at Andy's** and your interest has encouraged me to ask for your help in volunteering for a committee in support of our **hosting the JCNA Annual General Meeting here in Philadelphia in March of 2015.** It's also in conjunction with **celebrating our 50<sup>th</sup> DVJC Anniversary!**

I've described this annual two day event before in other Host Cities, but now it's our turn to host and

provide the visiting delegates and families with the opportunity to visit the Historic sites of Philadelphia. The host hotel is the **Sheraton Philadelphia Society Hill**, within walking distance to of most of the historic sites. The Friday evening venue is a visit to the **Simeone Automotive Museum** that includes a buffet dinner. We have the contract in place for early arrivals so the delegates and director's, families and friends have an opportunity to visit the Historic Sites!

As Chairman, I have established our AGM Planning Committee to guide the various committees that will be filled by our membership. I will have Brian Craig, our Webmaster, send **every member a** notice called, the **"Committee Volunteer Selection Choice."** This will describe the function of each committee in detail, so that you can feel comfortable in supplying your time and talents.

I promised that I would be contacting each of you for help and I feel giving you this description will initiate your response. I will be available to provide a more detailed explanation of the committee in which you have an interest in volunteering. Your time may be limited and some tasks may require a couple of hours taking a turn as registration personnel, or perhaps as a monitor for a certain event.

After receiving your **Committee Volunteer Selection Choice** info, please consider volunteering for what **you feel** you're best suited and let me know of your interest. I'd like to have all of **the Committees staffed by the 6<sup>th</sup> of June.** I plan on arranging to meet with each committee as they are formed for lunch, as my guest, to initially plan our objectives and means to monitor progress by e-mail.

I want to thank **Rich Rosen and Bob Delucia** for hosting the Yardley to Easton Scenic Drive & Brewery Tour to visit the Weyerbacher Brewery in Easton, Pa. This is a good example of the DVT and the DVJC planning a combined event which resulted in a good turnout of Jags and other British marques, to wrap up the events for April.

A photo collage is available by going to [www.flickr.com/photos/bcsphotos95/sets](http://www.flickr.com/photos/bcsphotos95/sets). You should take note that the Breakfast Buffet to watch the video presentation of the Monte Carlo Grand Prix on May 25<sup>th</sup> does not replace our next Breakfast meeting **at Andy's on May 18<sup>th</sup>.** Hope you can make both.

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

*At your service, President Charles Olson*



# Roving Reporter - May 2014

By Michael Tate

## LANCASTER AVENUE POT HOLES A MANUAL GEARBOX

Early morning on Saturday, April 12, I was driving my 1967 Jaguar 420 on Lancaster Avenue from the outskirts of Malvern to the Wayne headquarters of the local Jag shop. Earlier in the week wife Mo had made serious contact with a pot-hole bending the passenger side front wheel on the X-Type and various other parts totting up an impending bill to correct the damage of \$3,334. (I did not say a word). I set off for Wayne at 7.30am determined not to suffer the same fate and foolishly thinking that it was the middle of April so plenty of time to have repaired every hole.

WRONG!!!

I have to acknowledge that there were stretches of road that were, as one would expect to find a highway, but these were in the outside lane of the two lanes. The inside lane was riddled. And after a short time I thought I could become exhausted changing gear and taking avoidance. Slipping into third I changed lanes with a sigh of relief only to find that not only were there holes in the middle of the pavement but, more confusing, holes in the area which divided my lane from the on-coming traffic lane. These indeed called for some fancy footwork calling for long forgotten arts from us of "heel and toe." Changing gear constantly in a 47 year old car is what driving is all about and I was certainly being tested now as I was using the engine as a brake to slow us down. I use the word "us" to illustrate that the old Jag Sedan and I had become one. I don't know if you have ever counted the traffic lights on this route, there must be one every two hundred yards, and each one was at red this Saturday again causing constant up and down changes. Of course I could have traveled on the 202 but that has been in major upheaval for months



The Tate X-Type Estate.

My mind was concentrating solely on the job in hand when it suddenly darted to a topic of the moment, "Self Drive Cars." It is said that the motor industry is making great progress in inventing a car that will drive itself. How boring but how will they program it to deal with Lancaster Avenue after a rough winter? Perhaps the program will say "Lets get it over with. Drive into the next pot-hole and stop!" Perhaps the electronics will go into "weave mode" but what happens if the on coming car goes into weave at the same time? Of course the solution then hit me. The self drive car does not actually touch the road but floats above it eliminating the

problem and the need to repair holes or the use of salt. The problem will be, if the past is an indicator, that the USA will be the last country to use such a system because of cost. This mirrors the recent hacking problem at Target where they are going to use chip technology in their credit cards in the future. Chip technology has been available for the past 20 years and is used in most industrial nations. The USA investigated the design and safety inherent in the technology and loved it but when the solution was put before USA top management it was rejected. Reason...Cost! Now they are paying the price.

No sooner had I written the above than I received a mail from a good friend of mine, Gordon Hudson, who disappears locally to his home in Florida in the winter. He allows me to garage the 420 at his local home during this time. He attached a report with the heading "Jaguar Land Rover Previews Pioneering Automotive Technologies." JLR predicted through their advanced research they will be able to deliver intelligent on –and off-road driving for customers of tomorrow. The technologies include remote control off – road driving, predictive infrared laser scanning and gesture and voice control activation, smart glass that transforms the connectivity of the interactive experience, and semi- autonomous driving both on and off-road. One of the subjects listed



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# Roving Reporter - May 2014 (continued)

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said “next generation Terrain Response includes infrared laser scanning to predict terrain and Wade Aid to predict water depth.” Another headline says ““Transparent Bonnet”(Hood) virtual imaging concept improves off-road visibility for Land Rover and helps high-speed driving for Jaguars”. It’s all too much to explain here but beware pot holes, your days are numbered.

Well it all sounds amazing but future generations will still be able to enjoy yesterday’s and today’s cars with their automatic and, preferably, manual gear boxes. Pot Hole evasion with a manual gearbox will be the sport of the wealthy and, because the roads will be less used, the holes will be wider. And deeper.

## THE “GREAT RACE” 2014

The nine day Great Race this year starts in Ogunquit, ME on Saturday, June 21, at 10 a.m. and concludes on Sunday, June 29, at 3.00 p.m. at the The Villages, Florida. To find out more call (800) 989 7223 or go online [www.greatrace.com](http://www.greatrace.com).

The race is a spectacular event with a variety of vehicles taking part. This year we are most fortunate as the route passes through our state on Monday, June 23, pausing at 11.40 a.m. for lunch at the Pocono Raceway, Long Pond, PA and the day’s finish at 5.15 p.m. at Valley Forge Casino, Valley Forge, PA. Naturally the times stated are for the first cars and the finish will be staggered.

We believe this is a golden opportunity for club members to see some unique vehicles and, although it is a Monday, the first cars will not be arriving until after 5.15 p.m. at the Casino in Valley Forge and spending the night there. Mike Wolf will be announcing his plan for an extremely low key gathering for club members. We hope you can take advantage of this opportunity.

## THE FUTURE OF THE XK

In last month’s *Purr* I told you that I had been tipped off that the end of life of the XK was nigh. It has now been confirmed that the 2015 model will be the last finishing production this summer. There will be no direct replacement with Jaguar concentrating on the F-Type. The S and R F-Types are a match for the XK in both specification and price. Despite selling 54,000 XK’s there is no direct replacement but it is said the company is working on a new, larger and more expensive four seat coupe which possibly will be based on the next generation of XJ which will rival the Aston Martin DB9, Bentley GT and Mercedes Benz S-Class Coupe.

The XK is Jaguar’s second all aluminium car and will con-

tinue its legacy in the company’s hall of fame as one of the most desirable and beautiful models. To mark the conclusion of this epic model you could be just in time to place your order for 1 of 50 of the final 50 XKR’s to come off the production line. Hurry to reserve yours today. If you live long enough could be worth a million one day.

## JAGUAR HERITAGE PLANS FOR NEW HOME

At last Jaguar Heritage have told us about their plans for a new building which will become their headquarters. It will be based at the Heritage Motor Center at Gaydon in Warwickshire, UK. Provided will be space to display and store 200 historic British cars from the reserve collections of both the Jaguar Daimler Heritage Trust and the British Motor Industry Heritage Trust.

The new museum will enable visitors to view cars from the reserve collections from both Trusts for the first time. Included will be a vehicle restoration and conservation workshop. Importantly office space will bring back together again all Jaguar Heritage staff under one roof. The new facility will be adjacent to the Heritage Motor Center museum and will compliment the existing Jaguar galleries in the Coventry Transport Museum and the Heritage Motor Center museum, both of which will continue as they are today. In addition to the large range of Jaguar models space will be provided for Jaguar Heritage’s extensive collection of 30 Daimler and Lanchester models dating from 1897 to 2002, many of which have never been on public display. It is expected that the facility will be fully operational mid 2015.

## PRICES STILL ON THE UP

A 1966 MKII 3.4, condition 1, went for \$30,836. A 1965 XKE OTS, condition 2, went for \$110,000. A 1955 XK140SE OTS, condition 1, brought \$103,000. Another XK150S OTS, Condition 2, attracted big bucks. This time \$167,750. A 1967 XKE Series 1, Condition 2+, sold for \$129,250. RM Auctions held March 8 at the Ritz-Carlton on Amelia Island produced three exceptional Jaguar sales. A 1954 XK 140 MC OTS, Condition 1, went for \$159,500. Next a 1961 Series 1 XKE OTS, Condition 1, sold for \$214,500 and, topping them all, was the 1949 XK 140 alloy roadster, one of only 184 left hand drive alloy bodied XK’s made. (My comment. If the date is right then I believe it was an XK 120 not a XK140 and only 120’s were alloy) No matter the confusion the buyer spent \$495,000 for this condition 2 car.

Prices continue to excel and taken overall exceed the average gains made on the stock market.

Keep polishing....summer is here

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## DVJC and the Delaware Valley Triumph Club visit Weyerbacher Brewery

*by Bob De Lucia*

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The drive to Yardley, PA started on the right note, as not too far from my house, I passed a top-down TR6 heading in the opposite direction. A good "omen" for a great day of sunny top-down driving.

On a bright and beautiful Saturday morning at 9:30am, fourteen members of the Delaware Valley Jaguar Club and sixteen members of the Delaware Valley Triumph Club met in Yardley PA for a two-fold purpose.....a scenic drive.....and beer! What could be a better combination on a gorgeous spring day?! Also joining us were three members of the NJ "Positive Earth Club".

Rich Rosen handed out directions (just in case), and we were off at 10:00am, we combined for a

drive up north along the scenic Delaware River up to Easton for a brewery tour. There were many top-down Jaguars as well as Triumphs enjoying the scenery and curvy River Road. It was the perfect time of year for the drive, as the Delaware River was visible along much of the road, before spring vegetation blocked the view. For Delaware Valley Jaguar Club there were several E-Types, XKR, XK8's, XJS's, a 420. Delaware Valley Triumph had several TR6's, one TR3, one TR4, one TR250, two TR7, a Spitfire, a Mini, and one orphan Porsche. Ironically, while on River Road right near Washington Crossing State Park we saw about 25-30 Austin-Healeys gathering in the visitor parking lot for their drive

to some point.

Once we drove through part of Easton, we were there. The brewery started us off immediately tasting their various taps they have available (about ten on draft). So after tasting many delightful brews, it was time for the tour conducted by the staff at the Weyerbacher Brewery <http://weyerbacher.com/> in Easton. Brewers of such iconic brews such as "The Blithering Idiot", "Merry Monks", "Verboten", and many of their seasonal

brews such as "Insanity", "Hersey", "White Sun Wit".

After the brewery tour and tasting what was needed? Of course more beer (and

lunch), so we caravanned over to the "Two Rivers Brewery" in Easton <http://tworiversbrewing.com/>. We did a pre-order that morning before we left to make it easier for the restaurant when we arrived (and quicken the process).

The combined club drive and tour went very well, so there maybe future combined club events in our future.

Special thanks Delaware Valley Jaguar Club's own Rich Rosen, who organized the tour at the brewery, had maps of the route, and made reservations at our brewpub.





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# Yardley to Easton Photos by Steve Kress, Rich Rosen and Bob DeLucia

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**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

**Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Best of Show, Longest distance**

**Contact** Charles Olson, Concours Chairman at 215-757-2028:  
 e-mail: [cwolson29@comcast.net](mailto:cwolson29@comcast.net)

**Show Information Hotline:** 215-757-2028 or 215-920-2903

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



As I think back on the late 1960's and the 1970's there are a number of things that come to mind. I don't remember the exact date that I joined the club but I think it was in 1965 or 1966. At that time the club had dinner meetings which were all around and in Philadelphia. As I remember the club finances were in very poor shape. One needed to send in there check in advance so the club would be able to pay the restaurant for the guaranteed number of people coming. One place that I remember was not the best place to drive to was the Brass Rail near the airport. A lot of the places we went to in that time are no longer in existence.

During the time between 1967 and about 1978-79 the club had a large contingent of members that participated in events that gave one a chance to appreciate what a Jaguar was capable of doing. There were many years where we went to Lime Rock, times where we were at Atco drag strip in New Jersey as well as having gymkhana competitions and doing some "question – clue – and answer" fun type rallies.

Lime Rock was a blast. It was normally a three day event with inspection and instruction (for the people that needed it) as well as practice on Friday. The practice hour was divided into three twenty minute periods so that the three groups of cars practicing would be on the track with comparable drivers. There were Novice, Intermediate and Expert. On Saturday we had the actual competition. For the speed trials around the 1.58 mile circuit you were running against the clock not head to head. Even though this was done for safety there was still an accident now and again. Although I do not know of any person hurt there were a few cars that could not be driven home. They also ran a timed quarter mile starting in the "run off" at the end of the straight away past the stands going against what would be the normal running on the track.

There was also a "fun" gymkhana with both a driver and navigator. The navigator stayed with the car while the driver, who was about 150 feet away and blindfolded was spun around. At that time the driver had to get back to the car before the blindfold could be removed then both would complete the course which included picking up four tennis balls off the top of traffic cones which the navigator had to run with from the stop line to a bucket and drop them in.

The third day, Sunday, was when there was a brunch and the trophies were passed out. Lime Rock was always a lot of fun and ask anyone who went about the "Jaguar Juice" that always somehow did

show up on one of the days!

I have to admit that I did very well at Lime Rock and Steve Kress and I had a lot of good "head to head" competition. Between the two of us we came away with most of the first places in our class almost every year we were there.

One of our Past Presidents that I miss was Sid Levin. I know he was President in the 1977 era and the other officers then were: Stan Felt, VP; June Levin, Secretary; Penny Michie, Treasurer; Dick Michie, Director and John Gerhard, Director and parts coordinator. Sid was a very interesting guy. He taught a number of members including myself a lot about the mechanics of the Jaguar and how to tune the engine properly and was always helpful to anyone with a question or problem with there Jaguar.

Another event that a number of our members participated in during the summer was a gymkhana series that was put on by the local chapter of SCCA. This took place in the parking lot of Montgomery County Community College. I must say the members of DVJC that did go did well at these events.

Our club put on a gymkhana in the parking lot of the New Hope School parking lot one year. One of our members sort of "goofed" and tried to see if a concrete base of a light standard would move just like a rubber cone. George Carr designed a nice stainless "Bent Bumper Award" that was presented to our unlucky member at the next dinner meeting.

Also during this time (1970's) the New Hope Auto Show was also a JCNA event. If you won you class you ended up with both a JCNA and a New Hope trophy! One of the highlights, for me, at these shows was the fact that Fred Horner would stay at my house as well as be at the show. It was of great interest to here the stories that Fred told and I always enjoyed his "British" humor and accent. I hope that my next comment is not taken the wrong way but the Concourses then were more "fun" and not as professional as they seem to be to me now.

I have enjoyed the many friends and acquaintances that I have met through the club and in looking back can net even remember exactly what years that I was President as there were also many years where I was some other officer or director. All I can say is it was enjoyable.

# Delaware Valley Jaguar Club Breakfast Socials

**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**

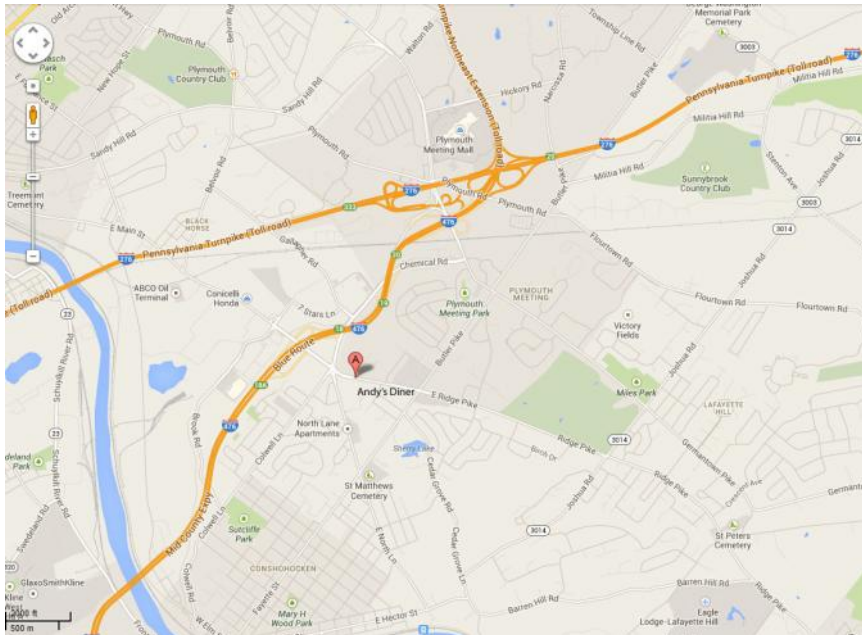
## **Driving directions from the Pennsylvania Turnpike:**

**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.



Paul Merluzzi has reserved 12 seats for this very special event. If you are interested in attending please contact Paul at 610-696-3221 or by e-mail at pawlym@aol.com. Please let him know if you're bringing a Jaguar so a special parking place can be reserved.



*4989 West Chester Pike  
Edgemont, PA 19028*



## MONTE CARLO GRAND PRIX BREAKFAST BUFFET

Start Date: May 25, 2014

Time: 7:30 am - 11:30 am



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Monte Carlo Grand Prix

May 25th, 2014 7:30am - 11:30am

Breakfast Buffet Complimentary Mimosa

\$26 per person plus tax & gratuity

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# CLASSIFIED

**1989 XJS Convertible**, 37,000 miles.  
Like New Condition.  
Asking \$13,500  
Contact James M. Toolan at 484-881-1777



**1993 XJS**, 6 cyl., roadster. Excellent driver; all original; 58,000 miles. \$10,500. Contact Steve @ Work: 610-758-3369; Home: 610-317-3194; [stephen.cutcliffe@lehigh.edu](mailto:stephen.cutcliffe@lehigh.edu)



**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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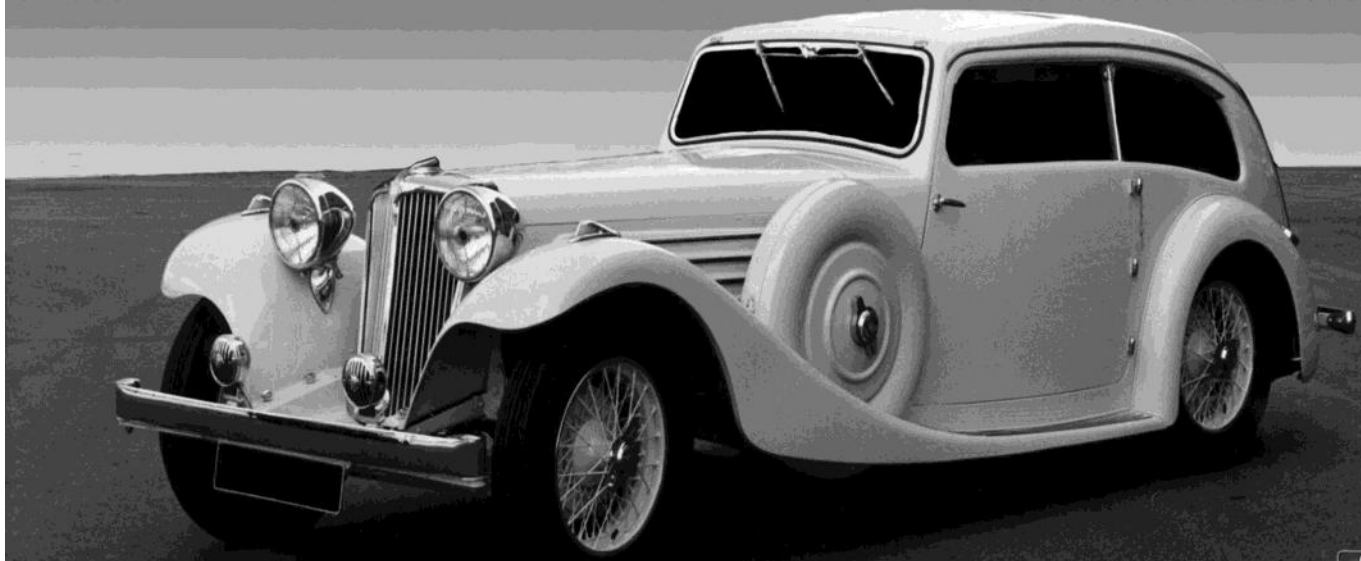


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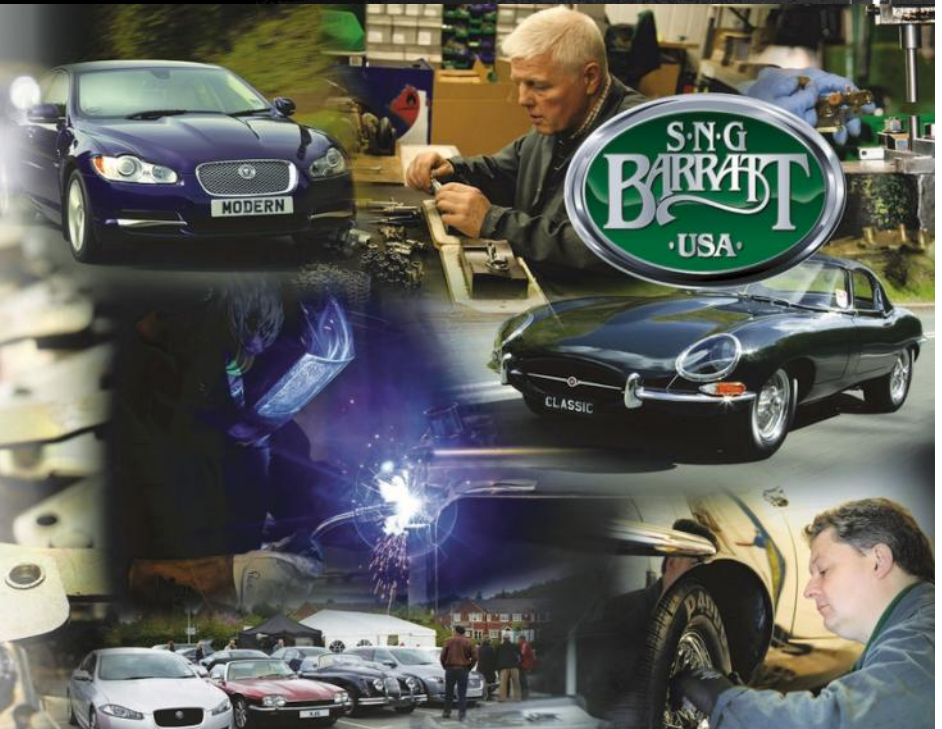


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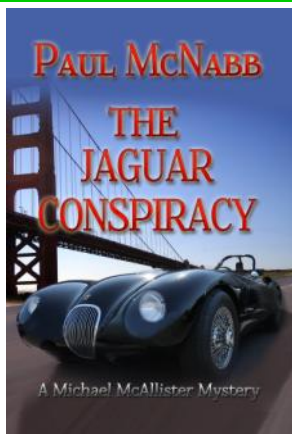
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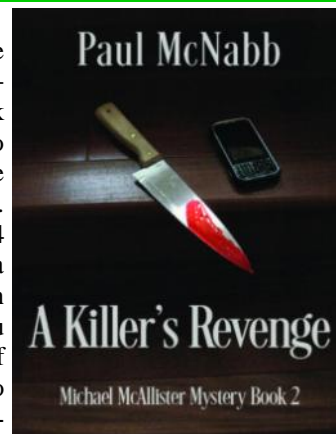
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# Books Worth Reading



Several months ago one of our members, it may have been Mike Tate, told me about a mystery novel that included the hero driving a Jaguar. The cover of that book is on the left. I read the book, enjoyed it, and, as I do with most novels, forgot it. In early April I received an e-mail about a sequel to the book (see cover on the right). I now know this is intended to be a series of at least 4 books. I don't want to offer a critical review or even a book report. I can only tell you I enjoyed reading both these novels and am looking forward to the third. If you enjoy a good mystery I think you will enjoy them. If you enjoy reading about Jaguars these books should also interest you. If you enjoy both it's well worth the investment of time and money. If you are an Amazon.com



patron and can use the Kindle app of your computer or cell phone these books will require a very small investment. An autographed copy of "The Jaguar Conspiracy" can be obtained from one of our advertisers, XKs Unlimited ([www.xks.com](http://www.xks.com)) for \$17.95.

The author, Paul McNabb, also writes columns about Jaguars for various publications and sites. Several very interesting articles can be read at the XKs Unlimited site. Just go to their Web site (again, [www.xks.com](http://www.xks.com)) and click on the "Community" tab. The "Mc Nabb Reports" are the second choice in the drop down menu.

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## **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

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## **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

	<b><u>DVJC Pin</u></b> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<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
	<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: \$
	<b><u>Deluxe Duffle Bag</u></b> 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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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB  
Editor : Pauline and Brian Craig  
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