
The Jaguar's Purr©

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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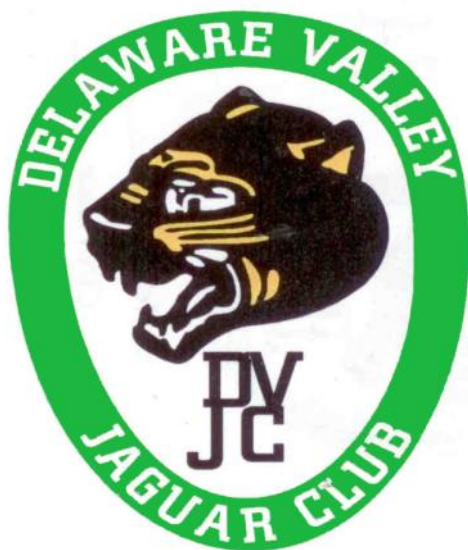
July 2014

www.jcna.com/clubs/dvjc

2014 Great Race Stops in King of Prussia



The 2014 Great Race, an annual multi-state time, speed, distance rally, made a stop over in King of Prussia on June 23rd, 2014. Seen here by a 1966 3.8S are DVJC members Bob Brown, Kurt Rappold and Jim Sjoreen. This particular Jaguar was driven and navigated by two competitors from the UK. We hope to have more photos and a story in next month's *Purr*. Anyone wishing to experience a TSD rally should enter the Pumpkin Run Rally in October. See page 4, Upcoming Events, for more information.



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 15. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Jaguar



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Members' ads free of charge
 For up to three inserts for each item

Non-members \$10.00 per insert

MEMBERSHIP RATES

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Youth Enthusiast
 \$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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AREA COORDINATORS

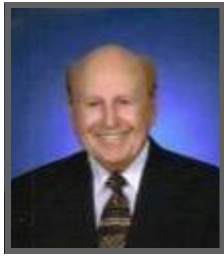
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Lehigh Valley	Gerry Kunkle	610-861-0844	agkunkle@aol.com
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Regional States: Delaware	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

- | | |
|----------------------------|---|
| July 19 ,2014 | DVJC Annual Slalom (see p. 8)
Garnet Valley High School, Glen Mills, PA
<i>Contact: Brian Craig bhc166@aol.com or 215-483-5861</i> |
| July 20, 2014 | DVJC Breakfast Social (see p. 10)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
<i>Contact: Charles Olson, cwolson29@comcast.net</i> |
| August 17, 2014 | DVJC Breakfast Social (see p. 10)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
<i>Contact: Charles Olson, cwolson29@comcast.net</i> |
| October 17—19 ,2014 | Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE
<i>Contact: Kurt Rappold kprappoldxksp@verizon.net</i> |

Other Interesting Events

- | | |
|---------------------------|--|
| August 2, 2014 | Pennypacker Mills British Car Day
Pennypacker Mills, Schwenksville, PA
<i>Contact: Paul Phillips 610-792-1158 carshow@dvcmg.com</i> |
| August 9—10, 2014 | New Hope Auto Show
New Hope—Solebury High School, New Hope, PA
<i>Contact: www.newhopeautoshow.com</i> |
| August 23-24, 2014 | 2014 Air Show & Car show
New Garden Airport, Toughkenamon, PA
<i>Contact: www.newgardenflyingfield.com</i> |
| September 20, 2014 | British Car Club of Delaware Annual Show
30 Clinton Street Delaware City, DE
<i>Contact: dhenderson@wildblue.net</i> |
| September 27, 2014 | 16th Annual Autumn Leaf Festival (see p. 14)
Green Pond Road, Bethlehem, PA
<i>Contact: Gerry Kunkle, 610-867-6955</i> |



The Prez Sez July 2014

The monthly message that I will be focusing on is the arrangements required to **Host the AGM In Philadelphia March 19-21, 2015**. It has taken a lot of my time in getting this set –up. Therefore, I will add a brief progress report to our members and an appeal for volunteers to chair the various committees, as part of the Prez Sez. Like any national convention, it costs money - a lot of it, to book a hotel and arrange for the various activities, in addition volunteers to run it.

As you might know part of the **Annual General Meeting** is basically a business meeting combined with an awards banquet to present the members a National Trophy for winning in JCNA Sanctioned Events. The Philadelphia Sheraton Society Hill hotel, in the heart of the Historic District, was contracted with an extended stay, to provide the opportunity for the delegates and their families to enjoy a four star venue in addition to touring the Historic area, all within walking distance.

To add to the automotive interest , The Nationally recognized **Simeone Automobile Museum** was contracted for a Friday evening venue to observe first hand the world class automobile collection of famous race cars among which are the C& D type Jaguars including other models. After the tour a Philly Style Buffet will be provided featuring a Philadelphia Cheesesteak & pretzel menu and a talk by Dr. Simeone in person. (At this publication date I'm awaiting his verification.)

I've sent a list of the different committees and a brief description of what's involved. A few have volunteers and were appointed Chairman, so I continue requesting that you to look over the description. Not sure about what Committee group to join as a volunteer? Why not contact me and describe the skills you have and we'll work you into a group that can best use them.

At the moment I'm working on a workable budget with the vice president and treasurer

and will need to determine the menu, cost of the Friday and Saturday events to start with . Anyone having experience working with hotels for food costs and set-up is welcome to join me on that committee.

I'm also looking for persons with artistic skills to help me in designing a logo. I have some ideas, but need to put them together. Also design various signage incorporating our logo for advertisement in the Jaguar Journal. I'd like to complete these tasks no later than mid August. If I can't find volunteers to help with these tasks I'll need to hire professional help. Of course all expenses for materials and printing will be paid from our treasury.

Here's where you all can contribute, Auction Items! At the AGM the items are displayed on tables for a Silent Auction. Everything related to automotive: it could be in the form books, Jag Magazines – what you didn't think of, like period clothing –how 'bout that Jaguar fur coat you haven't worn or a framed picture of Jaguar significance. You're always going to find mechanical parts, but "think out of the box"!

O.K. now I need someone that will inventory and store the items as people donate them. Someone with a combination of collector mentality and storage space. Also the guy or gal that's going to bring them to the hotel. Most likely at the AGM will be limited to 100 items. Hey! How about some for our Holiday Party? We can always use good "stuff"!

This is an example how various people can contribute as an individual or as part of a committee. If I don't hear from you perhaps you'll hear from me!

Be Courteous, Drive Safely, and Have Fun

At your service,

President Charles Olson



Roving Reporter - July 2014

By Michael Tate

LE MANS..PROTOTYPES..E1A..E2A..THE BIRTH OF A LEGEND

I had been thinking about what to write about this month that would be interesting to you when I came across a musty smelling reprint from the magazine *"The Autocar"* dated 24 June 1960 with the headline on the cover saying "JAGUAR...NEW COMPETITION CAR." I have all sorts of stuff like this stored in our basement much to the annoyance of The Little Woman (note the capitals) who says "Why do you keep all that stuff?" and my response always being "it will come in useful one day." Could I at last be right? Coincidentally today's date is 24 June 2014 and Le Mans had just been completed so I took that as an omen that this document, 54 years later, could provide the answer.

I recall that many years ago when I was at some club function, presenting my model Jaguar car collection, and I was talking about a model called E1A, I heard Kurt Rappold comment to the person next to him "never heard of it." I suspect many of our club members either do not know the importance to history of Jaguar that prototypes E1A and E2A are or have never even heard of them. So let me tell you the gist of the above reprint.

In 1956 Jaguar had officially withdrawn from racing at the end of the season. This did not mean that they stopped development. Regulation changes at Le Mans had made the D-Type obsolete but Jaguar chief William Lyons did not discard it. He charged the now defunct racing department turn the D into a proper road car to replace the XK series. At the end of



Jaguar E 1 A

1957 the first prototype of the road going car was produced and it was called E1A in reference to its monocoque chassis. The major difference was the adoption of fully independent rear suspension replacing the live axle used on the D-Type. It was equipped with a small version of the XK straight six engine and over years extensively tested being rarely seen in public. It took

three years, using the E1A experience, before a new prototype was built. Construction began early 1960 and the completed car was ready in March and became E2A.

Brigs Cunningham persuaded Lyons to let him enter E2A into LeMans as it incorporated all the new requirements and regulations for the event. Instead of adapting



Jaguar E 2 A

the D-Type to meet the new regulations Jaguar had designed a complete new car. The reprint goes into great technical detail about this new super car including photographs and a full body cutout.

What does it look like? An E-Type with a fin! It concludes by saying "Over a timed section of the Sarthe circuit during the official practice, this new Jaguar was faster than any of its rivals. If it performs reliably for 24 hours it could be the overall winner. I am thinking of copying this historic document and offering one copy at the auction at our party January 18! Save up!"

So there we have it...E1A and E2A...two E-Type prototypes. What happened to them? E2A ran in the 24 hours of Le Mans in 1960. A split injection pipe caused delays early on and eventually E2A's retirement after the engine seized. For the American road racing season, E2A was fitted with a larger D-Type engine. Briggs Cunningham brought it to the United States and Walt Hansgen scored a minor victory at Bridgehampton. He came second in the Road America 500 against much higher rated competition. For the prestigious Los AngelesTime Grand Prix at Riverside, Cunningham brought in the newly crowned Formula 1 World Champion Jack Brabham (he recently died in May) but he struggled to keep up with the lightweight specials and finished 10th. At the end of the season E2A was shipped back to England and was retired from racing. A few months later the first production E-Type was unveiled at the 1961 Geneva Motorshow and the rest is history. That was not the end of E2A's usefulness and it was used to test Dunlop's Maxaret anti-lock braking system. After being stored for several years it was used as a decoy. To divert attention of the new mid-engined XJ13, E2A was very publicly tested. For this purpose

Roving Reporter - July 2014 (continued)

the big fin was removed and it was painted British Racing Green. This was the last task before being placed on the list to be scrapped.

Roger Woodley, Jaguar's Customer Competition Manager had recently married Penny Griffiths who, with her father, had brought together an important collection of Jaguars. After much persuading, Jaguar sold E2A under the condition that it was never to be raced. Before delivery, the car was repainted in the American racing colors, but not refitted with the fin or 3-liter fuel injected engine. Shortly after Griffiths received a 3.8 liter D-Type engine, which turned E2A into a fully operational car again. E2A was offered at Bonhams' Quail Auction in 2008.. Prices of up to \$7 million were expected before the auction, but the long time owner was happy to see it go for \$4.5 million, a world record for a Jaguar sold at auction. The new owner, a prominent Austrian Jaguar collector, carefully prepared E2A for competition and brought it out for the 2010 Le Mans Classic on the 50th anniversary of its first appearance. E1A was cut into pieces and scrapped. I would like that to taking a number of gold bars and throwing them into the deepest ocean!

PROJECT 7

While I was in the midst of preparing the above on June 25th Jaguar announced "Jaguar F-Type Project 7." This is so much like the days of E2A. What does the F-Type Project 7 look like? Like an F-Type with a fin or like E1A or E2A...take your pick. The concept car shown at last year's Goodwood Festival of Speed has now been

confirmed for production ahead of this year's running of the event. Project 7 described as "a wild speedster version of the F-Type" will be built in a run of just 250. It will be the first product from JLR new Special Operation team, which is tasked with crafting even more specialized versions of the company's projects. Compared to a standard F-Type convertible, Project 7 is said to make 177% more downforce at its 186-mph top speed. There are lots more goodies you can read about in the internet and the USA version will have several key differences from the Project 7 announced now.

Project 7 marks the 60th anniversary of the original D-

Type and its name signifies the seven times Jaguar cars have won at the 24 hours of Le Mans. The car goes on sale in mid 2015. Prices are not known but it is reckoned they will be north of \$100K.

The big, big question is "Are Jaguar planning to go racing???" To enter the 24 hours of Le Mans my son Russell believes the rule is that you have to build 250 road legal production cars to homologate and be qualified to run. I am sure he is right. If you look to the past as detailed above it looks a good bet that "a racing they will go." They continue to do everything to become a major force in the brain of excellent and leaders of motoring.

It's all so exciting!!!!

JAGUAR ANNOUNCE RESTORATION SERVICE AND SUPPORT FOR ITS CLASSIC CARS

This came buried in a press release discussing JLR's newly formed Special Operations Group. For those interested in new or future products, the Special Operations Group will create limited production and entirely bespoke models for clients. For this purpose they will operate out of a dedicated Technical Center to be constructed near Jaguar's current headquarters. For owners with vintage Jaguars the Heritage Vehicle Workshop will be based out of Browns Lane in Coventry, the site of Jaguar's headquarters from 1951 to 2005. Though much of the Browns Lane facility, including the former assembly line buildings and the Heritage Museum has since been razed, the location is still described by Jaguar as "its spiritual home."



Jaguar Project 7

The first project to come from Jaguar's Heritage Vehicle Workshop will be the six Lightweight E-Types announced in last month's *Purr*. In the future they will also provide service, restorations and parts to owners of vintage Jaguars.

These new developments within Jaguar are really most forward thinking. Just think, if you can afford it, you can ask them to build your very own Jaguar!

Good luck.



DELAWARE VALLEY JAGUAR CLUB
11th ANNUAL SLALOM

Saturday, July 19, 2014

8 AM to Noon

GARNET VALLEY HIGH SCHOOL
HOME OF THE GARNET VALLEY
JAGUARS

Smithbridge Road, Glen Mills, PA 19342
Concord Township



JCNA MEMBERS ONLY DRIVING THEIR OWN CARS
Event covered by J.C. Taylor Insurance, \$2 million aggregate

Lunch (not included in registration) after the event at a local restaurant nearby.
For more information, call Brian Craig at 215-483-5861.

www.icna.com/clubs/dvjc

Make checks payable to D.V.J.C.

Mail applications to:

Brian Craig
323 Lodge Road
Philadelphia, PA 19128

Pre-register \$15.00

Before July 17, 2013

Day of Slalom \$30

Cut Here

See next page for map

Name: _____

JCNA Number: _____

Address: _____

Club Affiliation: _____

City: _____

Insurance Co.: _____

State: _____ Zip: _____

Insur Policy No.: _____

Phone No.: _____

Jaguar Model: _____

Email: _____

Jaguar VIN: _____

Jaguar Year: _____ Color _____

Check Number: _____

Jaguar License No.: _____

Slalom Class: _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 19, 2014. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

DVJC 2014 SLALOM

Directions to Garnet Valley High School Glen Mills, PA



DIRECTIONS:

From the North: Northeast Extension 476, continue on 476 Blue Route to Route 1 South to Route 202 South or go to Valley Forge Exit 26 to Route 202 South. Follow Route 202 South towards West Chester. Turn left on Smithbridge Road for 2.1 miles. GVHS is on the right.

From the East (NJ): Take the Commodore Barry Bridge, go South on I-95 to exit 2 and go north on 452 to Village Green and West on Concord Road. Follow Concord Road through Aston to the traffic light at Smithbridge Road. Turn left on Smithbridge. GVHS is down the road on the left.

If you 'wind up' on Route 322 continue to right turn on Route 1, then turn right onto Concord Road. From here, you would turn right onto Smithbridge Road. GVHS is down the road on the left. (There is no exit from 322 onto Smithbridge Road.)

From the South: From I-95 take exit 8 to Route 202 North. Continue on Route 202 North into Pennsylvania. Turn right on Smithbridge Road. Bruster's Ice Cream is on the right. Continue on Smithbridge Road for about 3 miles. GVHS is on the right.

From the West: On the PA Turnpike, take exit 23 South on Route 100 to Route 202 South to left on Smithbridge Road. GVHS is on the right.

There are signs for GVHS as you approach the school. The school is not visible from the road; look for the sign at the driveway as the school sits back from the road down a long driveway.

Delaware Valley Jaguar Club Breakfast Socials

Sunday, July 20th 2014, 9:00 am
Sunday, August 17th, 2014, 9:00 am
Sunday, September 21st, 2014, 9:00 am

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

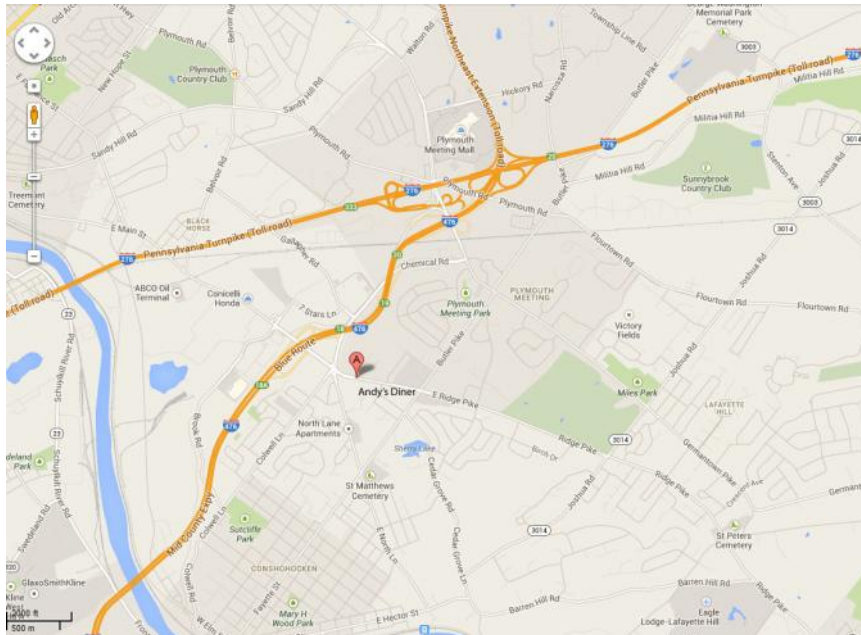
Driving directions from the Pennsylvania Turnpike:

Exit at Norristown Interchange, (Exit 333) thru tolls and take the ramp to the right. Exit to the first traffic light and turn right on to Chemical Road. At Ridge Pike there are two (2) left turn lanes. Get in the right side left turn lane. Turn left on to Ridge Pike. Andy's Diner is on your right.

Directions from North: Use the **NE extension of the Pennsylvania Turnpike south bound** to interchange for westbound Pennsylvania Turnpike. Stay in the right lane and take Interchange Exit 333, Norristown. Follow directions above.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 18A, Conshohocken. Exit on to Ridge Pike. Proceed straight through the traffic light. Andy's Diner is on the right.

For further information contact Charles Olson, cwolson29@comcast.net or 215-757-2028.





BRITISH CAR CLUB OF DELAWARE ANNUAL SHOW



September 20, 2014

10AM-3PM

\$15 pre-registration, \$20 day of show

Awards at 2:30

Held in Delaware City

Google Address:

30 Clinton St., Delaware City 19706

**BCCD's 20th
ANNIVERSARY**

Feature marque: Mini

Dash plaques to first 75

For photos of past shows go to

bccdelaware.com

For questions or assistance contact

Don at dhenderson@wildblue.net

or call (302)284-4672

Name _____

Address _____

Phone _____

Email _____

Make check out to BCCD and send to:

Sharon Kalinowski

800 Woodland Ave

Wilmington, DE 19808

Car make _____

Car model _____

Car year _____

Waiver of liability:

Neither I nor my heirs will hold The British Car Club of Delaware (BCCD) or Delaware City responsible for damage, loss or injury while engaged in or traveling to and from this event.

Sign _____

Date _____

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: 610-758-3349; Home: 610-317-3194; 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 2nd owner. Since I have owned (APR 2009) it has never been in an accident (CARFAX will confirm). Car history will be provided on request.

Work completed to date; Steering rack replaced, chrome all redone, brakes, rotors, some minor electrical wiring, interior completely gutted, new carpet, all seats redone with original equipment leather, headliner also, tunnel and glove box redone, radio and deck were refurbished. Body has only one (1) rust spot – 1” x 2” driver side ahead of rear wheel well. Bonnet needs adjustment - slightly high on driver side.

Work to be completed; oil pressure sensor replaced (have), speed control??, cigarette lighter??, radio antenna??. All chrome is off – the paint is good but should be repainted.

Car is mechanically sound both engine and transmission. As the rest of my Jags it has been serviced by Chesapeake Jaguar – Cockeysville, MD.

Contact Robert Fiedler Email; fied2032@earthlink.net for info. Pictures upon request. Have original owners manual.

Will not accept any offer less then \$12,500. Reason for sale; I have a bid in for a 1960 Austin Healey BT7 Mark I, one of my first British Sport cars.



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.



16th Annual "Autumn Leaf Festival"



Saturday, September 27, 2014
Moravian Academy Merle-Smith Campus
Green Pond Road - Bethlehem, Pennsylvania
Join us at the Academy's Annual Country Fair
10:00 AM to 2:00 PM

ENTERTAINMENT

GOOD FOOD

RIDES

CRAFTS

BOOKS SALE

FAMILY FUN



OPEN TO ALL BRITISH MARQUES

POPULAR VOTING CLASSES WILL BE BY CAR MARQUE
RESERVE YOUR SPACE FOR THIS GREAT EVENT NOW
PARTICIPATION AWARD TO FIRST 75 CARS

NAME:

STREET:

CITY:

STATE:

ZIP:

MAKE:

MODEL:

YEAR:

The undersigned hereby releases and indemnifies all the organizers of the 2014 "Autumn Leaf Festival" car show, the British Car Club of the Lehigh Valley (BCCLV), the Moravian Academy, and all supporting sponsors and participating vendors, collectively and separately, from any and all liability and/or property damages incurred by me or by my guest(s) while participating in, or traveling to or from this event. I have read and agree to this release as a condition for my permission to attend and participate in this event.

SIGNATURE:

Send this registration form, along with your check for \$8.00 (\$10 on day of show) to:
BCCLV c/o Gerry Kunkle, 1284 Evergreen Dr., Bethlehem, PA 18015 [PHONE: 610-867-6955]

Delaware Valley Jaguar Club



Application for Membership / Renewal

Name _____

Spouse / Co-member name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____

E-mail address _____

Jaguars owned _____
(please indicate year, model & color)

Occupation _____ Retired _____

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). Additionally, JCNA will make available a Youth Enthusiasts* membership at a cost of \$15.00 for members 25 years of age or younger.

Annual Dues: \$55.00 per member

Signed: _____ Date: _____

Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *Jaguar's Purr*, the local club monthly newsletter with free Classified Ads for members.

***Youth Enthusiast**

Name _____

Address _____ State/Zip _____

Date of Birth: _____

Annual Dues \$15.00 per member

Signed: _____ Date _____

The club newsletter, The Jaguar's Purr, is distributed by e-mail.

Membership runs from January 1st to December 31st @ \$55.00, Members joining after July 1st pay \$35.00 for remainder of the year.

Please make your checks payable to DVJC and mail to:

Ann Perry, PO Box 163, Mendenhall, PA19357



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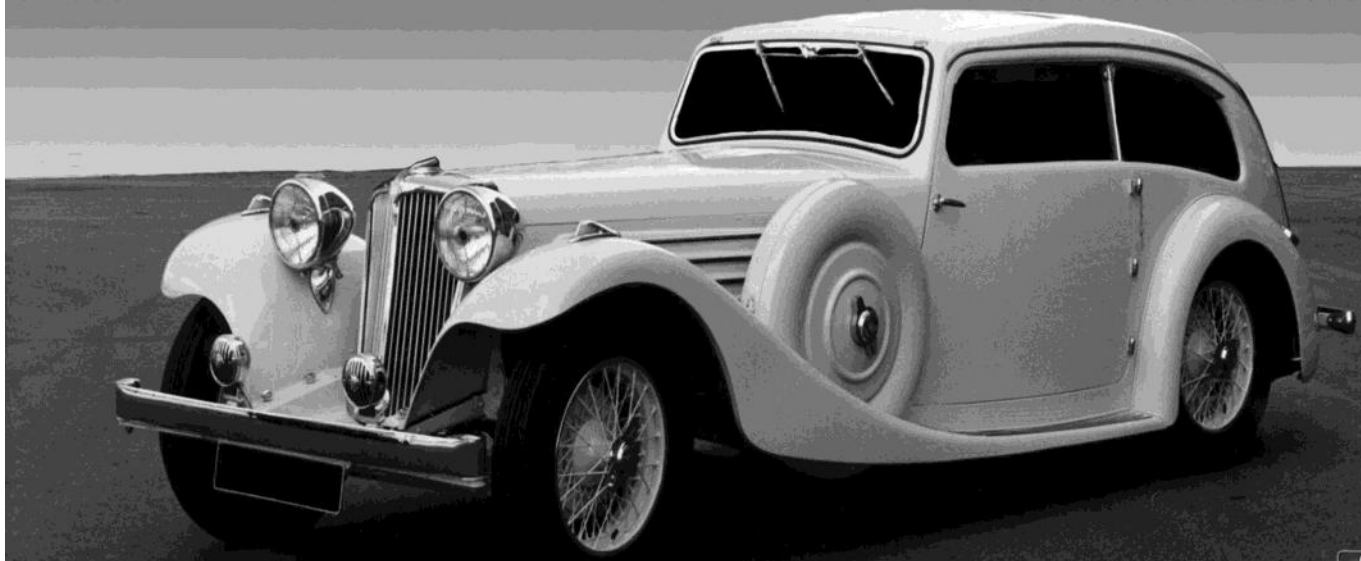
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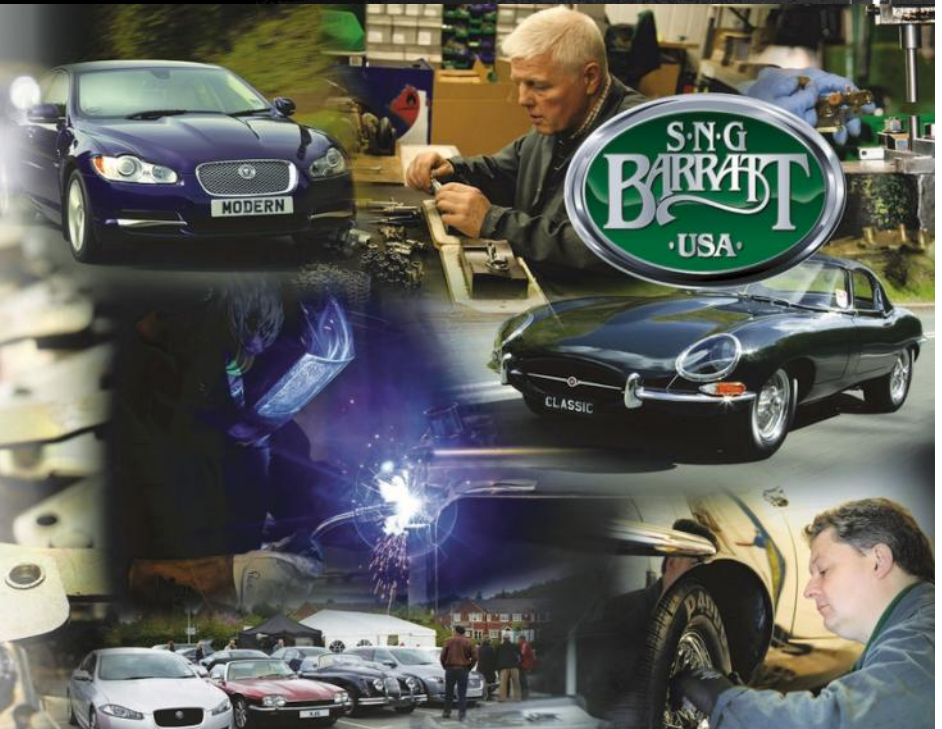


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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
Editor : Pauline and Brian Craig
323 lodge Road
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The advertisement features a collage of Jaguar cars. In the center is a dark green Jaguar XK coupe. To its right are several other models, including a silver XK convertible and a dark blue XK convertible. In the foreground, there are several smaller Jaguar models, including a light green XK convertible and a dark blue XK convertible. The background shows a white gate and some foliage.

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