
The Jaguar's Purr©

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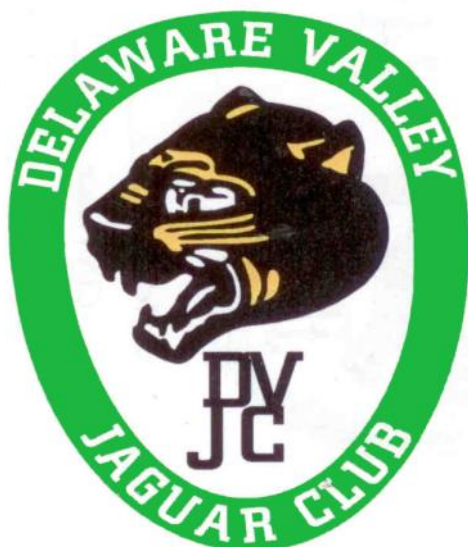
August 2014

www.jcna.com/clubs/dvjc

2014 DVJC Slalom a Success (Again!)



The 2014 DVJC Slalom was a great success. See Page 13 for results. Pictured above (l to r) are Steve Kress, Don Mullin, Mike Shavney, Charles Andrews, Desna Andrews, Chris Huber, Jim Shields, Rich Rosen, Sheree Richnow, Bob Hedin, Paul Derres, Paul Trout, Charles Olson, Al D'Orio, Chris D'Orio, Ana LaRoche, Ann Perry, Alex LaRoche, John Larson, Steve Schultheis, Jeff Dement, Jr., Kurt Rappold, Jeff Dement, Sr., Irv Carson, Mike Tate, and Chuck Epstein.



NOTICE—It's never too late to renew your membership. The membership fee is \$55.00 (\$35.00 after July). 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 20. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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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

August 17, 2014

DVJC Breakfast Social (see p. 10)

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

Contact: Charles Olson, cwolson29@comcast.net

October 17–19 ,2014

Pumpkin Run Rally

Millsboro Volunteer Fire Co., Millsboro, DE

Contact: Kurt Rappold kprappoldxksp@verizon.net

January 18, 2015

DVJC 50th Anniversary Celebration

**William Penn Inn, Route 202 & Sumneytown Pike
Gwynedd, PA 19436**

Contact: Michael Tate, mjtate1414@verizon.net

Other Interesting Events

August 9–10, 2014

New Hope Auto Show

New Hope—Solebury High School, New Hope, PA

Contact: www.newhopeautoshow.com

August 23-24, 2014

2014 Air Show & Car show

New Garden Airport, Toughkenamon, PA

Contact: www.newgardenflyingfield.com

September 13, 2014

Knight's of Columbus 2014 Cruise For A Knight

2935 Kingston Road, York, PA 17402

Contact: bschreiber22@verizon.net

September 20, 2014

British Car Club of Delaware Annual Show

30 Clinton Street Delaware City, DE

Contact: dhenderson@wildblue.net

September 27, 2014

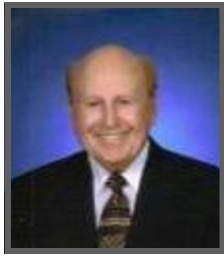
16th Annual Autumn Leaf Festival (see p. 14)

Green Pond Road, Bethlehem, PA

Contact: Gerry Kunkle, 610-867-6955

2014 Other Interesting Events

8/1-8/3	50th Annual Das Awkscht Fescht Macungie, PA	www.awkscht.com
8/2	10th Annual Pennypacker Mills British Car Day Schwenksville, PA	www.dvcmg.com
8/6-8/9	Austin Healey Encounter 2014 Bethlehem, PA	www.austin-healey-stc.org
8/9	Racing in Style Simeone Museum Philadelphia, PA	www.SimeoneMuseum.org
8/9-8/10	New Hope Auto Show New Hope, PA	www.newhopeautoshow.com
8/10	UK Car Day Rochester, NY	www.rochestertriumphclub.org
8/24	25th Annual "A Taste of Britain" Polo Match Rothsville, PA	www.lancomgclub.com
9/12-9/14	Goodwood Revival Goodwood House UK	www.goodwood.com
9/12-9/14	Radnor Hunt Concours, Edgemont, PA	www.radnorconcours.org
9/14	Buckingham Concours Buckingham, PA	www.buckinghamautoshow.org
9/14	Hagley Antique Car Show Wilmington, DE.	http://www.hagley.org
9/19-9/21	New Jersey Historic Races Millville, NJ	www.vrgonline.org/events
9/20-9/21	50th Annual Nation's Capital Jaguar Concours d'Elegance NCJOC Reston, VA	www.ncjoc.com
9/20	British Car Show Delaware City, DE.	www.bccdelaware.com
9/20	16th Annual British Car Show Ocean Grove, NJ	www.pedc.org
9/20-9/21	Meeting of the Marques Carlisle, PA	www.meetingofthemarques.com
9/26-9/28	St. Michaels Concours St Michaels, MD	www.smcde.org
9/27	16th Autumn Leaf British Car and Bike Show Bethlehem, PA	www.bcclv.com
10/10/4	Tinicum Polo Club British Car Festival Tinicum, PA	www.tinicumpolo.org
10/5	The Classics at Brantwynn Wilmington, DE	www.kennettsymphony.org
10/8-10/11	AACA Eastern Fall Meet Hershey, PA	www.hersheyaaca.org/fallmeet
10/18	British Car and Bike Show Lahaska, PA	www.phillymgclub.com
10/24-11/2	Hilton Head Concours Hilton Head, SC	www.hhiconcours.com
11/5	Guy Fawkes Day Milford, NJ	www.shipinn.com
11/23	"Before We Put 'm Away for the Winter" Montgomery County, PA	www.dvrcca.org



The Prez Sez August 2014

When reading the latest *Journal* I noticed a JCNA Membership Survey was inserted in the edition asking all the members to take some time to fill out the questionnaire. Like most surveys, it's difficult to get more than a third of the people to respond. We owe the JCNA Membership Committee a reply for their effort putting together this survey. **So please** take the time to respond and go to the website provided, fill in your answers, and hit "send"! Perhaps we should do an in depth survey of the DVJC in January of 2015?

Membership retention is basically having a diversified series of events and the **leadership to implement them**. This is not a new statement for I have mentioned it many times over the past years as President. You advertise the three sanctioned events already scheduled for 2015, publish the Breakfast Club three months in advance, add in a tech session in March or November. Mention the Holiday Party for the following year in January. Around that nucleus you can get feedback from the members to plan DVJC events, either as an extension after the breakfast club, or entertainment not necessarily Jaguar car related. But always try to devise some way to conclude an event with food. A member that has the means to host a social barbeque /pool party, might volunteer perhaps, to add a social function.

Then of course you have other events scheduled by other British Marques, some for charitable causes, such as the New Hope Auto Show and Buckingham Concours d'Elegance. These events are all posted from independent sources, such as Ragtops & Roadsters. Perhaps some members will find that some events conflict, but I say, "think of it as a choice!"

Perhaps the survey has gotten me a bit off track but our membership appears to have stabilized, over the past eight years during my presidency rather than grown. Perhaps it's time to add "new blood" on the ballot in October, for I am **considering that it's time not** to be placed on the Ballot for President for the term 2015-2016. I use the word considering, for I must ensure the continuity of scheduled events are not compromised in any way. Paul Merluzzi and I are CO-Chairmen of the AGM and planning will continue as scheduled. I ask to retain the DVJC Chairmanship of the Concours and serve on any committee that is requested of me.

The office for president on the ballot would be Paul Merluzzi. The Office for **Vice President** and **Treasurer** is currently open! The **AGM** Treasurer is

now Alex Giacobetti, working in conjunction with Gerry Kunkle, to effect a smooth transition when Gerry's term expires on 31 Dec. Alex may decide to run for the DVJC Treasurer on the October Ballot, it's his choice.

When I was reminded by Frank Weikel, that the main reason for the AGM was a business meeting of the JCNA affiliates, he suggested we should have a celebration of our own. I agreed and the officers approved. Therefore our annual Holiday Party at the **WilliamPenn Inn** on January 18th will be called the "**DVJC 50th Anniversary Party**", with Mike Tate as Chairman. I will be working with him to develop a program that will include our Founder Frank Weikel as the "Keynote Speaker." He was delighted to be invited and has incorporated a vacation with his wife to visit friends and relatives in Pennsylvania, and has accepted the role as our Keynote Speaker. In addition, we shall encourage all the past Presidents to attend, as we had done for our 45th at the Moshulu, anchored at Penn's Landing. I'm planning to provide the support Mike needs, using the AGM volunteers who are assigned similar tasks for the AGM, making our celebration a great event to start the next 50 years!!

This is an exciting and challenging time in Committee planning, working with our volunteer members, sponsors, hotel and Simeone personnel. The AGM planning committee has completed the basic requirements such as contracting the Sheraton Society Hill Philadelphia as our Host Hotel and the Simeone Auto Museum as the Friday night venue. Then the current task was to assign committees to handle the various requirements. The AGM planning committee was formed using our executive officers to establish a budget and contact sponsors to help defray the cost. This has been accomplished and we're in the publicity stage. Perhaps we will have an AGM logo approved by the Planning Committee shortly after this issue is published, so that we may start to compose editorials and promotional announcements for the *Journal* before the end of August. I'm currently in the process of composing a letter to Main Line Jaguar for whatever Sponsorship support they may provide. Mike Tate is our liaison and I will consult with him regarding any correspondence.

Consideration for a "Keynote Speaker" will be discussed at our next planning session, most likely the week of August 10th. Over the next two months the various committees will start getting active, starting with the Publicity Committee for articles for the *Journal* as I have mentioned. They will be published in the

The Prez Sez August 2014 (continued)

Journal and on other Websites. Our Budget will determine the cost for the delegates that attend and will be first published in the November- December issue. The registration committee will have determined the procedure for handling the delegate's registrations and the checks to be deposited.

The Goodie Bags are very important and must be filled with some useful items, of course along with the usual stuff. They are independent of the registration envelopes and the committee Chairman Steve Kress will be contacted early September.

Silent auction items are currently on going

and everyone considering donating something should contact Mike Tate 610- 827-7763. He might consider using some at our anniversary party.

Next Month the *Purr* will include a historical document from our files and will continue each as a prelude to our 50th Anniversary meeting!

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Roving Reporter - August 2014

By Michael Tate

IT'S BEEN A HARD DAY'S NIGHT!!

The past few weeks have been a source of highs and lows. Sometime ago I mentioned in the Purr that I thought it was time to downsize again and sell a car and perhaps my many model Jaguars. Model in this case meaning miniature. Well that started the ball rolling and a club member contacted me asking if I wanted to sell my beautiful 2007 XK Coupe. This car was in great shape and low mileage. "Yes" was my answer, a price was agreed and I waved it a reluctant good bye only to see it again at our annual Concours. I stroked the Jaguar Mascot on the boot of the XK and it wagged its tail in recognition. I was delighted the car went to a club member. Mascot is the correct name. I have an advertisement from the late 1930's saying:

"JAGUAR MASCOT" "Designed expressly for SS cars manufacturer of the Jaguar Car – by the eminent artist & sculptor J Gordon Crosby
"PRICE TWO GUINEAS."

So what is a "GUINEA"? No its not one of those furry animals loved by our kids. It was a measure of currency. A penny is the same as a cent. Twelve pennies make a shilling. Twenty shillings make a pound. A Guinea is one pound and one shilling or twenty one shillings. The UK converted to decimal currency in the late 1960's.

During the same period I listed the main models that made up my model collection. These mainly comprised of the items issued by the now defunct "Jaguar Model Club" The founder and principle behind the club worked wonders issuing detailed models of famous racing Jaguars issued with a plaque on which he had secured the signatures of famous drivers. I sent this to Collectable Toy Specialists Vectis Auctions Ltd in the UK. They had auctioned my 6000 model collection in

2005. I also sent the list to one of our club members who, besides having a number of fine full size Jaguars, has a wonderful collection of model Jags. Vectis kindly sent me back their thoughts on the value of my collection. A number of E-mails went back and forth with our club member and he collected his prize the weekend of July19. I am delighted he has them for many reasons. They will be kept together. They are joining an established collection. The new owner will take care of them and I can visit.

All this started me thinking of all the Jaguars and other makes I had owned and said good bye to. I consider myself most fortunate so soon came out of my nostalgia. The count of Jags owned had added up to 24 when the magazine Classic Cars arrived sent by Don Westcott who is the Wiltshire UK Region President of the Jaguar Enthusiast Club. His reason for being so generous was that the magazine featured four under valued old Classics, my 420 being one of them. The magazine has 318 pages and therefore a wealth of detail. The four cars featured it stated "These were the high-style saloons of the late sixties. Cars that make an impression without making a fuss." The cars are the Jaguar 420; the Mercedes 280 S E.; The Bentley T1 and the Citroen D S 2 3. For the 420 they stress the rarity of the model in good condition. "A good one is hard to find! The good news being that prices are starting to rise." Also they stated "the Jaguar is a smooth talking character in a sports jacket" All the four cars were given high marks for the money and none of them disappointed but the Citroen was the author's choice for it "daring to be different."

So dwelling in the past I thought it would be interesting to wade through 318 pages to see if any of the similar cars I had owned had just been sold or were being offered for sale. Mental torture which can give way to "What if" or "only if." So here we go.

Roving Reporter - August 2014 (continued)

Page 1 - a XJ220. Cost new Pounds 477000 \$763,200 Did not have one of these! Page 19 - Bonhams full page add for their next auction features a superb photo of a red 1934 SS1 Saloon auction estimate \$72000 - \$104000. I sold my 1934 OTS version for \$50,000. Page 119 - MGB-GT. Sold mine to Paul Racette for \$5000 who gave it to his son then his brother and now has it back \$11,000. Page 120 Series - 1 ½ E-Type OTS \$100,000 plus, sold mine for \$50,000. Page 120 - Series 3 E-Type OTS \$78,000 traded mine for 1934 SS1 Tourer plus cash. Page 120 - Mk 2 sedan had three. \$30,000. My last one went for \$20,000 purchased for \$10,000. Page 125 - 1934 SS1 Tourer \$120,000 as previously stated sold mine for \$50,000. Page 127 - 1935 SS1 Tourer \$208,000. Up rated engine described as superb! Page 129 - 1979 XJ-S V12 Coupe \$25,600. Sold mine some 10 years ago \$10,000. Page 134 - 1989 XJS V12 convertible \$24000. Still have mine Paid \$10,000. Page 137 - Porsche 911 Targa \$127920 fully restored. Mine cost in 1987 \$10,000 & was sold for \$19,000. I thought it was a dog but it was on my "bucket list." Page 150 - 1966 3.8 S-Type \$48000 traded mine for a Triumph Spitfire! Page 156 - XK150 DHC "S" upgrade \$159,200. My XK 150S OTS (The hot one) Purchased for \$1,000. \$50,000 restoration sold for \$60,000. One recently sold for \$243,000. Page 167 - 1968 XK150S 3.8 liter DHC \$296,000. Page 173 - 1957 Austin A35 van Price Reserved! I bought mine in 1962 to complement my MK V11M. Can't remember what I paid for the Austin but paid \$800 for the MK V11 which was later traded for a Sunbeam OTS. Page 173 - 1936 Austin (or Morris) \$22,400. Very likely paid about \$50. Was stolen and found with seized engine. Page 176 - 2001 S-Type \$4000 traded mine for a XJ 6 100. Page 217 - Triumph Renoun 1956 \$4300 traded in against MK V11M.

Well that was fun. Some cars I owned were not to be found. When I had them I should

have put them in a large building like Jay Leno. All the prices in the magazine quoted were in pounds and were converted at \$1.6. Current exchange rate is \$1.7. As you would expect there were many E-Types and XJS's for sale. The latter is making a run for historic status very quickly. The big surprise was the number of 1934/35 SS 1 Tourers for sale. Have not seen the SS1 in magazines for years. No doubt the reason for this is the popularity, scarcity, high cost of the SS 100. All the ones featured were red and so was mine. I had my wheels powder coated red but none shown here were. When it was sold it went to California and from there returned to England. This exercise just completed illustrates the appreciation in classic cars. Better than the stock market!

AMAZING! CANNOT BELIEVE IT. COLLECTION OF 543 BRITISH CARS SOLD TO JAGUAR

I had just finished preparing every thing above when the news came through that Doctor James Hull, 53, who owned a chain of Cosmetic dentist surgeries in the UK , had sold his 543 British car collection to Jaguar Land Rover (Jaguar Heritage). He had put the collection on the market asking \$170 million but JLR would not disclose the price they actually paid. Dr Hull said he was delighted that JLR would be the future custodians of his collection and that they were just the correct organization to make sure the collection is preserved. JLR said that they will use the cars in the collection "to support brand and experiential marketing in existing and emerging markets" and that purchase "is part of an increased commitment by Jaguar Land Rover to protect and nurture the rich heritage possessed by both brands." There was no mention made if JLR will put the cars on permanent display or whether it will keep or sell the non-Jaguar Land Rover cars in the collection. Dr Hull had the cars housed in various warehouses in Hertfordshire, England.

Roving Reporter - August 2014 (continued)

The collection includes 130 Jaguars!!! Everything from a 1923 Swallow sidecar to XKSS/D-Type/C-Type/alloy XK 120/ and a 420 owned by Sir William Lyons. Looking at photos there were rows of XK120/140's and series 1 E-Types. One photo stated the photo was of Dr Hull standing next to a black classic Bentley. The car is actually a prize winning 1934 SS1 but it's a nice mistake. Others that are worth a mention are Lord Mountbatten's Mini Traveller, Winston Churchill's Austin and a Bentley owned by Elton John. I noticed in one photo what appeared to be rows of shelves housing infants peddle cars. Another photo shows a photo of Sir Stirling Moss sitting in a C-Type. The collection also includes a Humber which was owned by the judge presiding over the Profumo Affair and a

1961 E-Type which belonged to Britain's world motorcycle champion Mike Hailwood. There have been a number of publications on this announcement. As usual each one concluded with comments from readers. In the Daily Mail, part of the UK popular press, the majority of comments were scathing about dentists and their rip off charges. Ignorance they say is bliss!! In Hemmings Daily News the comments were mainly about the wonders of the collection. However one comment said that there were many top British executives with top class educations and bad teeth. You should note that Cosmetic dentistry is far more rewarding than every day dentistry. When I first came to the US in 1974 the first dentist I visited stated, "Why should I work in this farmyard" despite my mother's efforts making me wear a brace and a routine demand to sit up straight, shoulders back etc.

What a wonderful surprise that such a collection should be available and that it is acquired

by Jaguar. Tata continue to astound. I have to ask "Would Ford have made such an investment?" I believe I know the answer. Care to comment? mjtate1414@verizon.net

DVJC 50th ANNIVERSARY PARTY

At the recent DVJC Director's meeting it was decided that our annual party would be named "DVJC 50th Anniversary Party" Yes, the club has been in existence since 1964 and President Charlie will be announcing one of the founder members as guest speaker at the party shortly. I have done a deal with the William Penn Inn that they will keep the costs equal to 2014 so we will be able to charge only \$35 per person so much less than before we moved the event to the William Penn and January. In the September *Purr* I will be asking you to sign up your intent to attend. I ask

you to please note that we have to tell the William Penn the number in attendance a few days before the event. This year that number will only include those who have registered AND PAID. Therefore there will be no paying at the door! Last year 4 members said they were coming verbally, had not paid, did not attend so the club had to pay their dues. Not acceptable.

At this event we hold the "Silent Auction." Also we will be holding a "Silent Auction" at the JCNA AGM in March. I have been requested to organize both auctions. Therefore I am asking all of you to see what items you can donate to either or both auctions and please let me know. Items don't necessarily have to be Jaguar related. Sign up promptly for the party. We expect a large attendance. I wonder how many 1964 Jaguars we can muster?? We could park them in a figure "50."

THANK YOU



Dr. Hull's Jaguar Collection.

At precisely 5:15 PM the first of approximately 100 entrants in one of North America's premier time-distance-speed rallies, Hemming's Great Race, clocked through the inflatable arch erected in nearby Valley Forge Casino's parking lot on Monday, June 23. A crowd of about 500 onlookers and support crews were treated to up-close-and personal views and conversations with many of the tired but jubilant collection of cars, drivers and their navigators.

And what an unscripted collection of vehicles. Circa late 20's - '30's Fords (many Speedsters) dominated the field. Practically all were one-off creations. Everything from a reproduction Bugatti, three brass era Hudsons, to mid-high six-figure Auburns, a 1917 Peerless, '52 five-ton GMC pick-up truck, '62 Chevy Corvair van decked out in (original) 60's hand-painted flower power artwork, and a genuine '64 Ford Galaxie Police Car. As vehicles up to 1972 qualify, there were a number of Mustangs, Corvettes, & muscle cars.

But this was not a cavalcade of classics (although the collective value is advertised to be \$5.0 million), rather a serious competition: \$150,000 in winnings was at stake. Top prize is \$50,000. More on the classes and scoring later.

The sun's golden glow framed each entry as it passed through the day's (#3 of 9) final checkpoint for almost two hours. This year the route ran from Ogunquit, Maine to The Villages, Florida (2400 miles). Each was announced by Brian "Motormouth" Goudge who had a pocketful of anecdotes about most of the return entries, history of the cars and words of encouragement to teams running for the first time.

There were seven Brit cars running the circuit: a pristine '63 E-type outfitted with triple Webers, '36 Bentley Saloon, '54 Bentley R-type, a pair of Austin Healey 3000's, and a pair of Jaguar Saloon's (3.4 & 3.8S). Continuing the marque's reputation, the bright yellow 3.8S rolled into the bullpen squirting a bright green stream of spanking-new antifreeze along the 'victory' lane. Turns out that team were residents of the UK who bought the car here a few weeks earlier sight-unseen. It underwent some rigorous sorting out after they arrived



Jaguar with a coolant problem.

state-side in preparation for the Great Race. Their cheeky humor was underwritten by a T-shirt proclaiming, "On the Eight Day God Created Jaguar". Kurt Rappold happened by and suggested maybe full-strength antifreeze might have to be cut a bit. Too late to work in an expansion tank (which some other early cars had added).

A few minutes after bumping into Kurt, we spotted Mike Tate drooling over a sheepskin seat cover gracing one of the Bentleys.



Mike Tate with sheepskin envy?

The race's post-mortem blogs agreed that Pennsylvania's frost-damaged roads offered the most undesirable road conditions and generated the greatest mechanical failures during the week. Several competitors' vehicles were knocked out this day. In one case, a spectator at the casino offered up a replacement transmission for an entrant's '33 Ford pickup. Fellow competitors helped them pull the engine to do the swap using the lift gate of Coker Tire's support truck as a jack. Mission accomplished sometime after 1:00 AM! [

Each day competitors must follow between 220 and 250 instructions that indicate every turn, speed change, stop, and start as the team has their exact time recorded at 4 to 7 checkpoints. This year's course covered 2400 miles through 13 states, stopping in 17 cities. The first challenge was thrown up in 1982 for pre-WWII vehicles. A \$250,000 purse was advertised. Unfortunately, only one team signed up. The abridged history has these two buying out the promoter, re-launching the challenge in 1983 from Knott's Berry Farm near Los Angeles to Indianapolis. It ended during "500 Week". The winner was able to take a victory run around the brickyard in that year's Indy 500 pace car. Sixty-nine teams paid the \$5,000 entry fee.

With the exception of 2008-2010 (leadership change), the race has run every year since. The entry fee has not changed. Newer vehicles are now admitted (currently 1972 model year). Motorcycles are eligible (only one has entered the competition so far). Several classes have been established to acknowledge the benefit of experience. There are prizes for rookies, followed by Sportsman, Expert, & Grand Champions (previous first-place finishers). Since there are many repeat participants, this class system generates

The Greta Race 2014—DVJC Version *(continued)*

both competition and camaraderie. There is now an X-class, which requires a driver over 21, but navigator aged under 21. Their entered vehicle must have been specifically constructed for the event. The rationale is to increase youth interest in this 'sport'.

Classic TDS scoring is used to calculate penalty-adjusted times each day. However, in recent years a handicap factor has been applied to



A Mk II not leaking coolant.

vehicles based on their age. For instance, the 1916 Hudson (Entrant #1) had a finish score of 2.28 minutes over (including penalties), but when applying its assigned factor of 0.660, the team's adjusted score is only 1:38 over. In comparison, the winning 1966 Mustang finished only 1.02 over. Being a newer model, its assigned factor was 0.98, resulting in a final score of 1.01. Although there is some controversy regarding the introduction of these factors (many feel the older vehicles are over-compensated), most participants agree it's still consistency that wins the race.

There have been quite a few repeat Grand Champions. This year's winning team (husband-wife duo from Texas) also won in 2012 & 2013. They drove a different car ('35 Ford Coupe) the previous two years. Talk about consistency! Another team has won five times between 1989 and 2003 driving three different cars (three of their victories were in a '24 Bentley Speedster). First place purse has been \$50,000 for several years. Entry fee has held at \$5,000 since inception in 1983.

So how did the Brits make out? All but one finished. Four of the six entrants were rookies. Best finish was Entrant #14, finishing 49th out of 89 finishers in their '67 BJ8 Austin Healey (Sportsman Class). The Bentleys (1954 R-Type and 1936 Saloon), both driven by rookie teams, finished 57th and 65th respectively. The 1963 XKE, expertly fit out for road course competition, finished 62nd (Sportsman Class). An Austin Healey BJ7 finished 69th (Rookie). The British rookie team who overcame early cooling problems and checked in in the 72nd position. The other Mark II did not finish.

So what does a typical non-prize winner take home? According to legendary NASCAR promoter, Humpy Wheeler, who offered some post-event words (a word from him is not an option), "This event is like getting married: you have to do it to understand it and then big mystery is still left.....to win it you must practice a little black magic." From the sponsor, Hemming's Motor News' website: "Ordinary car guys are treated as celebrities and heroes, signing autographs and answering countless questions from people who greatly admire their efforts in this wonderful race....All of the participants have the enjoyment of viewing our great country alongside a close friend or family member. There are numerous family teams involved in the Great Race, including many husband and wife duos. And by the time you've trekked across the USA, you're bound to have made a few new friends along the way."

In the 1980's most routes originated or finished at Disneyland. A majority have run east-west, but several (including this year) are north-south. There have also been circular routes, such as 2012's excursion into Canada which originated in Traverse City, MI and concluded in Dearborn. The just-announced 2015 competition will navigate portions of legendary Route 66, between California & Missouri.



1963 E-Type

So start liquidating all those spare LBC parts on e-Bay, shed your parts cars, and scheme whatever it takes to put together the \$5,000 entry fee. No regrets! Fantasize matching Barry & Irene Jason who turned their entry fees totaling \$15,000 into three consecutive wins totaling \$150,000 in prize winnings. Deduct the cost of a '35 Ford coupe and '66 Mustang and they still can legitimately term these memory-filled events as an investment! But of course your fantasy has to center behind the wheel of a Browns Lane graduate, correct?

A majority of this piece came from Hemming's website and blog: GreatRace.com. They have lots more if you're interested!

Note: Photos by Leo Kob. More can be seen at www.flickr.com/photos/bcsphotos95/sets.

The XK140 built in 1956 and 1957 was a design improvement over the XK120 by Jaguar. It featured full heavy bumpers, a thicker chrome grill and slightly larger cockpit made available by placing the battery behind the left front wheel. Access is through a panel easily removed in front of the inner panel of the fender. The previous XK120 horn mechanism which was a pointed plastic button was replaced with a flat unit in the XK140. A chrome strip ran the length of the long bonnet to a badge showing off its bragging rights, having won the LeMans three times! The boot badge also contains the same information and the boot acquired a push button release instead of the twist lock style handle.

The 140 was more fun to drive with a higher ratio rear, synchro tranny and rack & pinion steering. My Dad's 140 had the MC motor and after we replaced a cracked piston skirt, went like a bat out of hell!! The self-adjusting front brakes actually worked great after reassembling them properly. With the side curtains in place, one could survive rain and winter but keeping the cockpit warm was a chore. Mom put up with the 140 but soon a nice black XK150 roadster replaced it with rollup windows.

I had the privilege of working on my doctor's XK140 roadster. Dr. Dan Shuster was owner of three Jags and soon became my main customer in my *free time*(?). It was a challenge just keeping them running while working a fulltime job on shift work. Dr. Shuster died suddenly in 1980 so all those Jaguars were sold.

Recently at our 2014 DVJC Concours I was amazed to see five beautiful XK140 Jaguars line up in the XK row by the water tower. This is the most remarkable 140 event of our Concours history that I can recall and seeing five of the rare 140s together at our show was outstanding. One showed in Champion, three in Driven and one Display! We tried to photograph all five so that everyone could enjoy this important moment.

The blue "aqua" roadster showed in class C-19A and still remains in unrestored condition. Not many 140's were painted in this color according to owner/member Chris Huber. He also showed his XK140 coupe which won the coveted Wire Brush Award in Display category. This car will soon go back to the original wire wheels. I thought I had some 54-spoke wheels stored away, but it turns out these were all 60-spoke which did not come out until the XK150.

Bob Costello's Robin's Egg blue 140 roadster was outstanding and is the rebuild of 140 guru Jeff Dement's efforts. I went to New York with Bob to buy this car and bring it safely home on a trailer. It had no brakes and formerly must have been a NY bumper car downtown.

The British Racing green 140 OTS was just restored by Lance and Judith Knaugh, new members, at Radbills in West Chester – a project taking over 20 years. Some of the items restored on this 140 were so unique that an additional book could be written if one had the time to do it.

The fifth 140 is owned by Charles Hutchinson of Pasadena, MD. It is a '56 in Primrose yellow and was driven to the show. I saw this car the week before at SVJC and invited Charlie to attend our show the following week. He has owned this car many years and loves to drive it. It looks good with the chrome wire wheels.

I hope next year to see these same XK140s back at our Concours. Too bad the gray 140 of Mr. Wetherill was sold. We could have had six XK140s at our show!

I am really glad to see people investing in these old Jaguars and doing the type of quality repairs and restorations. Ours is a small world of Jaguars and these 140s were not produced in large numbers.



XK140s on the display field at the 2014 Delaware Valley Jaguar Club Concours d'Elegance.



On Line Scoring System

JCNA Competition Results

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July 19, 2014		NE33	Delaware Valley Jaguar Club			Slalom	DVJC Annual Slalom
Class	Pl.	Name	M/F	JCNA #	B.Time	Car / Mods	Entrant's Club
B	1	James Shields	M	NE33-19739	57.267	1954 XK140 DHC Gunmetal	Delaware Valley Jaguar Club
C	1	Kurt Rappold	M	NE33-4134	60.405	1966 Mk X Saloon, Beige	Delaware Valley Jaguar Club
C	2	Michael J. Tate	M	NE33-25078	68.027	1967 420 Saloon, Blue	Delaware Valley Jaguar Club
D	1	Charles L Epstein	M	NE33-47712	47.255	1971 XKE FHC, Red	Delaware Valley Jaguar Club
D	2	Charles Andrews	M	NE33-50698	48.282	1967 E-Type Coupe, Red	Delaware Valley Jaguar Club
E	1	Richard Rosen	M	NE33-41093	45.776	1971 E-type 2+2 Sable	Delaware Valley Jaguar Club
E	2	Charles Andrews	M	NE33-50698	48.779	1971 E-Type 2 + 2, White	Delaware Valley Jaguar Club
J	1	Steven Schulthies	M	NE33-44404	46.892	1993 XJS Coupe, Kingfisher Blue	Delaware Valley Jaguar Club
K	1	Charles W Olson	M	NE33-29236	53.353	2006 XK8 Coupe, Black	Delaware Valley Jaguar Club
L	1	Paul Trout	M	NE33-52237	45.730	2001 XKR Coupe, Black	Delaware Valley Jaguar Club
L	2	Stephen Kress	M	NE33-15743	45.857	2000 XKR Conv., Green	Delaware Valley Jaguar Club
L	3	Al Dorio	M	NE33-37530	50.382	2005 XJR Saloon, Jaguar Racing Green	Delaware Valley Jaguar Club
N	1	Alex La Roche	M	NE33-39325-L	46.380	2005 X-Type Estate, Silver	Delaware Valley Jaguar Club
N	2	Ana La Roche	F	NE33-39325-N	54.398	2005 X-Type Estate, Silver	Delaware Valley Jaguar Club
SPH	1	John C. Larson	M	NE40-33872	45.101	1977 XJ6C Coupe, Grey	Nation s Capital Jaguar Owners Club
Z	1	Paul Derres	M		44.819	2008 BMW 335xi Coupe, Silver	
Z	2	Robert Hedin	M	NE33-50696	47.290	2004 Volvo V70R Station Wagon, Red	Delaware Valley Jaguar Club

Delaware Valley Jaguar Club Breakfast Socials

Sunday, August 17th, 2014, 9:00 am
Sunday, September 21st, 2014, 9:00 am
Sunday, October 19th, 2014, 9:00 am
Sunday, November 16th, 2014, 9:00 am

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

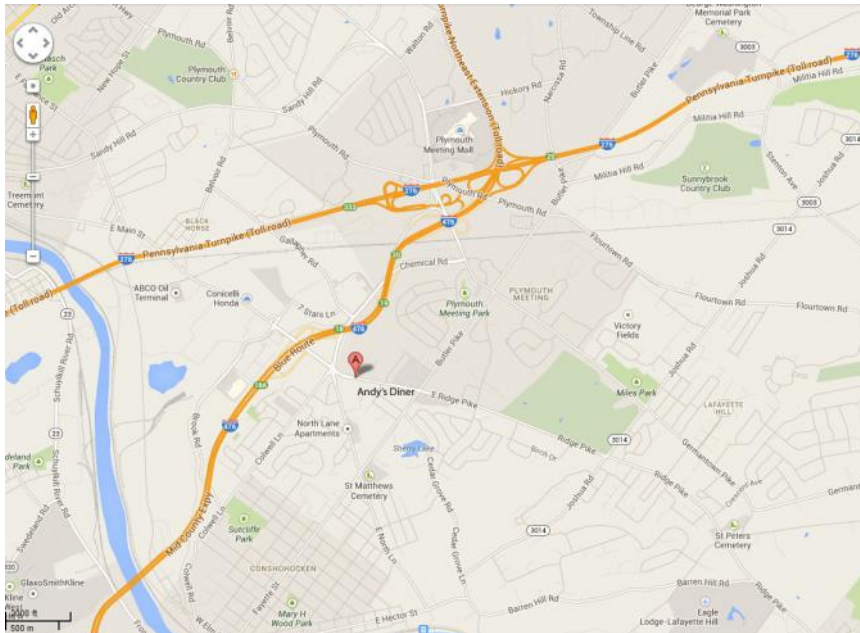
Driving directions from the Pennsylvania Turnpike:

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

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

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

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





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Sign _____

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CLASSIFIED

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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"



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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.

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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:

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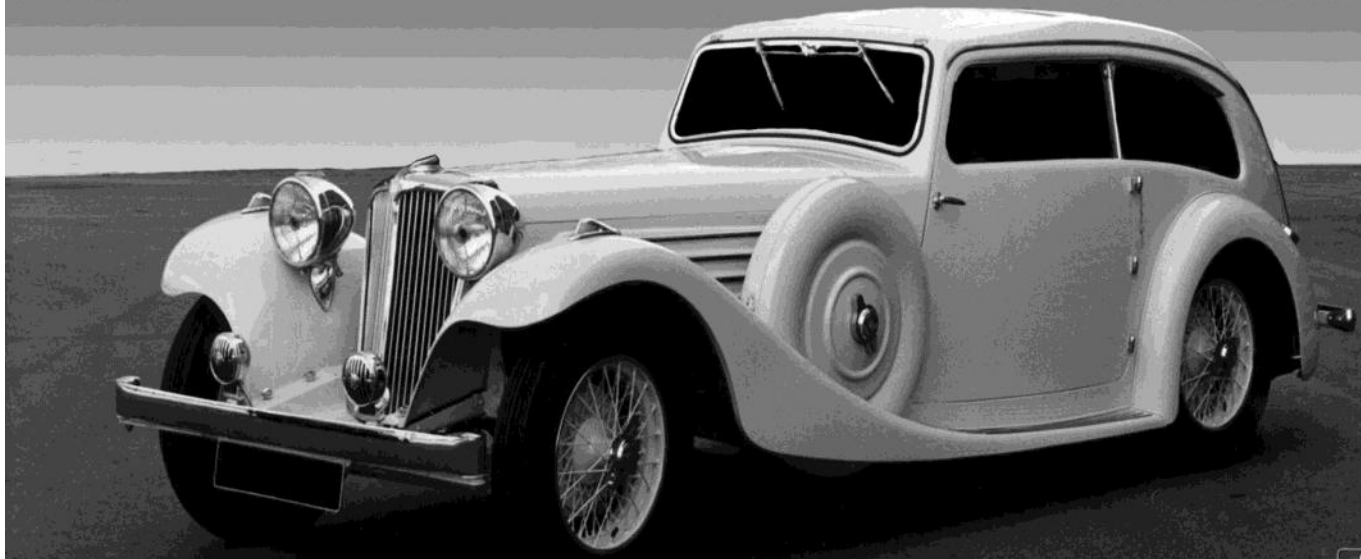
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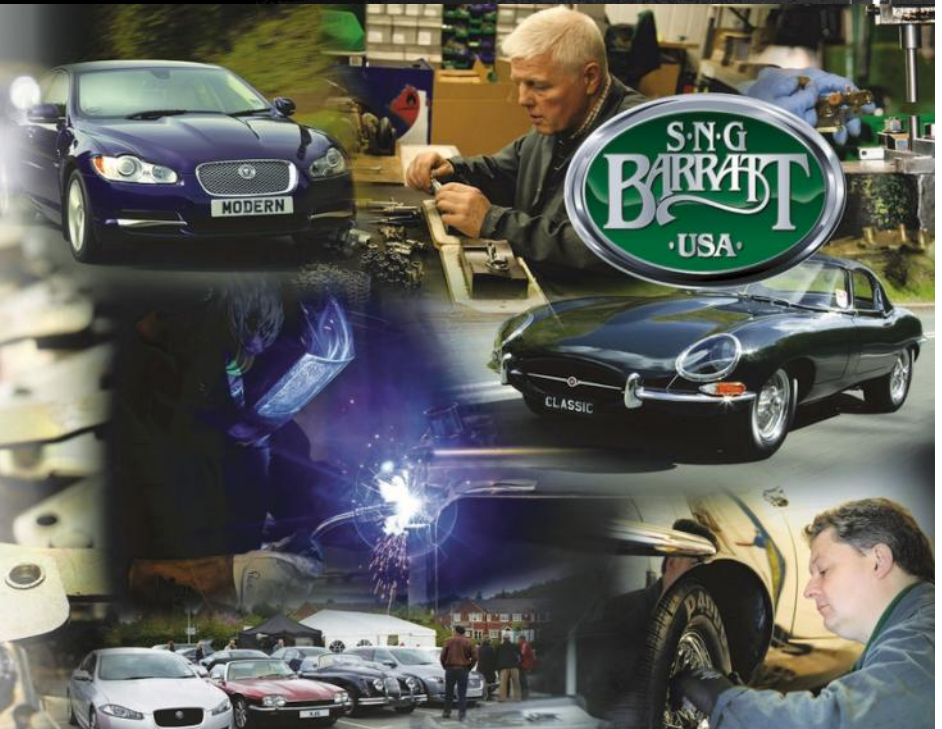


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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
Editor : Pauline and Brian Craig
323 lodge Road
Philadelphia, PA 19128-4418

Please let us know if this is the only
page of the Purr you receive; we will be
sure to send you a replacement copy.

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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