
The Jaguar's Purr©

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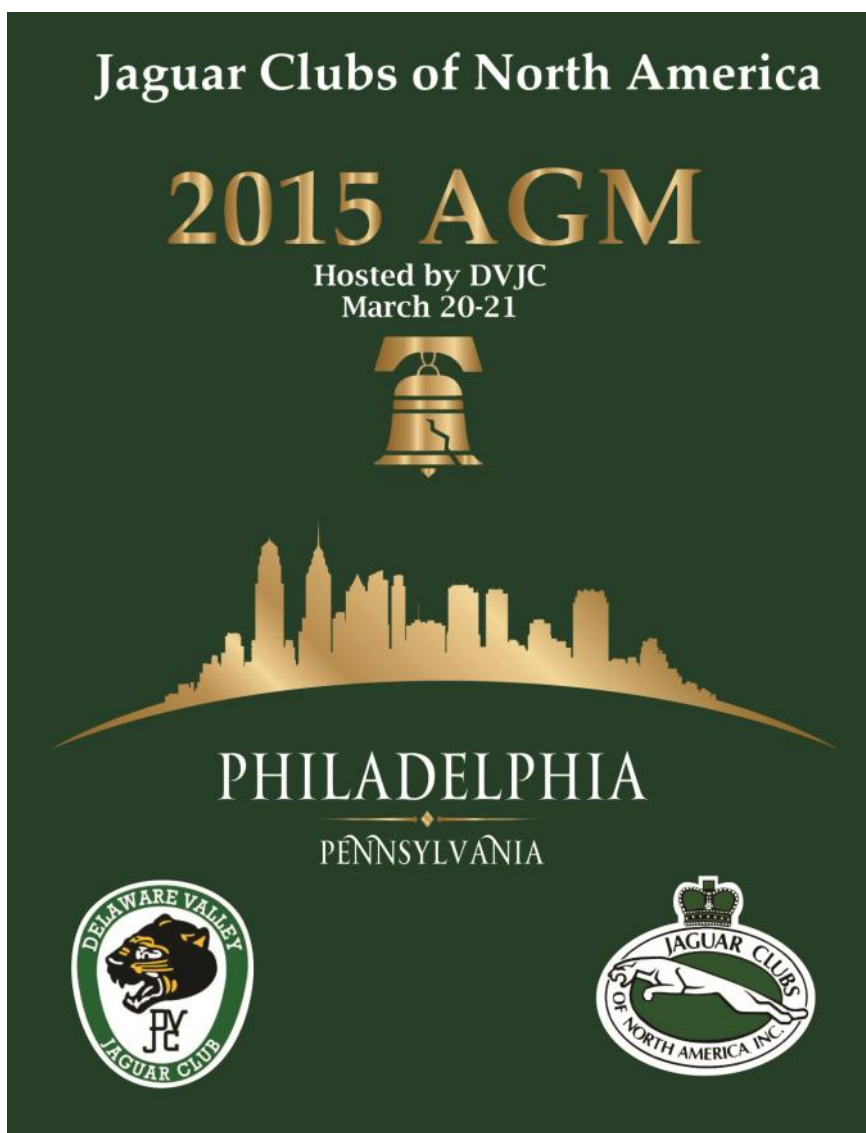
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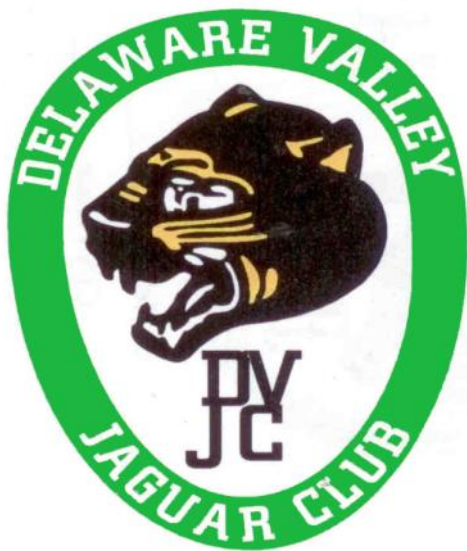
November 2014

www.jcna.com/clubs/dvjc

Logo for 2015 AGM Approved by JCNA



The 2015 Annual General Meeting of the Jaguar Club of North America will be held in Philadelphia during the 50th anniversary of the Delaware Valley Jaguar Club. The meeting will take place March 20th through 21st, 2015, at the Sheraton Philadelphia Society Hill. The above logo was approved by JCNA for this event.



NOTICE—It's time to renew your membership for 2015. 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 20. Please remember the membership directory and listing of vehicles owned is shared only with active members.

Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
2015 50th Anniversary Flyer	5
Important Message.....	6
The Prez Sez	7
Roving Reporter	8
The Early Years, a DVJC Chronicle (#3).....	11
DVJC Drag Race Night at ATCO	13
Welcome New Members	14
DVJC Breakfast Social flyer	15
Stowe, VT, A Woman's Perspective.....	16
Classifieds	17-18
Preliminary 2015—2016 Ballot.....	19
DVJC Membership Renewal Form	20



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JC Taylor	22
Jaguar Main Line and Jaguar Willow Grove	23
XKs Unlimited	24

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

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Upcoming DVJC Events

November 16, 2014

DVJC Breakfast Social (see p. 15)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net

December 14, 2014

DVJC Breakfast Social and Business Meeting
DVJC Election of Officers (see p. 15)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net

January 18, 2015

DVJC 50th Anniversary Celebration (see p. 5)
William Penn Inn, Route 202 & Sumneytown Pike
Gwynedd, PA 19436
Contact: Michael Tate, mjtate1414@verizon.net

Other Interesting Events

November 23, 2014

Cars and Christmas
Antique Auto Club of America Museum
161 Museum Drive, Hershey, PA
Contact: www.aacamuseum.org

November 23, 2014

Pollock Auto Restoration Open House
70 S. Franklin St., Pottstown, PA 19464
Gwynedd, PA 19436
Contact: www.pollockauto.com

Jan. 31—Feb. 8, 2015

Philadelphia Auto Show
Pennsylvania Convention Center
1101 Arch Street, Philadelphia, PA 19107
Contact: www.phillyautoshow.com



50 Years! Join The Delaware Valley Jaguar Club for our annual holiday party and awards celebration.

WHEN: Sunday, January 18th at 11:30 A.M.

WHERE: The William Penn Inn, Gwynedd - (215) 699-4808

Guest Speaker Frank Weikel, Founder 1965. A time of Grace (MK 2), Space (MK X), Pace (E-Type).



The historic William Penn Inn will be the setting to enjoy a gathering of great Jaguar people at this year's DVJC Holiday and Awards Party. This charming inn's history stretches back to the origins of country hospitality in Penn's Woods, the colony founded by William Penn in the 1700's. At this year's event, they will be providing us with a fabulous brunch



featuring hot and cold selections that will be a treat! Selections include scrambled eggs, Belgian Waffles, Tilapia Piccata, Beef Stroganoff, Smoked Salmon, Salad and more. Cash bar from 11:30am.

Reservations Just \$35 per person.

Checks to M.J. Tate, 24 Ashtree Lane, Malvern, PA 19355



For more information,
contact Michael Tate: 610-827-7763
mjate1414@verizon.net



IMPORTANT MESSAGE

Please see page 5 for the flyer for the 50th Anniversary Party which will also serve as our annual holiday and awards celebration. Because of the preparation necessary admission will have to be paid prior to attending. No tickets will be available at the door. Mike Tate's contact information is on the flyer. Please contact him with any questions.

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The Prez Sez November 2014

The approved slate has been established and ***I'm not on it!***

When V.P. **Paul Merluzzi** decided to run for President and **Alex Giacobetti** for V.P. it ended my indecision to run for a 5th term. I was concerned that more of our members did not volunteer to run for office and I was hoping the open offices available would be an incentive. However, when **Bill Beible** volunteered to run for treasurer, it made the slate complete, with the incumbents running for Secretary, Membership Chairman, and the two Directors! The Ballot will be posted in this edition of the Purr on page (x) and a vote by our membership will be held at **our December Breakfast, Sunday the 14th**, to include those wishing to be nominated from the floor. All those on the Ballot will be presented to members attending to vote and the winners will be announced in the December Purr. Their duties will commence on January 1st, 2015.

As you should know, I will still remain as Co-chairman of the AGM with Paul Merluzzi, so the continuity of organizing the AGM will continue. Alex Giacobetti is also the appointed AGM treasurer so that organizational aspect should continue to function smoothly!

During this month the main objective for the AGM planning is to obtain commitments for the Sponsors we have contacted in September. The second objective is to assign our members that have volunteered to help the Committee Chairpersons carry out the various tasks. As I have mentioned in the October Purr, some of you assigned to functions during the AGM at the Hotel won't be assigned **actual time** slots until February, but you will be notified of your assignment

before then.

The ongoing task for ALL our members is to **contribute items for the Silent Auction**. They don't have to be actual Jaguar items, for things such as Pictures, Photographs, and maybe Period Clothing – perhaps jackets, coveralls, or autographed books, Handbooks, or magazines are especially welcome.

Hey! Anything you want to donate. Mike Tate will choose what he wants to use! **BUT Puleeze, start looking for stuff now!** Don't wait! Let Mike know - call him on (610-827-7763). A drop-off at Andy's during a Breakfast gathering to me might be convenient for you as well.

As you know **our 50th year** will be celebrated at the William Penn Inn! (See the Flyer in this edition). The event will **feature our Past and our Present**. **Frank Weikel**, the founder of our club, will be our Keynote speaker, talking about our **Past** and our newly elected President **Paul Merluzzi** will discuss our **Future**. I become part of the Program- and my last official act, presenting the Annual President's Award for 2014, to an outstanding contributor to the DVJC.

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

At your service, President Charles Olson



Roving Reporter - November 2014

By Michael Tate

BRATWYN ! BRANTWYN !...OH
BRANTWYN WHERE ARE YOU
WITH THE CLASSICS AT BRANTWYN....

I always wax lyrical about the annual "Classics At Brantwyn." This exclusive and elegant event is held to benefit the Kennett Symphony and I now submit that my headline above should be put to music by the Orchestra and the Brantwyn salutation would open with these headline words. The music and song would indeed be appropriate to celebrate the Orchestra's 75th season.

Blue Skies (Bing Crosby) greeted son Gary and I as we set off south on the 202 to the 60 acre estate of the former Du Pont family residence located on the grounds of the Du Pont Country Club in Wilmington. Gary and his wife had been partying into the wee hours but as soon as he grasped the gear change lever on the Jaguar 420 new adrenalin swept through him.

On my garage wall I have 5 of the colorful posters designed each year to announce the event so are often reminded to be ready. Wife Mo stated she did not relish driving the 420 with the gear lever so Gary substituted as I had eye problems and had been advised not to drive. (Mo used to drive all our floor change cars in England and has the dubious honor of snapping off the gear lever in our 3.8 MK 2... so she is qualified !)

The joy of "The Classics at Brantwyn" is that it is an original event. Paul Merluzzi, is President of the Kennett Symphony and Chair of this event's STEERING Committee (very appropriate wording). He and his four female members, Monica, Martha, Irena and Sandy, organize and select the 30 HOT cars. My good fortune was that my 420

was one of the hot 30. Our brief was to arrive by 9.00 am, drink coffee, eat Danish and relish the other hot cars as they arrived and to realize that we were gathered together with some really magnificent and historic vehicles. For those who wished at 9.30 am we started on the hour long tour of Chester County. Was the 420 up to it in the company of all this exotica? You bet it was! How many of the other brands had not only won countless championships, had Sir Sterling Moss as a driver, and had won Le Mans seven times?? They maybe worth thousands of \$ but did they have such a pedigree? Headlamps up and let us go.

Gary tucked in right behind the lead car. Being a passenger I could relish and enjoy the glorious



Mike Tate with his 420.

country side and I can give it no greater compliment than say it was like England on a fine summer day! Gary drove as being born to the fun and excitement of four on the floor. The 420 has two separate gas tanks and he was draining them fast. We all returned safely and lined up on the long driveway leading to the

Brantwyn Mansion. The cars line up and advance towards the mansion circling the "roundabout", stop in front of the Mansion, and be introduced with a short narrative of the vehicles history and specifications. We were car #25 so had the pleasure of inhaling the fumes emitted from those magnificent machines in front. Think about it. What a heady mixture. What a never before cocktail of fumes as the assembled crowd sipped on their Lamborghini Bellinis.

This mixture was concocted from a 1897 de Dion Bouton Trike, a 1937 Marmon Model L Phaeton, a

Roving Reporter - November 2014 (continued)

1935 Brewster Town Car, a 1941 Buick Limited Limousine, a 1948 Bentley "Shooting Brake", a 1951 Chevrolet "Tin Woody" Wagon, a 1953 Rolls Royce Silver Wraith, a Cadillac Coupe Deville, a 1955 Imperial Newport, a Mercedes 300SL Gullwing, A 1956 Jaguar XK 140 MC OTS, a 1957 Mercedes 190SL, a 1958 Mercedes 220S Cabriolet, a 1959 Lotus Elite S1/Type 14, a 1959 Cadillac series 62 convertible, a 1960 Plymouth Fury Convertible, a 1961 Triumph Italia 2000 GT, a 1961 Chrysler 300G Convertible, a 1962 Ferrari 250 PF Series 2 Continental Convertible, a 1962 Bentley S2 Continental Convertible, a 1966 Jaguar E-Type OTS, a 1967 E-Type FHC, a 1966 Chevrolet Corvette, a 1967 Ferrari 365GT 2 + 2, A 1968 Ferrari 330 GTC, a 1969 Plymouth GTX, a 1974 Mercedes UNImog 406, a 2004 Ferrari Challenge Stradale, a Ferrari 348 Speciale. Pretty heady stuff but Gary and I survived it and so did the 420 on this warm day the water heat never rising above mid point. What a gathering of great cars exceeding the hoopla of promise. Well done Paul and your ladies.

After being presented all cars are parked in the beautiful rear garden and open for inspection by the many people in attendance. The very special champagne brunch is served and the merits of this very different and unusual event are discussed. The general opinion was that the number of cars on display was just right and of a very interesting variety and vintage... The music by the various players was a joy as they seduced with a variety of Blues which blended with the atmosphere. The dining was enjoyed by the car watchers and drivers and the whole setting was exquisite and unbeatable for such a unique event. The only thing left to do was for everyone to select the people's choice and, no it did not go to the 420, but in a tight race with the 1962 S2 Bentley Convertible the 1961 Chrysler 300G was awarded the, signed by the car contestants, framed poster promoting the event.

So now we look forward to October 4, 2015 to see the next 30 wonders as Paul and his team assemble to honor the 75th anniversary of the Kennett Symphony with "Brunch, Blues, and HOT Cars."

1961 JAGUAR E-TYPE ROADSTER MAKES \$126,809

This is from October 13 Autoweek!! Sold at Bonham's Beaulieu Sale UK September 6. White with

black leather, said to be a matching numbered cylinder head 265-hp, 3.8 liter inline-six cylinder four speed manual. Interior appears mainly complete, though in poor condition, carpets are weak; floor rust is visible; leather is both hard and moldy. A later E-type steering wheel is fitted. Last used in 1992, the car has suffered immensely from poor storage. There is major rust and some damage to the front end area. Every piece on this car will need to be replaced, refitted or, at the very least cleaned. This example is as bad as they come.

This car is not one of the earliest examples, so the hood releases are on the inside but it is one of about 400 of the flat-floor examples built in right hand drive. While as recently as five years ago this car might have brought less than \$15,000 at auction, the value of all E-Types has jumped dramatically (the increased obsession for so called "barn finds" hasn't hurt either). Restored examples bring \$300,000-plus. Is there financial room to make a car out of this dented, rusted and neglected lump? Let's raise a Guinness to the optimist among us. (Thank you Autoweek).

A GATHERING OF FRIENDS

A couple of weeks ago Paul Racette called me to say he would be visiting Jim Shields. Many of you will remember Paul and wife Kit as very active club members before they moved to Montreal and you will remember that Jim also is a lover of the breed and he owns a XK140 OTS, a E-Type Coupe, a MK2 Sedan, a XK 8 and a XJ 6 for a total of five Jags. Jim in recent times has been suffering from ALS which has left him only able to communicate through the written word and requires support for his legs. His humor is still intact. Paul's visit was to lend a hand completing interior work on the Mark 2. When I arrived Jim's brother Tom was there as was Dave Duckett, Paul & Jim. They had the doors off the car and were fitting new rubber surrounds. They found that there was no easier way to fit the rubber. We all went to Applebees and ordered Yuengling and Fish and Chips. It was excellent. The gathering reminded us of old times when we all lived in the same location and gathered at the Drafting Room for lunch on every Wednesday. The only person missing was John Murphy of SS100 fame who now lives in Santa Fe but is in our hearts. I had to leave early before the Mark 2 work was fin-

Roving Reporter - November 2014 (continued)

ished but Paul called the following day to say the work was done and they, Jim driving, had taken the car for a spin. He pronounced that Jim was "tickled pink." We all met through the JCNA about 20 years ago. In fact Paul & I met when he came rushing up our drive where I was cleaning my Mark 2 and pointing at it said "I have one of those." It was so good to be together again

Incidentally many of you will remember that John Murphy, who remains a member of the club, is building an electric powered XJ 13 replica christened a Z-Type. John recently told me that the car was nearly complete and would be going to the paint shop any-time soon. Story to follow.

ODD BITS AND PIECES

The story of the Callum Mark 2 was fully covered in the current Jaguar Journal. What was not said was that Classic Motor Cars Limited (CMC) now plan a limited edition run of this car. You can get one for between \$560,000 and \$600,000! Buyers will be able to choose body and interior colors that they prefer. !!! Oh good!!!!

AUTOMOTIVE NEWS tells us that Jaguar Land Rover is in talks for US plant. JLR did not confirm or deny the report. A spokesman said that the company "is looking at how it can expand its footprint globally and there are various options on the table." Reported in the UK Sunday Times that JLR is talking with several southern US states including South Carolina about financial support for a factory that would eventually produce 200,000 vehicles a year. Such a move would enable JLR to avoid import Tariffs and smooth impact of fluctuating currency rates. JLR opened its first factory in China earlier this month which is their first full-scale production facility outside of the UK. They will also open a factory in Brazil in 2016.

50th ANNIVERSARY PARTY

Planning for the party is moving ahead and donations for the "Silent Auction" are rolling in and being stored in my basement. The William Penn Inn is polishing and cleaning and starting soon will store all the good things for us to consume. It's such a wonderful venue, it was agreed last year, for us to enjoy.

Paul Merluzzi, our club Vice President, is making a movie of club events past and present which will be played during this 50th celebration. Of course the highlight of the gathering will be a presentation by Founder member Frank Weikle. He is still a member of our club and also has membership in the Jaguar Owners Club of Los Angeles. He will be 84 on the 13th of this month, not a Friday so no ill will befall him. His current Jaguar is the fancy version of the venerable XJ6 Series 3 a 1986 Vanden Plas. A photo of this car is shown and if you are wondering what the four badges are they represent his current and past club affiliations;- the JO-



Frank Weikel and his XJ6 Vanden Plas.

CLA, the British Jaguar Drivers Club, the Sacramento Jaguar Club and the DVJC. His family car is a Toyota Prius Hybrid. Frank is also a volunteer docent (I had to look it up...teacher!!) and tour guide at the Lyon Air Museum at Orange County (John Wayne) Airport. He tells me that the museum houses a privately owned collection of fully air worthy WW1 vintage aircraft including a B17 "Flying Fortress" plus some classic cars including one of Hitler's personal Mercedes parade cars. We are putting Frank and his wife up for the night in a suite at Inn on the 17th so he will be well rested to tell us of the foundation of the DVJC. How fortunate we are that Charlie Olson persuaded him to be with us.

DO NOT MISS IT. PLEASE REMEMBER UNLESS YOU HAVE MADE A PRIOR BOOKING AND PAID THERE IS NO ENTRY. Full detail for booking is on the enclosed flier.

I LOOK FORWARD TO RECEIVING YOUR DONATION FOR THE SILENT AUCTION.

The Early Years—A Personal Chronicle of DVJC (*installment 3*)

by Franklin H. Weikel, DVJC "Founding Father"

OFF AND RUNNING!

1966 was the club's first full year of existence, and it was a busy time, indeed. The first of many wine tours was held in March, to Gross' Highland Winery in Absecon, NJ, with dinner at nearby Smithville Inn, where, to quote the newsletter, "dinners (full course and lavish) begin at \$3.85." Despite the bargain, only seven cars showed up (including my second Jaguar, a '62 Mk II, which led the tour). But after all, the membership was still small; by May, the official roster listed 49 members (not including wives, who in those male chauvinist days were "silent partners" and *de facto* members).

We visited the New York Auto Show (where the E-Type 2+2 was fresh out of the box); given the distance and parking problems in the Big City we went there in a chartered bus (!!!). Later, we joined the New York folks in a rally, and we ventured south to Washington, to see how our cars stacked up in concours competition. Most of us didn't have the slightest idea what it meant to prepare a car for a concours, or even what a concours was. But this didn't stop us from bringing home some trophies and, two weeks later, hosting our own concours, at the Beaver Hills apartment complex in Jenkintown.

OUR FIRST CONCOURS

An impressive 51 cars competed in that first Philadelphia area show, many from other states — even Texas and Ohio were represented! This was long before the days of JCNA national concours competition: each club was free to make their own rules and devise their own judging forms. There were only three classes: XK-120's, 140's and 150's competed as a group, as did all the E-Types and all the sedans. Of the latter class, one car endures on the concours circuit to this day: the still magnificent 1961 Mk IX of Martin Sternberg and Joseph Von Firsching, long-time members of the New York club.

Despite the fact that most of the trophies went to other clubs, it was a splendid affair that set the tone for our concours events for years to come. The cars were handsomely displayed; British and American flags fluttered from the light standards, a pipe-and-drum corps paraded and played, a free lunch was served, and the local press was out in force, covering the event.

1966 was also the year of a fateful merger, when Jaguar joined forces with BMC. Dick O'Kane editorialized concern over what might happen to Jaguar's lofty standards, much as today's (1990's) editors muse over the impact the Ford acquisition might have on the Coventry product. (Some things never change!)

We had our first rally that year, up along the Delaware to the New Hope Auto Show. Grace and I came in dead last; that, plus the fact that our 14-year-old daughter volunteered to navigate for an unaccompanied driver and they came in third, convinced me that rallying was not my sport!

By November, 1966, we had 65 members and decided that the name, "Philadelphia Division,

The Early Years—A Personal Chronicle of DVJC (*installment 3*) (*cont'd..*)

JCNA" was no longer appropriate, since our Philadelphia membership was only a third of the total. Hence the change to the name, "Delaware Valley Jaguar Club." In our newsletter Dick O'Kane noted the introduction of the 420 and 420G sedans, and grumbled about the latter: a Mk X owner and fan, he said, "Glad we have one of the older, unsafer, unglitzier examples. When we want a chrome strip, we'll add it, thank you."

ATCO: WHAT A DRAG!

That same month, we ventured for the first time to the Atco, N.J. Dragway for what was to be the first of many speed events. A gymkhana and "acceleration run" (dignified English for "drag race") kept us happily entertained all day. I ran the Mk II respectably in both events, beating some of the E's on the gymkhana, but paid the price a few days later when the clutch gave up the ghost!

We marked the 1966 holiday season with a unique event, one that I doubt has ever been done by any other club. With the help of friends who ran an orphan-age, I organized "Operation Santa." There were 17 teen-aged boys at the home in Warminster, so I recruited 17 club members and their cars to spend a day with these lads. We gave them gifts, then "rallied" to a restaurant for whatever they wanted to eat. The event resulted in a two-column photo and story in the Philadelphia Bulletin, but more importantly, a lot of happy kids. Remarkably, everyone survived the cross-country drive, even though some of our drivers got a bit ambitious with the accelerator. (We traded kids for the drive back, so they'd all have a chance to ride in two different Jaguars; the boy who rode back with me in a borrowed E-Type roadster complained in a letter to his outbound host, "The man I went home with wouldn't go past 70; what a boring ride!")

UPGRADING THE "POST"

I took over the editorship of "*The Scratching Post*" in 1967 and set out to elevate the "look" of the newsletter to something better than the typewritten, mimeographed format that Dick O'Kane had used. Member John Mecray, a talented commercial artist, was pressed into service as Art Director. He created the handsome drawing of a jaguar's head which remains the club's logo today. The first new, improved "*Scratching Post*" was published in April 1967. It was printed in dark green ink (an attempt to emulate British Racing Green!) on beige paper, and even had a *photograph*! It was a picture of a derelict XK-140M roadster that the club had purchased, for a few hundred bucks, as a vehicle (no pun intended) for a club project. The idea was that we'd restore the car together, to learn the process, then sell the car at a profit. However, for some reason the project never got off the ground, although I think it's still a good idea (that is, if you could find a 140 in *any* condition in 1990 for even a few *thousand* dollars!)



Original DVJC Logo

DVJC at ATCO Dragway—A Blast!!

by Rich Rosen

The Atco Dragway event was a blast! We had an enthusiastic group which comprised of a Triumph, a XJS V12 belonging to Bruce Schechter and a race prepared 240 MkII belonging to Sue and Dave Salsburg from the British Motor Club of South Jersey.



Irv Carson and his XJ6.

Only Walter Bailey with his XJ and Cooper my son with our E-type represented DVJC.

The evening at Atco was a Test and

Tune night which brought out a colorful group of people that were all very nice and why not? We all love our cars!

It was a potpourri of every imaginable type of vehicle, top fuel dragsters, motorcycles, every imaginable muscle car. A brand new Viper (it had the paper temporary license) even an old Honda CRX that did a great burnout after it went through the water box. Unfortunately, the poor little Honda didn't make it past the start line. It was pushed off the track leaving a trail of oil behind.



Jags lined up behind Rich's E-

After waiting for a while it was the "street" class, our groups turn to run. I teamed up with Sue and her Red 240 named Gracie. As I was pulling up to be staged, another driver shouted "Hey your dad called and he wants his car back"! As we both laughed he added, "Your car is beautiful". The track official led me around

the water box, no need to get wet, the track was already slippery. I revved the engine and did the customary burn out. Smelling the fresh burnt rubber in the night air, head lights peering down the long straight track in front of me. My adrenalin was now pumping. I moved my E-type up to the signal tree and got "locked-in" the pre stage lights glowing, waiting for the yellows to come on I pushed the accelerator to increase my RPM's, the concerto of 12 cylinders singing for the green light to come on. GREEN! I let the clutch out and my 43 year old Jaguar came to life as if she was born yesterday. En-

gine roaring I glancing over to my competitor..... I was confused why that 240 was in front of me? Realizing I wasn't going



Jaguar 240 of Sue & Dave Sals-

anywhere, rear wheels spinning in place, I shifted into second and the tires finally hooked up and leaped forward. Engine racing up to almost 6000 RPM's when I shifted into third, overtaking Sue. All my senses were alive, listening to the rapid tremolo of the V12, peering into the abyss where the long straight away doesn't ever seem to end. Thinking to myself this Jaguar has never been so happy, doing what it was designed to do. Crossing over the ¼ mile mark in 14 seconds at 94 mph I let off the accelerator and coasted.

As our small group returned to the pits, we were given plenty of thumbs-up from the spectators that saw us run. What an experience that was! Hopefully, the next time the DVJC goes to Atco, you will join us for a fun and unique driving experience.

Welcome New Members

**Jerome Allen
Philadelphia PA**

**James Bullock
Elkins PA**

**Joseph Costa
Wayne NJ**

**James & Lori Downing
Mullica Hill NJ**

**Gary Feldman
Philadelphia PA**

**Allan & Dana Fischman
Newtown PA**

**Allen Henry Glasser
West Bloomfield MI**

**Emine Gurk
Villanova PA**

**Shaka Johnson
Broomal PA**

**Michael Kochman
Newtown PA**

**Thomas Lasky
Richboro PA**

**David Leone
Phildelphia PA**

**Mary Mckeever
Feasterville PA 19053**

**Edward Ohara Jr
Warrington PA**

**Liam O'Rourke
Downingtown PA**

**Sara Picard
Schwenksville PA**

**Julian Rackow
Blue Bell PA**

**Bruce Russo
Wilmington DE**

**Arnold Rovner
Penn Valley PA**

Delaware Valley Jaguar Club Breakfast Socials

Sunday, November 16th, 2014, 9:00 am

Sunday, December 14, 2014, 9:00 am

Sunday, January 18, 2014, 9:00 am

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

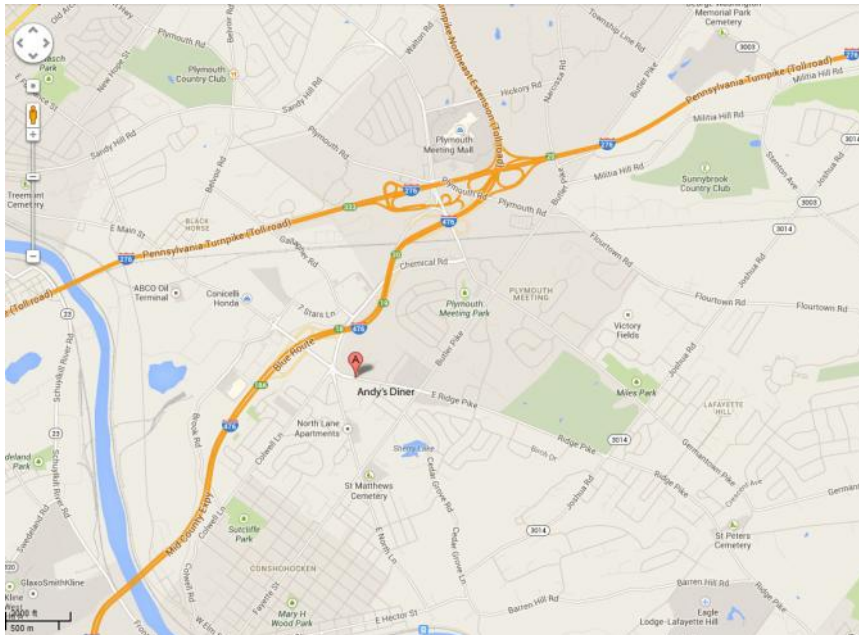
Driving directions from the Pennsylvania Turnpike:

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.



Stowe, VT, a Woman's Perspective

Article & photos by Kathleen Moyer

I want to thank Charles for giving me the assignment of journalist for the British Invasion weekend in Stowe, VT Sept 19-21. He said I could give the woman's perspective and that's exactly what you will receive because I don't talk the car talk except to say "that is so cute" or "I really like that one" or "ugh who picked that color" or "these are so ugly, I don't want to look at them."

My likes are for 1959 and older cars and no muscle cars at all, so I have limited likes, just so you know.

First the nuts and bolts, would I attend this event again? Maybe I would but from PA it's a long way to see about 50 Jaguars. It's not a cheap destination, one day is all it took to see the show, and the flea market was dismal with maybe 20 vendors including the dollar store items and the Vermont Maple Syrup stands. The weather threatened rain and wind every day and it was cold but the sun kept shining through. One of their 4 food vendors ran out of food and they didn't have a hand washing stand!!

The Friday night party in downtown Stowe was not worth going unless you had a car to show off. Perkasio, PA does a much better car night than Stowe. There were 3 food vendors all crowded into a small area to serve all the people that attended. Yes, Stowe was allowed to sell beer on the street. Try that in Perkasio. We left and went to a restaurant and by the amount of British cars on the restaurant lots I'd say a lot of people did the same. By the way, that was a fun thing, seeing all the old cars zipping up and down the streets.

Downer, downer, I can hear the criticism of the reader asking, "Can't she come up with something nice to say?" Sure I can, Vermont is a driver's dream, it's beautiful, the bicycle path is top notch, the people were friendly, and everyone has Maple Syrup. I just don't know whether or not it's worth spending the money to do this show.

The show had a hat contest, an English outfit contest and

a tailgate contest for which we didn't stay. I have always thought that seeing the outfits to match the year of the car would be a hoot. Unfortunately for this show the only people who know ahead of time were those that registered ahead of time, no information on the web site. Sunday is the award day and the tailgate contest but

it is not well attended according to a 20 year veteran and we didn't stay because of the drive home.

The car corral had one custom altered Jaguar for \$125,000.00 and an S type for \$79,900, which should make all you owners feel very good, even though, unless you are selling, your car is just one big loveable money pit. My pick at the car corral was an MG JC 1932 touring car for \$75,000. It was perfect, just so darn cute. There were about 20 cars for sale.

Our purpose in going that far was for the flea market. The hunt for parts is the fun part for us so it was a letdown. Maybe if we had a car running and wanted to sit with the guys who had cars there I would feel more like going back. As it is we could have spent the time and money working on our car. On the other hand, we met Rick Holland (ok, we met him in Hellertown too, only 10 minutes from home) and several old guys like him. These guys were willing to talk to Roger about the actual work on the car. These are the type of guys whose hands are dirty because they know how to work on the cars and not just write a check, in other words, in our league. We were given valuable advice and contact names by these guys and that in itself may be the reason to return.

I really like British car owner men. Big difference from the US muscle car men. Ladies you know what I mean, men you just won't get it, stop trying and just believe me, there is a difference. I have plenty of extra time at all the car shows I've attended to be an expert on this subject. Remember that I only like a few cars at these shows so my attention is elsewhere. These British car owners all have one common mystery about them and that is why do the biggest guys own the smallest cars?

(Editor's Note: The Moyers own a 1953 XK 120 DHC currently being restored.)



CLASSIFIED

1989 XJS Convertible, 37,000 miles. Like New Condition.

Asking \$13,500

Contact James M. Toolan at 484-881-1777



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.



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

1956 MGA – solid driver I've owned the car since 2000. Had the engine rebuilt about 8 years ago. A couple of hundred miles on it since. Recent: • brake drums and cylinders • SS exhaust • rebuilt master cylinder • replaced slave cylinder • ignition • fuel pump (electronic with ticking sound) • clutch plates • suspension components • radiator and thermostat. Well maintained by local mechanic -- Madden & Ryan Body Works in Radnor.

60 spoke wheels and tires in quite good condition. Top in good condition, though I hardly ever use it. Runs well. Downshift from 4 to 3, is fine, but 3 to 2 is touchy (synchro). \$16,500.

Contact Chris—chris@darrellfamily.com 610-764-4447.



1987 Jaguar XJSC, 17,000 miles, like new. Must be sold to highest offer. For details contact:

Kelly Rohrs, Office (516)-766-1111 or Kelly@maroncpa.com



Regretfully I have to offer for sale my 1997 Carnival Red Jaguar XK8 convertible due to lack of storage space.

The car scored 99.91 in Class C16A in Pittsburgh this year. The car has less than 41,000

miles on the clock and I am offering it for \$14,000. Call me at 610-867-6955 or e mail me

at agkunkle@aol.com. Thank you for your consideration. Gerry Kunkle.



Preliminary 2015—2017 Ballot

Election of officers is an extremely important activity for the continued progress and healthy future of our club.

Preliminary Ballot for DVJC **Executive Committee** candidates for a 2 year Term starting 2015 ending Dec 31st 2016 are as follows:

President	Paul Merulzzi (incumbent V.P. running as candidate for president.)
Vice President	Alex Giacobetti
Recording Secretary	Clara Saxton (incumbent running for office.)
Treasurer	Bill Beible
Director of Membership	AnnPerry (incumbent running for office.)
Director of Events	Rich Rosen (incumbent running for office.)
Director of events	Mike Wolf (incumbent running for office.)

Any member choosing to be included as a candidate, must contact Ann Perry **prior to November 30th, 2014.** **The final ballot will be in the December, 2014** *The Jaguar's Purr.* The **December 14, 2014**, Breakfast Social at Andy's Diner will also be a business meeting at which time any nominations may be made from the floor and a final vote will be taken.

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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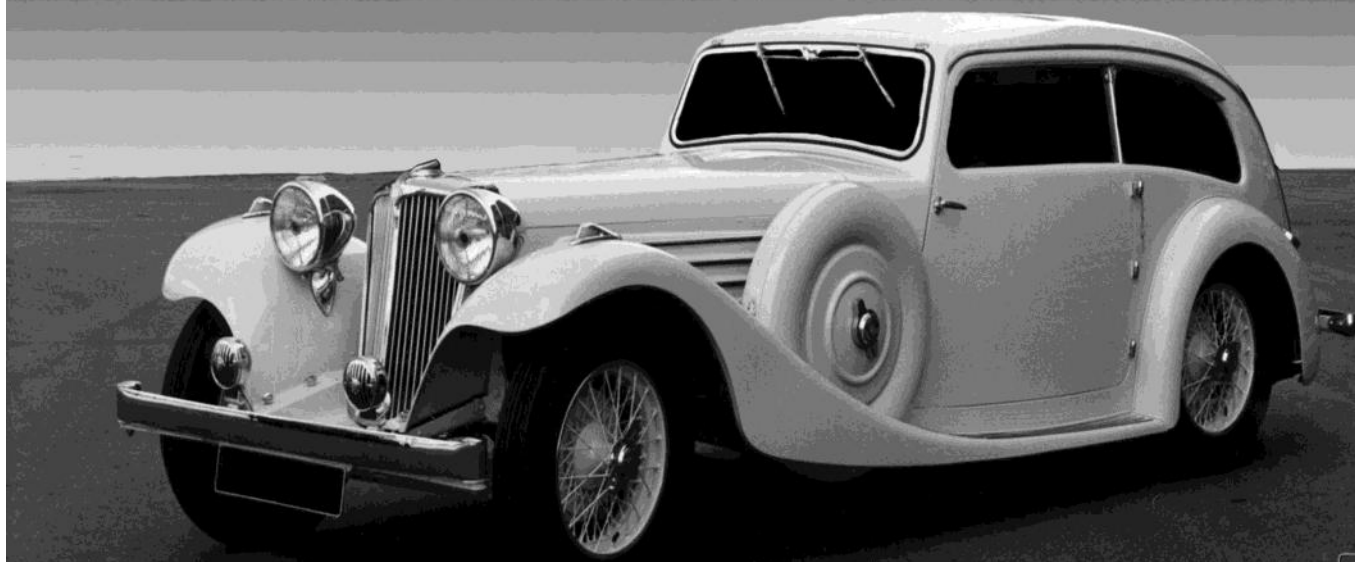
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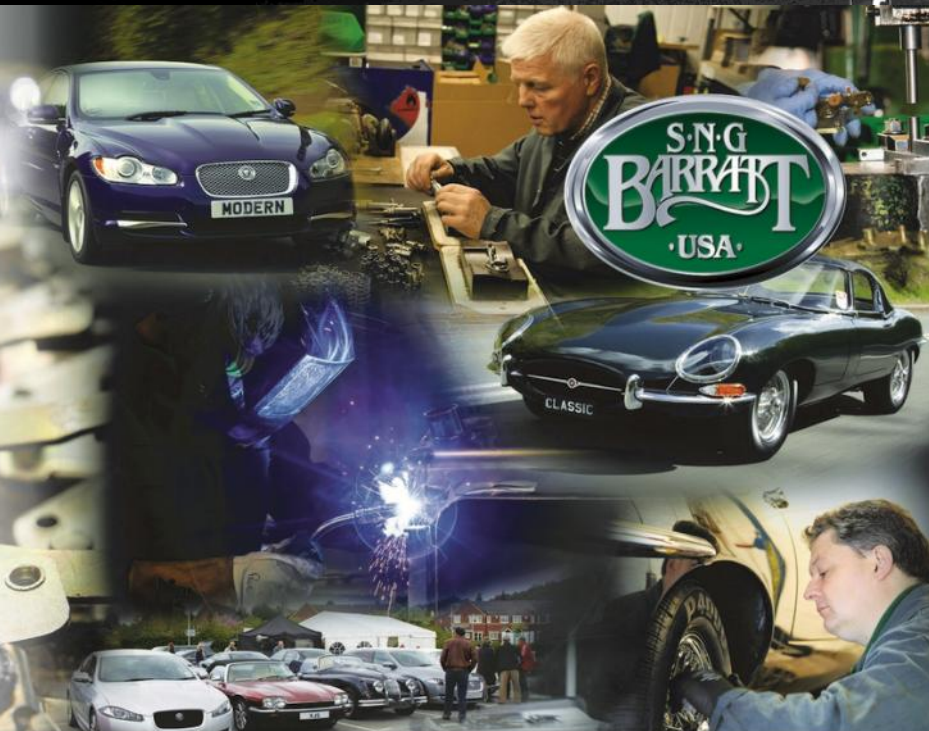


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Editor : Pauline and Brian Craig
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