

---

# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
A chartered, non-profit corporation  
Founded in 1965 and incorporated in 1968.

©copyright 2015 All rights reserved. Reproduction without permission is prohibited.



*May 2015*

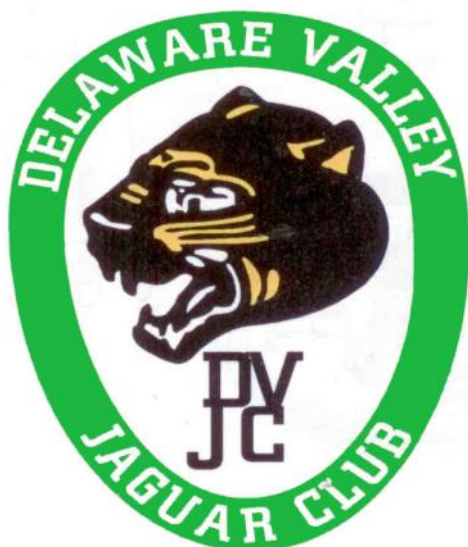
---

## DVJC Visits Amelia Island



Members of the Delaware Valley Jaguar Club visited the Ameilia Island Concour d'Elegance at Amelia Island. Shown above are DVJC Vice-President Alex Giacobetti and his Wife Theresa. See page 7 for the story by Bob De lucia. Don't forget the **Delaware Valley Jaguar Club Annual Concours d'Elegance** at Oakbourne Mansion on **May 30, 2015**. See page 12 for details and application.





## Newsletter Contents

Advertising Rates.....	3
List of Officers .....	3
Upcoming DVJC Events .....	4
Other Interesting Events.....	4
President's Mewsings .....	5
DVJC Visits Ameila Island.....	7
Roving Reporter (retro) .....	9
DVJC Concours Flyer .....	12
Thunderbolt Rally Flyer / Application ..	14
DVJC Breakfast Socials Schedule .....	16
Classifieds .....	17
DVJC Membership Renewal Form .....	19

NOTICE—It's never too late to renew your membership in the Delaware Valley Jaguar Club. 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 19. Please remember the membership directory and listing of vehicles owned is shared only with active members.



*Cloverleaf Auto Service, Since 1976*

610-647-5954

[www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)

Malvern, PA



We have been repairing, maintaining & restoring Classic, Vintage, Antique, Modern British, European & American cars since 1975. Cars worked on or restored by us have graced show fields and race circuits around the country and world, including such prestigious venues as Pebble Beach, Amelia Island, Pittsburgh Vintage Grand Prix, Great Race, North East Old Car Rally, LimeRock, Simeone Foundation and can be seen driving local roads as every day drivers.

We have the knowledge to repair or rebuild every system in your car. Whether you want to show your car at Amelia Island, compete in grueling rallies, race at LimeRock, do a slalom, go for a long ride in the country or just deliver your children safely to school, we have done it

Show us your current car club membership and get a 5% discount



Give us a call if you want your British, European or American Classic, regardless of age repaired and worked on by people who have the skills, training and above all knowledge to do the job right.

We have been there, done that—walk the walk and can talk the talk!



# Thank you to our advertisers.

CloverLeaf.....	2
Ragtops and Roadsters.....	18
Triumph Rescue .....	18
British Wiring.....	18
K&T Vintage Sports Cars .....	18
Jaguar Main Line and Jaguar Willow Grove.....	20
American Collectors Insurance .....	21
Lindley Motors .....	21
Welsh Enterprises .....	21
SNG Barratt .....	22
JC Taylor .....	22
West Chester Jaguar.....	23
XKs Unlimited.....	24

## ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
 Half Page \$165/year; \$30 / issue  
 Quarter \$ 85 / year; \$20 / issue  
 Business Card \$50 / year

## CLASSIFIED RATES

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

Non-members \$10.00 per insert

## MEMBERSHIP RATES

Single/Family  
 \$55.00 per year

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

President	Paul Merluzzi	610-696-3221	pawlym@aol.com
Vice President	Alex Giacobetti	215-465-4857	agiacobetti@abglaw.net
Treasurer	Bill Beible	610-223-1051	bill.beible@verizon.net
Secretary	Clara Saxton	484-390-0310	sxt2@aol.com
Directors	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
	Mike Wolf	610-964-1104	mwolf@boenninginc.com
Director of Membership	Ann Perry	610-388-2421	annsag@aol.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Roving Reporter	Mike Tate	610-827-7763	<a href="mailto:mjtate1414@verizon.net">mjtate1414@verizon.net</a>
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Awards	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Concours Chair	Charles Olson	215-757-2028	cwolson29@comcast.net
Head Judge	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Technical Advisors	Jim Shields		jim_s1@verizon.net
	Steve Kress	215-953-5227	jaguarsteve@verizon.net
	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise			

## AREA COORDINATORS

Chairman	Charles Olson	215-757-2028	cwolson29@comcast.net
Bucks	Charles Olson	215-757-2028	cwolson29@comcast.net
Montgomery County	Michael Wolf	610-964-1104	mwolf@boenninginc.com
Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Lehigh Valley	Gerry Kunkle	610-861-0844	<a href="mailto:agkunkle@aol.com">agkunkle@aol.com</a>
Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
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

**May 15—17, 2015**

**Northeast Rally Club Thunderbolt Rally**  
(see pp. 14—15)  
**Thunderbolt Club, Millville, NJ (sanctioned rally)**  
*Contact: Kurt Rappold, [kprappoldxksp@verizon.net](mailto:kprappoldxksp@verizon.net)*

**May 17, 2015**

**DVJC Breakfast Social (see p. 16)**  
**Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*

**May 30, 2015**

**DVJC Annual Concours d'Elegance (see pp. 12-13)**  
**Oakbourne Mansion, Westtown, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*

**June 21, 2015**

**DVJC Breakfast Social (see p. 16)**  
**Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*

# Other Interesting Events

**May 30—June 7, 2015**

**British Car Week**  
**Everywhere, USA**  
*Contact: [www.britishcarweek.org](http://www.britishcarweek.org)*

**June 6—22, 2015**

**Heroes and Legends of World War II**  
**France and England**  
*Contact: Frank Weikel 714-594-3836 or [fhweikel@verizon.net](mailto:fhweikel@verizon.net)*



## President's Mewsings *May 2015*

---

### Shhhhhh ... don't tell Irena

Many of you know that I won the live auction at the DVJC Holiday and 50<sup>th</sup> Anniversary Party in January. The prize was the use of a brand new Jaguar F-Type, generously donated by Jaguar Main Line, for a week. I was determined to win that prize and would have continued to out-bid everyone and anyone since my arm was in a permanently up-raised position. Of course, that turned out to be good for the DVJC coffers – but I had an ulterior motive. I want to buy an F-Type and the first step in that process is to convince my lovely wife, Irena, that doing so is a good idea. Right now she does not think it is a good idea, so I have work to do – which means I have to get her to think it is her idea. I'm used to this. Every time I want to buy a “fancy” car, new or vintage, my salesmanship skills are tested.

But first let me explain that my love for sports cars and my frustration with not having one began 55 years ago, when I was a sophomore in college, and first exposed to real-live British sports cars. I was working toward a BSEE degree at Northeastern University and had a co-op job in my hometown of Waterbury CT. I didn't own a car back then. My personal “babe magnet” that I used on dates was my Dad's 1958 Rambler. My co-op boss introduced me to British sports cars. He had a brand-new Triumph TR3, white with black interior, which he drove year-round in Connecticut. He was a fairly young engineer, just a few years older than me, so we hung out quite a bit. I loved that car – even when we drove in blizzard conditions and the little snow drifts built up inside the side-curtains (no roll-up windows). My second introduction came from one of the salesmen in the company who had a white Jaguar XK-150 OTS with black interior (rare combination). It was the most beautiful car I had ever seen and I would stand next to it in the parking lot - trying to keep my drool off the beautiful finish. Other introductions came about when I dated two young ladies who worked at the company. They were selected not only for their beauty and mag-

netic personalities, but also because they owned British sports cars. One had a black MG-A with red interior and the other had a red Triumph Spitfire with black interior. Both began to wonder why I always asked if we could use their car instead of my Dad's Rambler when we went out ... and both soon realized the actual target for my lusting and dumped me.

As I got close to graduation in 1966, I started thinking about buying my first car and it was going to be a British sports car. Back then engineering jobs were plentiful, high-paying, and I had three or four job offers months before I graduated. Jaguars were out of the question price-wise since I had a small debt remaining from college expenses, so I settled on a Triumph TR4. It was British Racing Green with Biscuit interior. But at the last minute I took one of life's detours and decided to go to graduate school instead. While in grad school, I met my future lovely wife, Irena, got married, saw my gorgeous daughter, Ericka, come into the world, and saw my visions of British sports cars blur into a used VW Beetle as I faced my new role as husband, father, and breadwinner.

So fast-forward 20 years into the late '80's when, after establishing a career and then starting my own business, I felt I had the discretionary funds to buy a toy. Despite some resistance from Irena (why are we spending money on a 30 year-old used car that will require expensive maintenance?), I treated myself to a 1957 Porsche 356 and then a 1959 Mercedes 190SL. Surprisingly Irena fell in love with both cars and enjoyed the car club activities and camaraderie – a pattern that would be repeated several times in the future.

Fast forward again, this time about 12 years after establishing and growing my business. It was now Jaguar time! A friend told me about a British Racing Green XK-150 FHC in Long Island that was being sold on eBay. It had appeared at the Greenwich Concours and won awards at a couple of Jaguar Club Concours d'Elegance on the island. I bid on it and (unexpectedly) won.

# President's Mewsings *May 2015 (continued)*

---

Breaking the news to Irena was difficult because I imagined her asking how I could “spend such a large amount of money on eBay for a 45 year-old used car that will probably require expensive maintenance”. Sure enough, she was not pleased, but it was a fait accompli. We agreed that in the future, such decisions would be ‘joint decisions’. Of course, she immediately fell in love-at-first-site with the XK-150 and we have enjoyed being a part of the Delaware Valley Jaguar Club ever since the purchase.

About one year after acquiring the XK-150, I came across a ‘garage-find’ – a Series II E-Type (Sable exterior, Biscuit interior) in Maryland through a business colleague. The car had been stored in a garage and had not been run for 10 years. After draining and replacing all the fluids and installing a new battery, I cranked it up and it started after just a few turns! I wanted to write a check on the spot, but then I remembered – **joint decision**. As expected, Irena was not in favor of purchasing the car and I was afraid I would lose the opportunity to buy an E-Type for an exceptionally low price. So I had to resort to trickery, which I justified by convincing myself that she would, as usual, fall in love with the car after we took possession. We were invited to a party by a gear-head friend of mine. My friend and I waited until Irena was within ear-shot at the party and, pretending we did not see her behind us, my friend said “You would have to be stupid not to buy that E-Type” loud enough for her to hear. On the way home, we made a ‘joint decision’ to buy the car.

Now it was time to think about the next two-seater in the succession, an XJS. When I found a Brooklands Green convertible in excellent shape for a very reasonable price, I started groveling to Irena. She finally relented, but said I would have to sell one of my other cars if I wanted to add the XJS to the collection. She was shocked when I instantly agreed to her terms. When the XJS was delivered to our home, she said, “You are right, it is a beautiful car. But where is your Maxima”? When I explained that I sold it, she grudgingly had to agree that I fulfilled the terms of our

agreement. And of course, she now loves the car.

Now back to the F-Type and you can understand my dilemma. After resorting to trickery in the past my credibility will be questioned on any car transactions. So I am hoping that the pattern will continue – after riding in it and seeing it parked in the garage for a week, she will fall in love and will not want to part with it. But if that does not work, I am open to some new ideas involving subterfuge, deceit, and trickery. Please help with ideas if you can.

On the other hand, when JCNA Secretary Steve Kennedy sent a picture of Deanie’s (his wife and JCNA Treasurer) new red F-Type Coupe, I explained my dilemma to him – Irena or an F-Type. He said “I am sure you will miss her”.

## **A Reminder**

Our first sanctioned event of the year starts with the Spring Road Rally in Millville NJ on May 15 -17. Come and join in the fun; make it a get-away weekend or mini-vacation. It is a time-distance rally whereby you are given a set of instructions to pass checkpoints and complete the course in specified periods of time. Each car has a Driver and Navigator and is given a booklet of detailed instructions, including guidelines on computing your speed to avoid timing deviations. Unfortunately, my lovely wife Irena and I will not be there because we will be attending a family wedding in Connecticut.

The Spring Rally is followed closely by our Concours d’Elegance in conjunction with The Cars and Motorcycles of England Show at the Oakbourne Mansion on May 30. We need help in a few areas including judging and helping with parking duties. Be on the lookout for an E-Blast soliciting your help.

Be happy. Drive safely. It’s a Jaguar kind of day.



# DVJC Visits Concours d'Elegance at Amelia Island

by Bob "Where's" Bob De Lucia

A group of DVJC members hit the road south either by plane, car, or truck and car-carrier trailer. On the Tuesday before the weekend show, a caravan of two trucks with car trailers left the area bound for Amelia. In DVJC members Dave and Charlene Hutchison's carrier was the soon-to-be-revealed 1960 Triumph Italia 2000 Vignale #122, recently restored at *Ragtops and Roadsters*. Delaware Valley Triumph members Bill Murphy, with co-pilot Sumra Manning, carried a rare 1922 Secqueville-Hoyau for Alex Giacobetti, Delaware Valley Jaguar Club Vice-President, that was also invited to be on the show field.



Having "paid my dues" with a round-trip drive last year to the show, I opted to relax and fly down to meet my colleagues this year. We all converged

eventually on Sunday, March 15th, on the 18th green of "The Golf of Amelia Island" for the world-famous 20th annual Concours d'Elegance, a proverbial "bucket list" event for many of the attendees.

DVJC'ers attending were Alex and Theresa Giacobetti, Dave and Charlene Hutchison, Gerry Kunkle, and yours truly. (I apologize for other DVJC'ers I may have missed).

Several of us arrived the Wednesday evening before, for a Thursday morning specially guided-tour, that Dave Hutchison set-up with Andrew Reid, of the upcoming R&M/Sotheby's auction that would take place on Amelia. The close to three-hour tour was wonderful with great details on the exquisite cars that would be up for auction. The auction eventually resulted in \$60,360,050 in total sales and a 98 percent sell-through rate. Several E-Types were for sale, as well as several XK120's. Following the tour, we explored the grounds of the Ritz-Carlton where the hub-bub of 24/7 auto activity was starting to transpire.

As we went to lunch we happened upon this year's Honoree, Sir Stirling Moss, quietly sitting with just two people. Circumstances prevailed and an autograph and photo were obtained.

Dinner was at a wonderful seafood place in the lovely little town of Fernandina Beach. Being a huge car weekend of course, across from our table we chatted with "Classic Showcase" restoration shop owner from CA, who restored the \$467,500 1961 Series 1 "Black Beauty" Jaguar E-Type recently sold.

Friday brought about more activity as Dave Hutchison procured us all passes to the Gooding Auction. A wealth of world-class cars was about to be auctioned. DVT common sense to resist raising a hand prevailed as several cars were in the 7-figure range. That auction eventually resulted in \$26,967,150 in total sales and an 89% sell-through rate. Again, several E-Types were for sale, as well as several XK120's.

Several of us also had tickets to two seminars at the Ritz-Carlton. The first on Friday afternoon was "Design DNA of Iconic Cars", maintaining the brand appearance featuring the Mercedes head of design, the Porsche head of design, and the General Motors head of design. They all had multi-presentations to accompany their talk and later Q & A. A very good and informative session.

Less formal, but just as informative, as would be expected, was the second seminar on Saturday morning, "Cars Guys of Television." The panel had many familiar faces, including Wayne Carini, Ray Evernham, Peter Klutt, Barry Meguiar, Bob Varsha, and Dale Walksler.



Saturday morning was "Cars and Coffee" on the 18th hole Concours Field. Only pre-registration was required and the field had about 300 Concours quality cars to look at. There was a Jaguar section that had about thirty Jaguars of various years and models parked there, including a rare X220.

1:00pm arrived and it was great to watch them start-up and leave the field. Following that, the decision was made to take the show cars to the field for the next morning's show. We went to the industrial park parking lot full of 18-wheelers and trailers to take the

## DVJC Visits Concours d'Elegance at Amelia Island (cont'd.)

Triumph Italia and Secqueville-Hoyau out of their trailers. Both cars were driven the five miles to the show field, to register and be parked on the field in their category, and covered for the evening.

Sunday was show time and an early departure for Ragtops to do a final detail and inspection of the cars, and to watch the other 50% of the show cars arrive on the field for the 9:30am opening and 32,000 people. Every other word from several of us



not working was either a "wow"; "What a beautiful car"; "I've never seen one of them." or just a huge grin. Cameras were clicking furiously. Video

was rolling. Alex's car was in the ECC (European Custom Coachwork) category. His wife Theresa, son, and other family members and friends attended the show to see the unique car on the impressive show field.

The entire show field was overwhelming to the senses. "Eye-candy" everywhere. It took great self-discipline and focus to go down one aisle at a time, without turning around and looking at what was about to be seen. 315 Automobiles and Motorcycles, over 30 categories of World-class, by-invitation-only, classic cars, racing cars, and even motorcycles. One Jaguar on the field, a 1966 E-Type Series 1, owned by the Hagerty Family collection.

One of the many highlights was "Cars of Stirling Moss", with 25 cars he raced in. Included were many British cars, three Jaguars and two Lotus's.

The Jaguar chapter of Moss's long racing career started early. At the age of 20, he raced an XK120 to victory. He lead the Jaguar Factory team in 1951. He raced a 1951 XK120 Fixed-Head Coupe (at Amelia), setting a record for durability testing, with three other racers, at the time driving seven days and seven night averaging over 100.31. Other Stirling Moss Jaguar's as part of the historic display were a 1954 Jaguar D-type, and a Lister-Jaguar Knobbly.

Jaguar corporate had a huge presence at the event as a sponsor, and with several displays. On the 18th green, Jaguar had a huge display and booth between Mercedes and BMW. At the display were several old classic Jaguars, as well as several F-Types, XF, XJ, XR, and the new XE.

Over by the Ritz-Carlton, Jaguar had a huge queue everyday,

for people to take test-drives of the half-dozen or so F-Types available for drives. Just walking by there, and hearing the continual



throaty sounds of the F-Type exhaust was worth the price of admission. And the omnipresent Union-Jack painted F-type was there also.

As previously mentioned, this full 4-day weekend, and fantastic Concours d'Elegance show day was on the proverbial "bucket list" for many of the DVJC attendees. I highly recommend a trip there.







## Roving Reporter - May 2015

By Michael Tate

Editor's Note: Our good friend Michael Tate is still recuperating from a recent illness. He is not able to write his highly anticipated column. It was suggested we reprint an old article of Mike's. Going through my archives the oldest article I have on file is from March 2004 and was titled "Editor's Ramblings." Back then Mike edited the newsletter along with Kit Racette. Anyway, what follows is Mike's contribution for that issue. Other than making it fit in this issue I haven't changed much of the formatting. (Side note—Mike has two Jaguars for sale in this month's *Purr*. See page 18.)

### IS BROWN'S LANE BEING CLOSED?

There are contradictory statements floating about concerning the future of the spiritual home of Jaguar. Co-editor Kit brought this to my attention with the following quote from the British Sunday Times "The Brown's Lane plant near Coventry has been making Jaguars for 50 years. Some 1,500 jobs are threatened by the closure. U.S. giant Ford refused to comment" Now this is like The Pope saying he is going to close down Rome!

A later February 6 report says "Unions today welcomed the decision by Jaguar to build their new luxury model, the X150, at Brown's Lane in Coventry".

I immediately got in touch with my correspondent PGT in England to see what he could find out. He came back with the following "Hotline" message. "I have just had an in-depth dialogue with the Sales Manager of Sudbury Jaguar, Swindon. Here is the essence of our conversation. The closure is under discussion. The factory is old, by modern standards, added on to over the years. The whole area would realize Big Bucks as a building site (Could I buy a house on a plot where they built the XK SS?). There is ample room at their other two plants. It's anybody's guess right now!"

### TONY BLAIR GETS A FORTRESS ON WHEELS

Again our "correspondent" PGT in England sent me an interesting piece about the British Prime Minister taking delivery of "a fortress on wheels". Being a man of good taste (some times he is a bit careless who he chooses as friends!) the new car is a Jaguar. But it is no ordinary Jaguar. His is an armor-plated, long wheel base, Jaguar limousine which has been dubbed the "super fortress". He will be the first "customer" of the new extra long version of the luxury car.

The \$360,000 cost will be met by taxpayers. The Blair Jag has been fitted out with a host of James Bond – style gadgets to protect him from terrorists using rockets, grenades, bullets or poison gas. Despite weighing more than three tons, the super-charged 4.2 liter engine will push the car to 155mph.



He's at full stretch: Tony Blair and Jaguar's XJ limousine

Extra security is understood to include Kevlar armor designed to withstand the blast of a grenade, bullet-proof glass and "run flat" tires, which will continue to work even if shot out. Even the engine bay is specially shielded to make it blast proof and comes complete with automatic fire extinguishers. Inside there is an intercom device to enable passengers to speak to people outside without opening the windows. In the event of a gas attack the pressure can be increased to prevent it filtering inside.

In true Bond fashion, there are also gun-ports – a thin section of armor through which protection officers can shoot at an assailant. It looks as if it is going to be pretty crowded in there. Question is who is going to judge it at the Concours and will JCNA have a separate class for it.

**\$1,416,934 FOR 29 JAGUARS!!!!**

In the February *Purr* I reported on the action at the Barrett-Jackson Scottsdale auction

---

## Roving Reporter - May 2015 (continued)

---

held over four days January 21 – 25. I gave only examples of Jaguar sales. Here are all the results:-

1935 SS1 Tourer  
\$72,360, 1955 XK  
140 DHC \$94,500,  
1957 XK 140 MC  
\$73,440,  
1959 XK 150 S Coupe  
\$43,360, 1960 MK 2 Bid  
to \$39,000, 1960 XK  
150 FHC \$44,820,  
1961 XK 150SE 3.8 Coupe  
\$28,620, 1962 E-Type FHC  
\$86,400,  
1964 E-Type Roadster  
\$64,800, 1964 E-Type  
Roadster \$49,140, 1965 E  
-Type Roadster \$34,560,  
1967 E-Type Roadster  
\$73,440, 1967 E-Type  
Roadster \$46,440, 1967 E  
-Type Roadster \$34,020,  
1967 E-Type Roadster  
\$108,000, 1967 E-Type  
Roadster \$99,000, 1967 E  
-Type FHC \$69,120,  
1968 E-Type Roadster  
\$46,980, 1969 E-Type  
Roadster \$38,340, 1969  
E-Type Coupe \$27,000,  
1970 E-type Roadster  
\$57,240,  
1970 E-type Series 2 Roadster \$46,440,  
1973 E-type Series 3 V12  
\$72,900, 1984 XJS Coupe  
\$5,400,  
1985 XJ6 \$5,184,  
1988 XJS-C \$7,830,  
1990 XJS Convertible  
\$20,520, 1990 XJS Con-  
vertible \$16,200, 1994  
XJS Convertible \$11,880,

That is 29 Jaguars sold for \$1,416,934 - an average price of \$48,860 (not that that means anything). Also you will note the very big swings in price between models. That can only mean a big difference in condition. Location, location, location.

ERROR 0 to 60

Reader RJT (My son Russell) pointed out an error in my comments on Jaguar's time in

reaching 0 to 60 in the February issue of the Purr. I said the XJR was Turbo Charged and he points out that that is incorrect. "It is Supercharged, an entirely different system." So I asked him to write a piece explaining the difference.

Here it is:- We'll start out with the similarities. Both turbochargers and superchargers are called "forced induction systems." They compress air flowing into the engine providing more than the engine would normally need. This creates "boost." More air gets forced into each cylinder, which means more fuel can get stuffed in, resulting in more power from each explosion in the cylinder. Both superchargers and turbochargers usually result in a 30 to 40% increase in power on a normally aspirated engine. Now on the differences: the key difference between the two systems is their power supply. A supercharger has a belt that connects directly to the engine. It gets its power the same way that the water pump or alternator does. A turbocharger, on the other hand, gets its power from the exhaust stream. The exhaust runs through a turbine, which in turn spins the compressor.

There are advantages and disadvantages to both systems. Turbos cause back pressure in the exhaust which creates "lag" until the engine is running at higher RPMs. Turbo chargers are generally higher maintenance and can burn out from the intense heat they generate. This is one of the reasons you don't see them much on newer vehicles. Manufacturers are tending to go the supercharger route (Porsche being the exception). Thank you, Russell.

### JAGUAR'S SELECT EDITION IS TOPS

Last year we reported on the Select Edition, Jaguar's used car program and the introduction of E-type racers in North America to promote the program. Now US research group IntelliChoice has awarded Jaguar's Select Edition used car program the best in the business for the fourth time in five years. According to IntelliChoice, Jaguar offered the best used car warranty, the best roadside assistance program and the best vehicle inspections in the luxury car class. So this must be a good way to buy a modern Jaguar. One big plus is that a used Jaguar is given a Select Edition warranty by a Jaguar dealer and is guaranteed for a total of six years or 100,000 miles.

---

## Roving Reporter - May 2015 (continued)

---

### MOTOR SHOWS

I was extremely fortunate to be given tickets by member Thomas Moore for the Philadelphia Motor Show so fellow members Paul Racette and Dave Duckett and I spent Wednesday afternoon at the Convention Center. The Jaguar exhibition was better than last year but once again did not measure up to their main competitors. I have to wonder if Jaguar think that we don't drive their cars in this part of the USA! Most disappointing was the fact that the "face-lifted" S-Type, that was introduced at the Detroit Motor Show at the start of this month, was not on show. Not even a brochure. Shame on you Jaguar!!!. No doubt they want to sell the existing model until the new one starts production. Revenue and profit are no doubt the top priorities. My spirits were raised when I went to visit the Classic Car Stand, which was manned by our friends David Hutchinson and Michael Engard of Ragtops and Roadsters. Standing there was the beautiful 1950 two tone blue Jaguar Mark V DHC belonging to Franklynn Koehler of Koehler's Jewelers, Lansdale. This is a really spectacular car and I wonder if we can persuade him to bring it to the DVJC Concours on June 5. It is bound to get an award. In February, I visited Frank to make a few purchases, and he lent me the photograph of his car that you see on the front page of this issue.



### THE 2004 S-TYPE

Here are the major changes incorporated in the 2004 S-Type:

- New-look front end, with re-profiled grille and bumper.
- Aluminum bonnet with more defined lines leading to the grille.
- Simplified profile for a cleaner shape.
- Revised rear end, including new tail lights, trunk lid and bumper.
- Enhanced interior with higher quality materials. - New dials.

- Aluminium fascia inserts available as add on options. - New range of alloy wheel design and colors.

- Engine line-up as before.

The car goes on sale in April and I understand that since its launch in March, 1999 some 200,000 S-Types have been sold. One innovation I like on the S-Type R is two tone leather seats and optional aluminum fascia and door inserts, echoing early E-types. WHAT'S IN A NAME

A buddy of mine and I recently had a discussion about if the "E-Type" was ever referred to as "XK-E". He said no. I said yes. Well it seems the truth lies somewhere in between and owners will tell you it's an "E-Type, idiot". There are different versions of how the E-Type evolved. Some say it was a direct evolution of the D-Type. Others say it was developed because of the disaster at Le Mans in 1955 when a car flew into the crowd and 80 plus spectators lost their lives. Steps were taken to prevent such an accident again and one of these was reducing the power of the engine. So Jaguar designed the 2.4 engine. The next step was to design a body to put it in. Bob Blake, Jaguar's top sheet metal man, and Malcolm Sayer developed a prototype based on the D-Type but tailored more as a production car. This became known as E1A. It is said that this "was a lovely little car" about a two-thirds scale model of the eventual E-Type with a 2.4 engine. So the E-Type evolved from various sources.

When it was released Jaguar called the new model "The E-Type" to ensure customers knew it was a direct descendant of the C & D Types Le Mans winners. Jaguar North America, in its infinite wisdom, thought that US customers would be much more aware of the XK-120, XK-140, and XK-150 predecessors so in the USA marketing literature the car was called the XK-E. So the truth is that it was known in different markets by both names

Spring will soon be here.

Ladies and Gentlemen.... Start Your Engines

Michael Tate, Co-Editor





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

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

- \* Registration for all JCNA Divisions is \$50 per car if received before May 26<sup>th</sup>
- \* All cars registered after May 26<sup>th</sup> will result in a \$5.00 increase per car.
- \* Two or more cars; 1<sup>st</sup> car \$50, 2<sup>nd</sup> car \$25, 3<sup>rd</sup> and each subsequent car \$15
- \* Display cars and non JCNA cars are \$35 per car
- \* Ample Parking on site for Trucks and Car Trailers for easy unloading
- \* All cars must be driven thru a Vehicle Operation Check Point
- \* JCNA rules of judging will be followed as per applicable by the 2015 AGM.
- \* Recorded Music, Food & Beverages will be available all day

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

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

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

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

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

Champion Division Classes	Driven Division Classes
<b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) <b>C2/120:</b> XK 120 (1948-54) <b>C3/140:</b> XK 140 (1955-57) <b>C4/150:</b> XK 150 (1957-61) <b>C5/E1:</b> E-Types, Series 1 (1961-67) <b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>C7/E3:</b> E-Types, Series 3 (1971-75) <b>C8/SL:</b> Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>C9/XJ:</b> XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On) <b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) <b>C17/PN:</b> Preservation Class (more than 35 years old) <b>C18/PN:</b> Preservation Class (20 to 35 years old) <b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>C20/F:</b> F-TYPE (2013-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <b>C9/XJ</b> and <b>C10/XJ</b> according to their years, engines, and body styles.	<b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 <b>D2/E1:</b> E-Types (1961-67) <b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>D4/E3:</b> Series 3 E-Types (1971-75) <b>D5/SL:</b> Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>D6/XJ:</b> XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On) <b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) <b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>D15/F:</b> F-TYPE (2013-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <b>D6/XJ</b> and <b>D12/J8</b> according to their years, engines, and body styles.  <b>Special Division Classes</b> <b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition <b>S2/MOD:</b> Modified <b>S3/REP:</b> Replica (non-production, Jaguar powered)

-----Cut Here-----

### Registration Form for DVJC Concours d'Elegance 2015

\*Please submit a separate Registration Form for each car you enter.

Detailed instructions will be provided upon receipt of registration.

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

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

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

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

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

Make check payable to: DVJC

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

Release statement: I hereby agree to the car(s) described in the 2015 Concours d'Elegance on May 30th, 2015. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, The DVJC, and the Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

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

# NORTHEAST RALLY CLUB

## THUNDERBOLT RALLY 2015

211 N. 11<sup>th</sup> ST, MILLVILLE, NJ 08332

May 15 – 17, 2015

CLASS (circle one)   PRO                      SOP                      ROOKIE

(PRO-using a Timewise) ( SOP- regular speedometer) ( ROOKIE - no experience)

\*DRIVER \_\_\_\_\_ Phone # \_\_\_\_\_

ADDRESS \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

\*NAVIGATOR \_\_\_\_\_ Phone # \_\_\_\_\_

ADDRESS \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

\*VEHICLE   make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_

### PROOF OF INSURANCE MUST BE ATTACHED

\* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number \_\_\_\_\_

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE \_\_\_\_\_ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.



**ENTRY FEE:** (Rookies, please call for discount rate – 302-934-1246)

\$400 entry form, payment and insurance received by **May 1, 2015** \$\_\_\_\_\_

\$425 entry form, payment and insurance received after **May 1, 2015** \$\_\_\_\_\_

\$20 ( I previously purchased a banner and want it to be displayed ) \$\_\_\_\_\_

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$\_\_\_\_\_

\$10 each additional person for Saturday's dinner \$\_\_\_\_\_

\$10 each additional person for Sunday's brunch \$\_\_\_\_\_

TOTAL CHECK (payable to Northeast Rally Club) \$\_\_\_\_\_

**We plan to attend Friday's Lunch**    YES                      NO                      MAYBE

MAIL CHECK AND INSURANCE TO:

**Kim Ayers, 211 N. 11<sup>th</sup> St, Millville, NJ 08332**

Please list name of anyone that will be coming with you so that we can have name tags,

NAME \_\_\_\_\_ HOMETOWN \_\_\_\_\_

NAME \_\_\_\_\_ HOMETOWN \_\_\_\_\_

**HOTEL INFORMATION**

We have a block of rooms at the Fairfield Inn, 301 Bluebird Lane, Millville, NJ (exit 27 off of Route 55) in the Target Shopping Center. Rooms must be reserved before April 15 and the number is 856-776-2400 and the cost is \$99 per night. Be sure to ask for the Northeast Rally Club rate.

**WE NEED ROOKIE TEAMS!**

We always need Rookie Teams! If you get a Rookie Team to join us, please contact me and you will get a check for \$50.00 (not a discount ) at the rally.

# Delaware Valley Jaguar Club Breakfast Socials

**Sunday, May 17, 2015, 9:00 am**

**Sunday, June 21, 2015, 9:00 am**

**Sunday, July 19, 2015, 9:00 am**

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

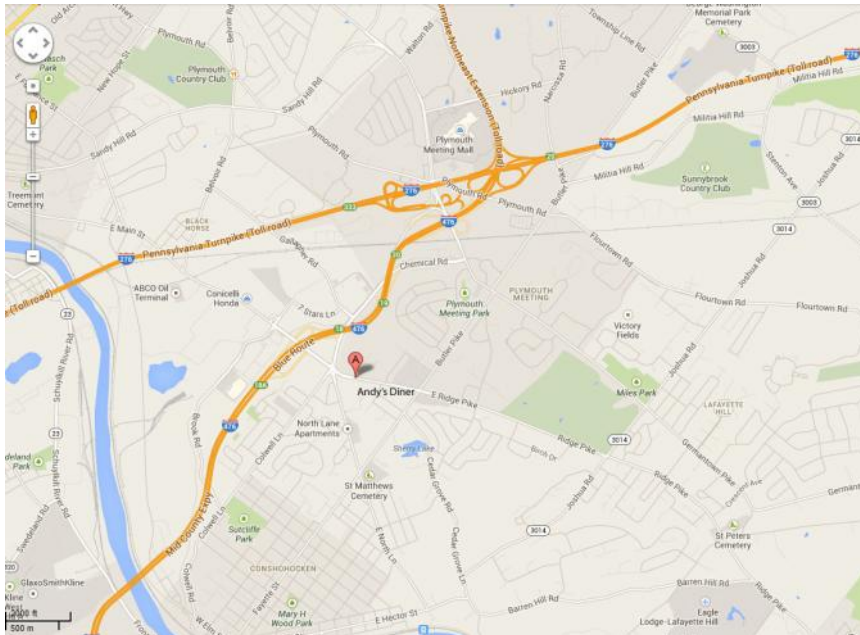
## **Driving directions from the Pennsylvania Turnpike:**

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

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

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

For further information contact Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net) or 215-757-2028.



# CLASSIFIED

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

Asking \$13,500

Contact James M. Toolan at 484-881-1777



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 \$13,000.

Call me at 610-867-6955 or e mail me at [agkunkle@aol.com](mailto:agkunkle@aol.com).

Thank you for your consideration. Gerry Kunkle.



2000 XJR - 390 Horsepower - BRG - Original Owner - Garaged every day. Loaded and EVERYTHING WORKS - including the GPS and Supercharger. Body is flawless with New Tires. Unfortunately, I'm getting too old to care for six cars and this is one that I must give up. \$25,000 OBO.

Contact Roman at 484-645-4866 or [roman@fedirka.com](mailto:roman@fedirka.com)



One-of-a-kind, handcrafted table. The crankshaft is out of a Porsche 944 race car, the bottom and top were both designed by the artist. The top is 1/2 inch aluminum and the bottom is 1/2 inch steel. The table is 2 1/2 feet high, with a 20" round glass top. Everything has been clear coated for protection. The bottom black feet are adjustable to be able to level it on any surface.



\$1,495.00 OBO,



Contact Max De Lucia c/o DVJC member Bob De Lucia, at [yukon80@comcast.net](mailto:yukon80@comcast.net) or 267-258-7071





# CLASSIFIED

A beautiful car, this low-mileage 1988 V12 Jaguar XJS comes with service history and is in remarkable condition that belies its age; rust-free and just under 51,000 miles. Excellent driver. First in class at 2013 Delaware Valley Jaguar Club Concours. \$15,000. Mike Tate 610-827-7763, Malvern. [mjtate1414@verizon.net](mailto:mjtate1414@verizon.net).



1967 Jaguar 420. This car is very original & rare as it has a manual floor shift, overdrive and factory a/c. Only 75 imported to the U.S. Mechanically sound, runs & drives beautifully. \$20,000. Mike Tate 610-827-7763 Malvern PA. [mjtate1414@verizon.net](mailto:mjtate1414@verizon.net).



## TRIUMPH RESCUE

Parts • Service • Restoration

610-845-8217  
Fax: 610-845-3518

617 Walnut Street  
P.O. Box 185  
Bally, PA 19503

email: [triumphs@triumphrescue.com](mailto:triumphs@triumphrescue.com)

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



[www.BritishWiring.com](http://www.BritishWiring.com)

## British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries  
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050  
Fax: 610-845-3518

email: [sales@britishwiring.com](mailto:sales@britishwiring.com)

P.O. Box 185 • 617 Walnut St., Bally, PA 19503



## RAGTOPS & ROADSTERS

BRITISH AUTOMOBILES INC.

Performance Tuning,  
Service &  
Award  
Winning  
Restoration  
of your  
Vintage Jaguar



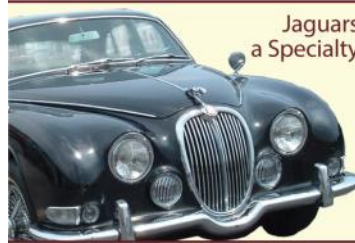
203 South Fourth Street, Perkasi, PA 18944  
[www.ragtops.com](http://www.ragtops.com) Perfection . . . Delivered !

(215) 257-1202



## K&T VINTAGE SPORTS CARS LLC

Ken Beck, Owner • Allentown, Pa.



Jaguars  
a Specialty



**Tire truing**  
Stop front-end shake

[www.ktvintagecars.com](http://www.ktvintagecars.com) 484-664-2353



# Delaware Valley Jaguar Club



## Application for Membership / Renewal

Name \_\_\_\_\_

Spouse / Co-member name \_\_\_\_\_

Address \_\_\_\_\_

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

Home Phone \_\_\_\_\_

E-mail address \_\_\_\_\_

Jaguars owned \_\_\_\_\_  
(please indicate year, model & color)

Occupation \_\_\_\_\_ Retired \_\_\_\_\_

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

**Annual Dues: \$55.00 per member**

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

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

### **\*Youth Enthusiast**

Name \_\_\_\_\_

Address \_\_\_\_\_ State/Zip \_\_\_\_\_

Date of Birth: \_\_\_\_\_

**Annual Dues \$15.00 per member**

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

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

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

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

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

# THIS MEANS ROAR



After being ranked "Highest in Sales Satisfaction among Luxury Brands" by J.D. Power, we're ready to launch a British Invasion. Visit your local Jaguar Retailer for undeniable offers on Jaguar XF, XJ, XK and F-TYPE during the Mark Your Territory Spring Sales Event.



## MARK YOUR TERRITORY

---

### SPRING SALES EVENT



### Jaguar Main Line

325 E. Lancaster Avenue  
Wayne PA 19087  
(610) 520-2000  
[www.jaguarmainline.com](http://www.jaguarmainline.com)

### Jaguar Willow Grove

900 South York Road  
Willow Grove PA 19090  
(215) 443 5900  
[www.jaguarwillowgrove.com](http://www.jaguarwillowgrove.com)





# WELSH

ENTERPRISES, INC.

1-800-875-5247 | [www.welshent.com](http://www.welshent.com)

The largest independent retailer of new, used  
& rebuilt Jaguar spares since 1965

- New Parts
- Used Parts
- Rebuilt Parts
- 100,000 sq ft facility
- Orders placed before  
3 pm ship that day

Proud supporter of the JCNA



### Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell

Panel Shop & Structural Wood Reworking

Electrical Work / Fuel Injection Fault Diagnosis.

High-Quality Refinishing a Specialty.


Upholstery Shop

Engine and Driveline Rebuilds

Comprehensive Maintenance on Later Models

*Servicing British Makes at the Same Location Since 1967*

## Jaguar



LINDLEY MOTORS

10 SOUTH SANA TOGA ROAD POTTSTOWN, PA 19464

610-326-8484

## Love The Details



Since 1976 American Collectors has been serving the unique insurance needs of collectors across the country. We pride ourselves on truly understanding the collector and the passion they have for their prized possessions.



[www.AmericanCollectors.com](http://www.AmericanCollectors.com)

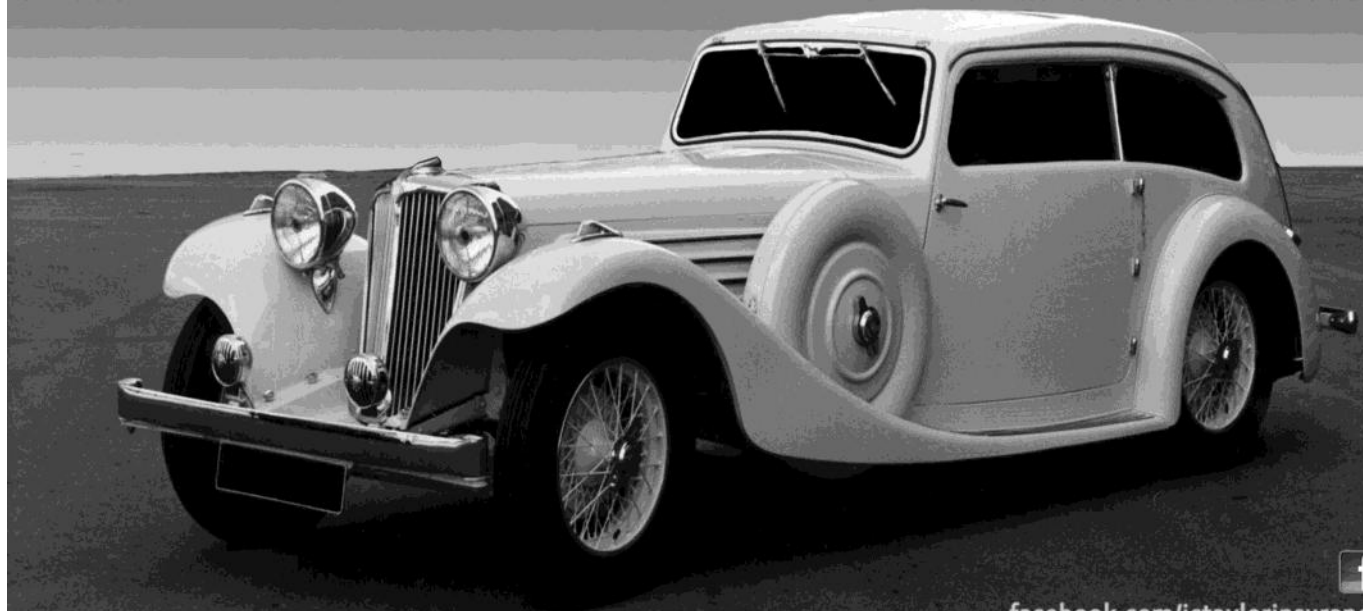
866-887-8354

1-888-ANTIQUE

JCTAYLOR.COM



INSURING YOUR VEHICLES  
FOR OVER 50 YEARS



facebook.com/jctaylorinsurance



PARTS FOR  
**MODERN &  
CLASSIC  
JAGUARS**

FREE CATALOGUE DOWNLOADS:



E-TYPE  
MK2  
S-TYPE  
X300  
X350  
XJ40



XJ6/12  
XJS  
XK  
XK8  
X-TYPE  
EARLY SALOONS





**TREAT YOURSELF TO THE LUXURY  
AND PERFORMANCE YOU DESERVE**



## **JAGUAR WEST CHESTER**



**JAGUAR WEST CHESTER**  
1568 West Chester Pike • West Chester, PA 19382  
610-436-0600 • [JaguarWestChester.net](http://JaguarWestChester.net)



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.

**SINCE 1973**



**XK's  
UNLIMITED**

[www.xks.com](http://www.xks.com)

**Get Your Jaguar Parts  
Directly From THE Source...**



**Manufacturers of Thousands of Jaguar Parts and Accessories**

*Suppliers for Contemporary and Classic Jaguars Worldwide*



**REPLACEMENT COOLING PARTS    NEW EXHAUST MANIFOLDS    REPLACEMENT BRAKE PARTS    STEERING & SUSPENSION PARTS    ACCESSORY ITEMS**

**SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE – POSTAGE-PAID • SAME DAY SHIPPING**

**We Are Pleased To Support Your Club Activities And Offer A Discount To Club Members**



**International Calls: 1-805-544-7864 • North American Calls: 800-444-5247 • FAX: 1-805-544-1664 • Email: [parts@xks.com](mailto:parts@xks.com)**