
The Jaguar's Purr©

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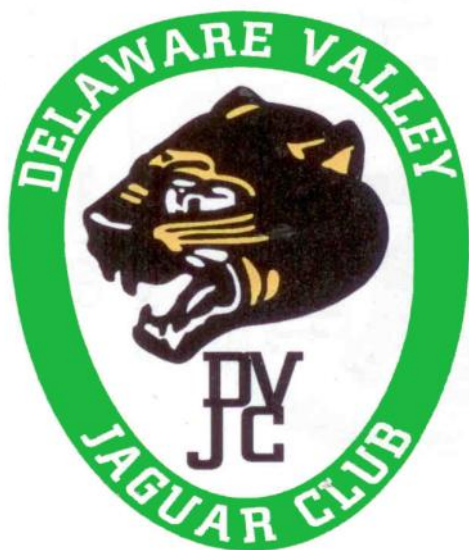


August 2015

2015 DVJC Slalom



The Delaware Valley Jaguar Club held its annual slalom at Garnet Valley High School on July 25. Participants and helpers gathered for this group photo following completion of the event. Pictured L to R are Charles Olson, Josh Dortch, Brian Craig, Pauline Craig, Cooper Rosen, Rich Rosen, Robyn Lewison, Walter Bailey, Clara Saxton, Steve Kress, Wayne Tubbs, Peter Daniel, Steve Schultheis, Gary Feldman and Kurt Rappold. See page 10 for the article and page 12 for results.



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.

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Pennsylvania			

Upcoming DVJC Events

- August 16, 2015** **DVJC Breakfast Social (see p. 16)**
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net
- September 20, 2015** **DVJC Breakfast Social (see p. 16)**
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net
- October 16—18 ,2015** **Pumpkin Run Rally (see pp. 13—14)**
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Kurt Rappold kprappoldxksp@verizon.net
- October 18, 2015** **Jaguars At The Zoo (Reservations Required) (p. 9)**
DVJC Breakfast Social and Elmwood Park Zoo
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Michael Wolf mwolf@boenninginc.com

Other Interesting Events

- August 22, 2015** **SVRA "Shine It and Show It" Car Show**
Pocono Raceway, Long Pond Road, Long Pond, PA
Contact: 847-421-2891 www.svracom/car-shows
- September 12, 2015** **Knights of Columbus Council 15658 2nd Annual Car Show**
611 Knowles Avenue, Southampton, PA
Contact: Jay Gross 215-499-4701 www.olgkofc.org
- September 19, 2015** **British Car Club of Delaware Annual Show**
Marina in Delaware City, Clinton St., Delaware City, DE
Contact: Don 302-284-4672 dhenderson@wildblue.net
- October 3, 2015** **Tinicum Polo Club British Festival**
961 River Road, Erwinna, PA
Contact: www.tinicumparkpoloclub.org 908-996-3321



President's Mewsings *August 2015*

Pondering the Relative Value of Our Favorite Marque ...

Although I have a small collection of vintage sports cars, I don't consider myself a collector. In my maturity I was fortunate enough to be able to afford to buy a few cars that I had drooled over in my younger days, including an XK-150 and an E-Type. But my lovely wife, Irena, and I love to drive the cars – either on our own or in events with the multiple car-clubs we belong to. My cars are not likely to win first prize in a Concours d'Elegance because they are driven and enjoyed for what they are – cars, though I do respect and honor the privilege of ownership and understand that preservation is the job #1.

In recent years, starting about January 2013, the collector car market has gone crazy – especially for German cars and most especially for Porsche and Mercedes. This has been driven primarily by speculators and collectors who treat the vehicles as museum pieces, which is OK if that is what drives their interest in the cars. It does make it difficult for hobbyists, like many of the members of our DVJC, because the cars we love get more and more out of reach financially. That, of course, is a direct reason that we have trouble attracting young DVJC members – they simply cannot afford to buy the new or vintage cars, unlike the young people when I was a youngster (yes, that

long ago) who found ways to acquire old Fords, Chevys, and Dodges and put their own personal touches on them.

The craziness of the past few years is similar to what we witnessed in the early 80's. A good index of the craziness is the Monterey auctions. According to Hagerty Insurance Company, the number of seven-figure cars offered has nearly tripled in the last five years. That illustrates just how much the top end of the auction market has grown. In addition, the average low estimate for these cars is up by over \$200k – so not only are there more seven-figure cars, they are also more expensive.

I started looking a bit more closely at the figures published by Hagerty and other sources right after I sold my 1959 Mercedes 190SL Roadster three years ago. The following table is derived from the Hagerty Valuation Guide. It shows the value ratio of selected German and English cars between 2006 and 2015 – though most of the jump in value occurred between the beginning of 2013 and the present. It also shows the ratio for the German and English collector car market in general for same time period – again based on the Hagerty Valuation Guide.

In the three years since I sold my car, the 190SL almost quadrupled in value after flat-lining for almost 20 years. Sales above \$200,000 for well-

President's Mewsings *August 2015 (continued)*

restored examples have become commonplace – which simply amazes me. I bought my 190SL in 1988 for \$16,000. Those same phenomena occurred for other Mercedes and Porsche models, with an almost vertical spike in value in early 2013. The Porsche 911's are starting to show some significant upward trend in value, as seen by the 911S entry in the table. Ironically, one of the most iconic Mercedes models, the 300SL Gullwing Coupe (not shown in the table), is actually showing a slight decline in value after many years of upward trending - having nearly doubled in the three preceding years.

Our favorite marque has not seen a significant change in value, as shown by the entries at the bottom of the table, though the E-Type is starting to show some gains. I'm not sure why. In my opinion, the E-Type is so much more car than the 190SL. To get some insight, I contacted several experts in the field to get their perspective. My findings will be published in a future "Mewsings" column.

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

Year	Make	Model	2015/2006 Value Ratio
		German Collector Car Market	3.0
		English Collector Car Market	1.6
1959	Mercedes	190SL Roadster	3.7
1971	Mercedes	280SL Convertible	2.4
1956	Porsche	356A GS Carrera Speedster	4.6
1959	Porsche	356A 1600 Super Coupe	3.7
1972	Porsche	911S	6.9
1954	Jaguar	XK-120 Roadster	1.0
1965	Jaguar	4.2 E-Type Roadster	2.2
1958	Jaguar	3.8 XK-150 Roadster	1.3
1958	Jaguar	3.8 XK-150 FHC	1.8



Roving Reporter - August 2015

By Michael Tate

(Editor's note: Mike is again in the hospital but is reportedly recovering and the prognosis is good. In looking through his past columns it is interesting to see how he keeps us informed and gives a glimpses of the future. Mike was again laid low by the same condition reported here, he sold his XK to a fellow DVJC member, purchased an XJS, and has since sold the XJS and his beloved 420. His insight on the upcoming models proved accurate with the introduction of the F-Type, the XE, and the soon to be F-Pace with more to come. We wish Mike a speedy recovery and look forward to his next column.)

ONLY WINNERS WIN....AND JAGUAR ARE DOING IT

IMAGINERY THOUGHTS

It has been very interesting the past few weeks. Having been laid low by a bout of Pancreatitis I have had plenty of time to think. The mind gets into some interesting scenarios. I have mentally sold my Jags a number of times. The first to go was my 1967 420 but then I got my January 2011 copy of *Hemmings Sports & Exotic Car* magazine and there on page 80 under the headline "British Grandeur In The Form Of A Highly Elusive Cat." they took five pages to extol this car finishing up with the following :- "You look at any car from the late 1960's, and not many of them have survived. The 420 is a sleeper. It's a real head turner. Nobody knows what they are. It's a lovely car, fast and pretty, better to drive than a Mark 2." So how could I think of selling it when I read that, es-



Mike's beloved 420 at the Simeone Museum.

pecially as mine is the rarest of these cars being one of only 79 with overdrive and a manual gearbox brought into this country. I wonder how many are left. The last sleeper I sold was my XK150S Roadster in 2002 for \$60K and they are now selling for \$130K!

So perhaps the car to shed was the X-Type Wagon. But the handicap on such a move was that this was a gift to my wife on our 50th wedding anniversary. However it's registered in my name and she could be persuaded! It really is a great car and so rare as everyone stops to tell her. She loves it! Perhaps not! But then do we really need two cars and a Classic? So that leaves the XK Coupe which my wife would agree is an extravagance and yes we could get by with the X-Type as long as she could have it when she wanted. Due to my illness I had not driven the XK for 6 weeks being ferried to the doctors and hospitals in the X-type. Yesterday I took a peep in the garage as it was agreed my health was improving. All these thoughts of selling converged and I realized I had been getting light headed and was sicker than I knew. Sell the XK? Nonsense propaganda promoted by my wife. Let it be!

JAGUAR LEAPING AHEAD

So enough of all that so let me tell you of Jaguar's winning ways. The first good news is that they are hiring 1700 new employees. Secondly you will recall that they planned to close one of their three manufacturing facilities, Solihull, Halewood in Liverpool, or West Bromwich in the Midlands. That plan has now been reversed and all three plants will stay in business. So what is the reason for all this? Could it be that

Roving Reporter - August 2015 (continued)

JLR's sales are booming???? Yes....revenues are up 43pc in the last quarter and it is whispered that JLR has an outside chance of making a \$1.6 billion profit in the financial year. What a turnaround.. Carl-Peter Forster, chief executive of Tata Motors, commented at a recent dinner on the opportunities for JLR and its brands – including expansion at home and abroad. He said that “currently Jaguar sells a third of what Land Rover sells, but we will fix that. We want to direct Jaguar into a more sporty, torque, forward looking brand.” He also admitted Jaguar could expand to a five model range, including a small sports car.

Now if I recall correctly that's a big change of direction. The last plan we all heard was that they were headed up market to take on the likes of Aston Martin! This, I thought, would have been a tough sell against such an established brand which would also have included Ferrari and Maserati. Far better to take on Porsche and that little BMW sports car. Foster thought that Jaguar was one to three years behind with Hybrid cars but the CX-75 electric concept car, unveiled at this year's Paris Motor Show, gave a glimpse of what the company's British developers are capable of. The car is powered by turbine jets and capable of top speeds of over 200mph.

“We were positively overwhelmed by the reaction to the car” Forster said “we would like to sell it, but it will take up a lot of resources. We have not come to a conclusion yet.” As they plot the future they now realize that the company's customer base is now its most diverse ever. China has emerged as JLR's third biggest market and the company is now responsible for 14% of all UK exports to the country. JLR is in talks with a handful of partners about setting up a manufacturing

joint venture in the country. The plant would produce around 50,000 cars a year, initially Land Rovers. They also plan to manufacture Land Rovers on a “small scale” in India.

In an interesting aside JLR's human resources director, Des Thurlby, said he had held “pointed” discussions with up to five of the company's best employees urging them to consider moving out of leafy Coventry to China to help the company capitalize on emerging markets. “Those who refused had less chance of being shortlisted for a future top job at the company”, Mr Thurlby said. The HR director is adopting the controversial stance because they are struggling to convince its best workers to relocate on typically three year assignments. Those with families were often put off by the upheaval of moving abroad.. Now that is most interesting to me as in 1970 my company asked me to move to the USA on a 3 year stint. After a variety of assignments in 1985 (15 years!!!!) I was asked to go to Hong Kong as China was just emerging . In both cases my wife said “OH that would be nice!” We would not have missed the opportunities to live with different cultures. We have no regrets and the children are happy to be here.

THIS AND THAT

So it is good to leave the year with Jaguar on a winning streak. They are making more changes to their management structure and more of this next time. I have enjoyed writing to you every month. If there are any particular subjects you would like me to address let me know. Thank you for electing me Vice President and I will do my best to work with the team to bring you variable and enjoyable programs in 2011. Have a wonderful festive season.

DVJC Outing to the Elmwood Park Zoo

Sunday, October 18, 2015

(Following Regular Sunday Breakfast at Andy's Diner)

Feature attraction – 2 Live Jaguars!



Inca (Female)

Zean (Male)



\$10.00 per person, adults and children

We will ask for an informal RSVP in early September

5 mile caravan leaves the Diner at 10:15 a.m.

Secure, reserved parking upon arrival – bring YOUR Jag

2015 Delaware Valley Jaguar Club Slalom

By Brian Craig

On Saturday, July 25, 2015, the annual Delaware Valley Jaguar Club slalom was held at the Garnet Valley High School, a fitting venue as it is the home of the Jaguars.

Kurt Rappold was again the major contributor to the success of this event. He warehouses all the equipment and procures the permits and permission from the school authorities. On Friday evening, with the assistance of Steve Kress and Wayne Tubbs, he secured the portion of the parking lot used for the slalom and placed all the cones on location to delineate the slalom course. Kurt had previously measured and marked this parking lot according to the JCNA specifications for the slalom. Each year he checked the markings and repaints the spots for proper placement of the cones. In spite of recent surgery Kurt was, again, out there doing more than his share.

Bright and early on Saturday morning I fired up the XK8 and Pauline and I headed for Smithbridge Road. As usual we stopped at Dunkin Donuts and obtained coffee and donuts for the slalom early birds. As we were driving the last section of Smithbridge Road approaching the high school Pauline noticed the walls of the Rte. 322 underpass emblazoned with "Welcome To Jag Nation." Of course that required a stop for photographs. They, along with the other 1,557 pictures can be viewed at www.flickr.com/photos/bcsphotos95/sets. Some Jaguar paw prints painted on the driveway to the parking lot also drew the camera's attention.

We arrived at the parking lot to find the eastern half of the parking lot marked off with caution tape and the cones in place. Kurt had earlier noticed a small pothole in the path of the slalom and had arranged with the school to have that repaired. While walking the slalom area to remove trash and small debris I noticed the recent repair. Again, thanks Kurt for your continued efforts.

Shortly after 8:00 am Kurt arrived in his pickup with the rest of the equipment needed for the event. The canopy was erected and the registration table put in place. Clara Saxton and Pauline set up to start the registration process. DVJC president Paul Merluzzi stopped by to drop off a large cooler with ice and water to keep the participants hydrated, something much appreciated by all in attendance. As the cars started arriving the necessary paperwork was completed. Rich Rosen, Steve Kress, Wayne Tubbs and Gary Feldman helped with the safety inspections to insure all the cars were ready for a safe competition. As always this could not go without one problem. Kurt

Rappold's Mk 10 was leaking a significant amount of fuel. Kurt immediately diagnosed a stuck float in one of the carburetors. Some quick work by he and Steve Kress corrected to problem and Kurt's car was ready to go. Simultaneously Rich Rosen was setting up the timing equipment. Two problems immediately surfaced. The batteries were dead in one of the sensors and the digital display was not working properly. While Rich Rosen and Steve Kress dismantled the timer Wayne Tubbs made a quick trip for some new "C" batteries. In short order the issues were resolved and we were ready to move on.

Eleven drivers were registered in ten Jaguars. All eleven competitors gathered at the registration tent and I walked them through the slalom course. While this was old news to most of the drivers it would be a new experience for Walter Bailey, Gary Feldman, Peter Daniel and Josh Dortch. As we progressed through the hour glass, figure 8, and oval the proper course through the cones was demonstrated. At the end of the course the drivers were informed of the necessity to come to a complete stop in the designated area in front of the stop sign. Once the walk through was done it was ready to get started. The start order was arranged to allow the new participants an opportunity to watch veteran drivers complete a circuit.

The first car to the start line was the familiar 1971 E-Type 2+2 of Rich Rosen. Rich knew the course like the back of his hand as was demonstrated by his event best time of 45.075 seconds. Rich broke a tradition this year by not spinning out on at least one of the five timed circuits and performing donuts as a result. However he did not disappoint. At the end of one run Rich slid through the stop box and relocated the stop sign. Fortunately there was no damage to Rich's beautiful cat and the stop sign was easily restored to its desired location. Thanks, Rich, for adding some drama to the day's events.

Next to the line was former DVJC president Charlie Olson in his 2008 XK8 coupe. Charlie had an attentive observer in Josh Dortch, Charlie's grandson. Josh needed to observe carefully as he would soon follow his grandfather in the same car though the same course. Josh learned well as he beat granddad's best time and placed third in the event. It should be noted we welcomed Josh as a new member of DVJC at this event.

Peter Daniel followed in his 1995 XJS Convertible. With its ice blue color sparkling in the brilliant sunlight and the convertible top down and secured in its cover this Jaguar rolled smoothly through the

2015 Delaware Valley Jaguar Club Slalom (continued)

course. Steve Kress then approached in his 2000 BRG XKR. Steve put forth his best effort using every bit of the supercharged engine but couldn't quite match Rich Rosen's time. Steve placed a very respectable second only 0.469 seconds behind. Rich and Steve have been friends and DVJC members for a long time and consistently place competitively in slalom results.

Steve Schultheis was next in his recently acquired 1986 XJS coupe. Steve proved he knew how to handle this feline by posting the best time of the five XJS models competing in this event. Steve was followed by a rookie slalom competitor Gary Feldman in his 1984 BRG XJS coupe. Gary improved with each circuit and posted a respectable time for his first slalom. Kurt Rappold overcame his carburetor problems maneuvered his 1966 Mk 10 skillfully through the cones. His time did not reflect the skill with which he guided this large, heavy sedan (saloon) through its paces. Anyone sitting in the back would certainly have seen their champagne glasses sliding off the retractable tables while switching seating position from left to right and back.

New DVJC member Josh Cohen navigated the slalom in his striking 1993 XJS convertible. The metallic red color drew your attention as the sun reflected off its surface. Unfortunately Josh had to leave early before he could complete all five attempts at a best time. His time was a testament to his driving ability for a first time participant in this event. Josh recently saw an E-Type driving by in his neighborhood. He made contact with the owner and made a new friend, Henry Weiner, who accompanied Josh to the event. Henry is a past member of DVJC and volunteered to help with the slalom. We appreciate his contribution and will try to convince him to renew his membership.

Walter Bailey was next and drove his 2002 XKR convertible through the course. As is typical of first time

participants Walter missed a cone or two in learning the route. However he learned quickly and posted sub 50 second times for 5th place overall in DVJC standings, certainly an outstanding effort for his first event.

Josh Dortch was also a first timer and improved with each attempt at the slalom. Granddad Charlie didn't seem to cringe TOO much as Josh dove the 2006 XK8 into the corners. Josh quickly figured out how to make his grandfather's car behave as he posted the third fastest time for the day.

Completing the field was Wayne Tubbs in his 1967 XJS coupe. Wayne probably knows as much about Jaguars as anyone due to his extensive experience in restoring the marque. He drove his cat expertly through the course but, in spite of posting under 50 second results, came up just shy of the times of Steve Schultheis to finish sixth overall and second among the XJS models in attendance.

The results of the slalom and photos of the participants can be viewed on page 12.

Following the successful completion of the slalom the participants gathered at the registration table, the results were announced and certificates distributed. Everyone then helped to break down the course and load the items on Kurt's truck. The Jaguars in attendance then lined up along the rear of the parking lot for a group photo of the cars and participants. Following the group shot those in attendance stood by their Jaguar for individual photos. Keeping with past traditions those who were able to spend some more time convened to McKenzie's Brew House on Rt. 202 for a pleasant lunch and conversation.

Thanks to everyone who contributed and participated in this slalom. Because of the combined efforts we once again experienced an enjoyable and safe slalom.



An anonymous Delaware Valley Jaguar Club member was making his rounds of the Collegeville Car Show on Sunday, August 9th, when he stumbled on another DVJC member, Chris Huber, displaying a non-Jaguar. All was forgiven when Chris explained he uses this vehicle to transport Jaguar parts when necessary.



DELAWARE VALLEY JAGUAR CLUB 2015 Slalom Standings



JCNA#	Entrant	Class	Year	Model	Body Type	Color	Best
41093	Rosen, Richard	E	1971	E-Type	2+2	Sable	45.075
15743	Kress, Stephen	L	2000	XKR	Conv.	Green	45.544
	Dortch, Josh	K	2006	XK8	Coupe	Black	47.937
44404	Schultheis, Steve	J	1986	XJS	Coupe	Bronze	48.190
51315	Bailey, Walter	L	2002	XKR	Conv.	Black	48.834
41223	Tubbs, Wayne	J	1967	XJS	Coupe	Gray	48.915
	Cohen, Jared	J	1993	XJS	Conv.	Red	51.395
56453	Feldman, Gary	J	1984	XJS	Coupe	BRG	51.625
29236	Olson, Charles	K	2006	XK8	Coupe	Black	51.884
37918	Daniel, Peter	J	1995	XJS	Conv.	Ice Blue	52.124
4134	Rappold, Kurt	C	1966	Mk X	Saloon	Beige	55.736



Rich and Cooper Rosen



Wayne Tubbs



Steve Kress



Jared Cohen



Charles Olson & Josh Dortch



Gary Feldman



Steve Schultheis



Peter Daniel



Walter Bailey & Robyn Lewison



Kurt Rappold

NORTHEAST RALLY CLUB

PUMPKIN RUN 2015

P. O. BX 547, MILLSBORO, DE 19966

OCTOBER 16 – 18, 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 **October 1, 2015** \$ _____

\$425 entry form, payment and insurance received after **October 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:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

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 new MICROTEL by Wyndham (302-858-5111). Please ask for the Northeast Rally Club rates. Please, if you are thinking about joining us, make your reservations now. Rooms are limited and our group rate is for rooms booked **PRIOR to September 15, 2015.** This hotel is on Route 113, south of Georgetown and is 8 miles from Millsboro. The Atlantic Inn in Millsboro has not made any renovations and no longer supports our Rally.

WE NEED ROOKIE TEAMS



Are You Up For It?

Since 2002, we've raised over \$160,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now, we're at it again!

On October 16th, up to 40 classic British cars will leave Quakertown, PA on a 3 day, 600 mile drive to raise money for St. Christopher's Foundation for Children in support of their C.O.R.E Palliative Care Unit.

Please consider making a tax deductible donation* in support of one of our teams or better still, get yourself a co-driver, jump in your Little British car, and join us! It's fun, you'll make new friends, and it's all for a great cause.

***For more information:
...on the web***

**www.BritishReliability.org
facebook.com/ReliabilityRun**

...by e-mail
Yukon80@comcast.net
or call (267) 258-7071

**** Our teams pay 100% of their expenses, so 100% of your donation goes directly to the charity.***

Delaware Valley Jaguar Club Breakfast Socials

Sunday, August 16, 2015, 9:00 am
Sunday, September 20, 2015, 9:00 am
Sunday, October 18, 2015, 9:00 am
Sunday, November 15, 2015, 9:00 am

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

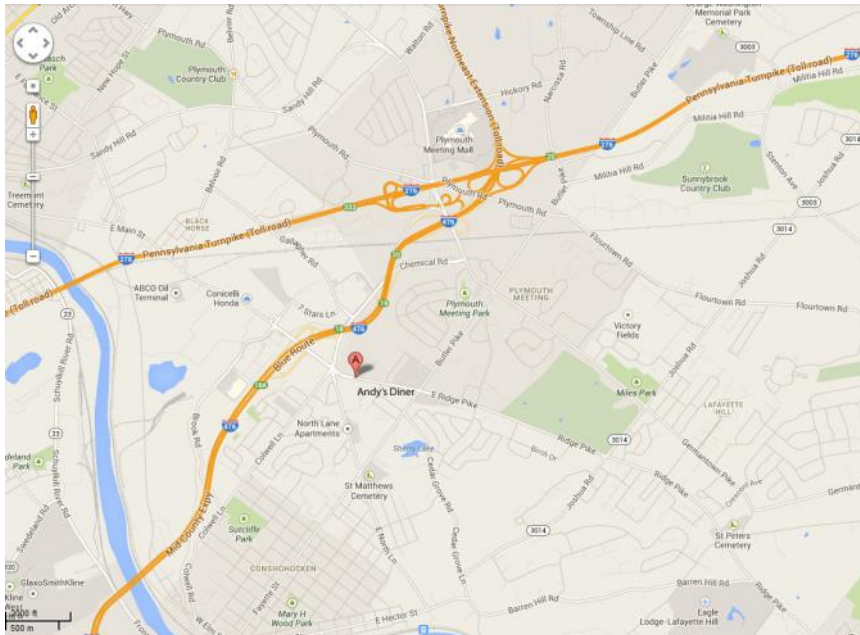
Driving directions from the Pennsylvania Turnpike:

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 or 215-757-2028.



CLASSIFIED

1988 XJS Conv., V-12, 68,000 miles, 1 owner, always garaged, new alternator, water pump, battery, New Tires (5), All original. This car could be entered in any JCNA Concours. Seat warmers, perfect paint & leather. \$19,000 OBO.

Contact Kurt Rappold, 610-358-4055



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.



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. \$17,500 OBO.

Contact Roman at 484-645-4866 or roman@fedirka.com



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610-722-0220



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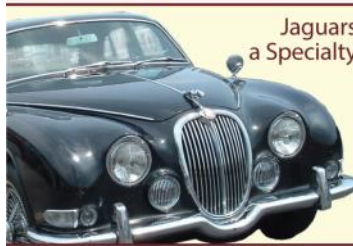
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Delaware Valley Jaguar Club



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

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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.

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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.

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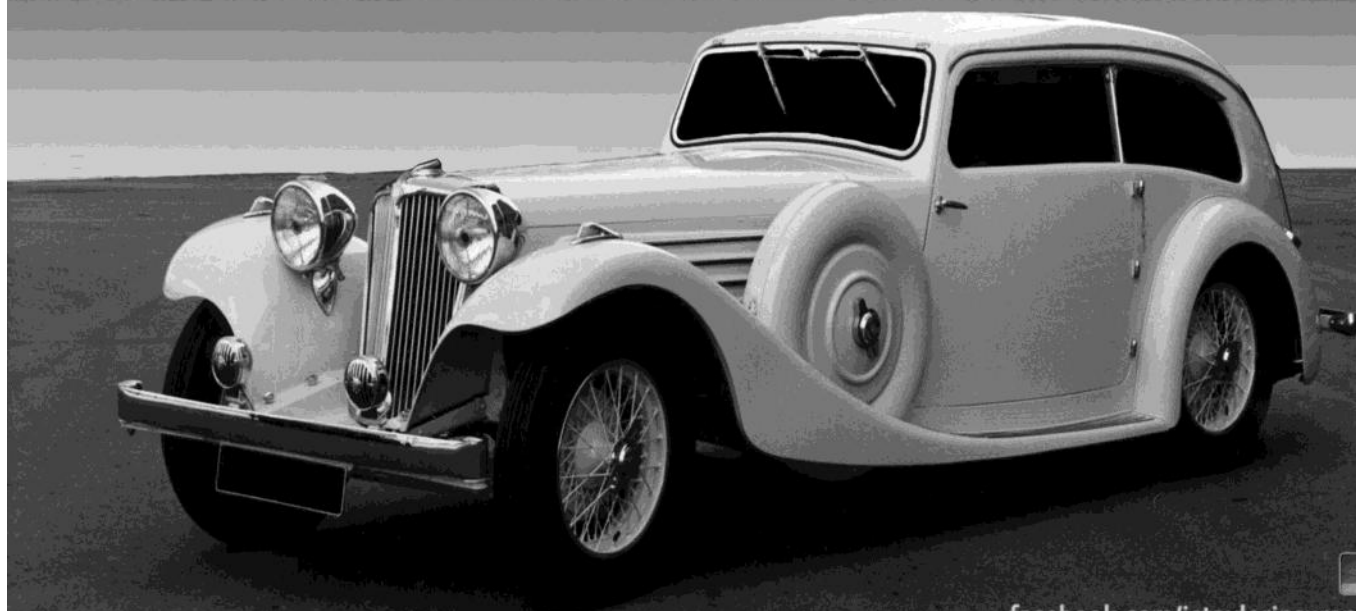
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