
The Jaguar's Purr©

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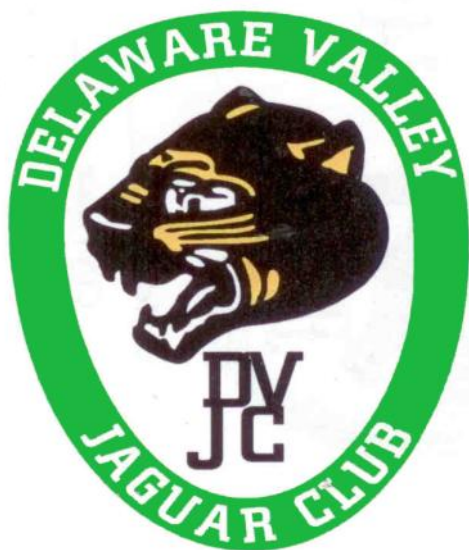


October 2015

DVJC at Classics at Brantwyn



Twenty members of the Delaware Valley Jaguar Club attended the Classics at Brantwyn fundraiser for the Kennett Symphony Orchestra on October 4, 2015, at the Brantwyn Mansion, Wilmington, Delaware. Nine of the 10 Jaguars in attendance are shown above in front of the mansion. Two current members and one soon-to-be member displayed vehicles by invitation at this event. See The Roving Reporter on page 8 for more information.



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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Upcoming DVJC Events

October 16—18 ,2015

Pumpkin Run Rally (see pp. 14—15)
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Kurt Rappold kprappoldxksp@verizon.net

October 18, 2015

Jaguars At The Zoo (Reservations Required) (p. 11)
DVJC Breakfast Social and Elmwood Park Zoo
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Michael Wolf mwolf@boenninginc.com

November 14, 2015

The Swallow Leaping to the Growler Presentation (p. 13)
190 West Mountain Road, Bushkill Township, PA 18091
Contact: RSVP to Ana & Alex LaRoche, aal1113@aol.com

November 15, 2015

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

Other Interesting Events

October 16—18, 2015

2015 British Reliability Run
Leaving from Quakertown, PA
Contact: Bob DeLucia Yukon80@comcast.net
www.BritishReliability.org

November 22, 2015

"Before We Put 'Em Away" Run
Ragtops & Roadsters
203 South Fourth Street, Perkasie, PA
Contact: Dave 215-257-1202, dave@ragtops.com



President's Mewsings *October 2015*

Pondering the Relative Value of Our Favorite Marque, Part Deux

The Market

As I stated in the August 2015 Purr, my interest in ownership of vintage sports cars is fueled by a love of the cars themselves and the thrill of driving vehicles that I lusted over in my youth. While I prefer not to lose money through this hobby, I am not driven by the investment aspects of acquiring a small collection. But the volatility of the current collector car market caught my attention after I sold my 1959 Mercedes 190SL roadster three years ago and then saw the value of that car go up by a factor of four or five since then.

The current market is at an all-time high, with prices of some blue-chip investment cars, such as the Mercedes 300SL Gullwing Coupes continuing to be the gold standard, with the expected value range of \$1.1 million to \$1.5 million in 2015. As the 300SL moves out of reach financially, the lower echelon models of the marque start to become more desirable and we see the values of the 280SL's and 190SL's start to get pulled up. It doesn't hurt that the 190SL shares some of the styling features of the 300SL. The same can be said of the Porsches, with the 356 Speedster commanding a \$500k price tag (over \$1 million with a Carrera engine), the early 911's have seen a value surge in recent years. Of course the Ferraris continue to be out of sight, but certain models have enjoyed a value surge as well. For example, the Dino 246 GTS models have increased in value over \$300,000, while some of the rare Ferraris have gone up by the millions in just under three years time.

British cars, including our beloved marque, have not gone up in value in quite the same dramatic fashion. When you factor inflation into the equation, you could argue that E-Type values haven't really moved much over the last two decades. But the best Series I cars (generally restored) have done well and have seen a boost of \$100k in the last few years – still somewhat short of our German brethren.

Rising values, worth vs. drivability, and the fact that high-value collector cars are currently seen as precious commodities rather than classic

automobiles meant to be driven and enjoyed are causing speculators to replace hobbyists. The collector car market has become a form of stock market. Actually the collector car market has outperformed the stock market in the last few years. As an example, the price of a 300SL Gullwing Coupe has increased over 150% since 2010. Compare that to the stock market, the greatest increase of which has been in the NASDAQ index at 92%.

It's not just the Mercedes 300SL Gullwing that has gone bonkers. The prices of many high-end collector cars have made a massive leap in the past few years. Hagerty's valuation data for German post-War cars in general show that the average values have nearly tripled since 2010.

While the collector car market is currently strong, many believe it is on the verge of a massive shift that will see more and more investors in a position to sell. It is unlikely that the collector car market can maintain its current status. If history is any indicator—and it usually is—bubbles eventually burst, and the collector car market is being pushed to its artificially inflated limit.

Comments from Industry Experts

Janice Keramedjian is the owner of Cielo Motors, Inc. and deals in the import/export collector car market. She stated that the collector car market is volatile, unpredictable and an exciting spectator sport. If you are actually in the game, it can be a gut-wrenching experience. If we knew what would be the 'next big thing,' we'd all be buying it! Certainly in recent times, we've all had our jaws drop while watching auctions post crazy and most times, off-the-charts numbers for cars that generally sell for a fraction of the price in real life. Generally this is caused by the duking out of a few single minded buyers who are in head to head combat for the sport of it, winner take all. But this practice actually can set the tone of the market. As is always the case the purest examples, defined as original, numbers matching, no stories, full documentation, will fetch the strongest numbers. We've seen the Ferrari market hit new heights with a 1962 250 GTO selling for a staggering \$38M last year. Cars like this set the stage for lesser models to gain traction. Today's Ferrari 308 is at least double or more what it was 2 years ago and the unloved GT4 is beginning to

President's Mewsings *October 2015 (continued)*

follow suit. They are affordable examples of the most sought after marques. Where they go from here is simply a matter of supply and demand (and condition, condition, condition).

The same can be said for the 190SL. With the Grande Dame of Mercedes-Benz in the late 50's and early 60's being the 300SL, prices shot through the ceiling two years ago with original, unmolested examples garnering over \$1M and fully restored models approaching \$2M. Rusty cars with seized engines and missing interiors were trading for over 500k. The 190SL, never known for its power but instead its twin-like looks to the 300SL, started gaining popularity because it was attainable in price and looked the part. Almost simultaneously, the owners of these examples figured out that potential buyers would pay up for their cars because they were the next best thing. Soon, these cars were going across the block at hammer prices of over \$100k and today, \$200k. The good news here is you can still find very solid examples in the \$75k level – but that is still a huge increase over typical prices from just a few years ago.

The same can be said for many of today's most collectible and popular marques. But what is also affecting the marketplace right now, certainly with the overseas buyers, is that cars have become cost prohibitive in the US and much more affordable in Europe. The bigger story here is of course the change in the Euro affecting the export business but that's not the whole story. The US market hasn't quite caught on to the fact that buyers have become more savvy and the inflated numbers aren't flying quite as high with the export market as they used to. This is certainly the case with Jaguars. There is some planing downward with the realistic sellers who have come to terms with the fact that they missed the bubble and are happy with a 2500% gain (!) in their father's old E-Type coupe sitting in the garage that he bought for \$3k in the 60's. They will more happily swallow selling their car for \$75k even if the market would bear \$95k. This is still a very sizable increase in the buy/sell ratio but somehow, it seems as though the market can accept and sustain it. As an aside, you can find an excellent example of an E-Type OTS for \$125k in Europe where in the US a comparable car would have a \$165k price tag attached to it.

Overall, the classic car market has always been a roller coaster of supply and demand; what is hot today is not tomorrow, and the educated buyer (or clairvoyant) will prevail. If you are a buyer, my slant is to buy what you love, not what you think you can bank your retirement on. Like buying fine art or real estate, sometimes you have to just close your eyes and enjoy the ride (no pun intended... well, maybe just a little...).

Dean Forsman, Sales Manager, Donovan Motorcar Service, thought the article in the August Purr was interesting and would only add that the value of collector cars is a market driven and an alcohol fueled event at auctions. The market is availability and desirability for any car. The original cost of German cars reduced demand in the marketplace so less were built and imported. Because fewer of the Porsche 911S models were delivered, demand has exceeded supply and pushed prices higher. Look in Hemming's for 1971 to 1973 911S models and compare it with the number of Jaguar E-Types for sale. Also most Porsches are now being professionally restored in shops around the country, whereas many of the E-Types for sale are amateur or partial restorations. When an E type is fully restored, the expense is often the market value of the car when completed. Like any car only the very best E-Types reset the market higher. Really exceptional Series I Jaguar E-Types are selling in the \$150,000- \$225,000 range and should drive and appear as new (or better).

Andrew Newton, from Hagerty Price Guide valuations, states that much of the talk about North American collector car auctions this year has been about "slowdown" and "flattening out" as the huge growth we've seen in the previous few years hasn't been sustained in 2015. While this is true, it often obscures the fact that the market is still growing. For example, in terms of combined total sales for the entire year, results are within 1 percent of 2014, and there are three full months and several big auctions left in 2015.

Mecum has four sales left in 2015, while RM Sotheby's has both its Hershey sale in October and a sale in New York City in December. A sizable increase in annual total sales over last year is all but guaranteed, although it likely won't be as big as the increases seen in 2013 and 2014.

President's Mewsings *October 2015 (continued)*

Compared to this time last year, the number of cars offered at auction is up 4.6 percent, while the number of cars sold is down 3.9 percent. The average sale price, though, is up 14.3 percent, so while fewer cars are selling despite more being offered, those that do sell are still achieving higher prices on average than a year ago. Don't confuse deceleration with contraction.

Dave Kinney, Hagerty valuation analyst, points out that there continues to be some speculation that prices simply cannot continue this arc for much longer, though the "if" of this question is less insightful than the "when." That million-dollar answer is yet to have consensus.

Some Examples

Here are a couple of examples from Bonhams PRESERVING THE AUTOMOBILE Auction at the Simeone Foundation Automotive Museum held on October 5, 2015.

Lot 257
\$154,000
SINGLE OWNER SINCE 1963
1962 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER
Chassis no. 877020
Engine no. R4933-9

Showing just over 72,000 believed-to-be-original miles, this well-preserved, lovely E-Type has been carefully stored but unused since last summer and is offered with its original 1963 Connecticut certificate of title, over an inch thick file of service receipts, its original service handbook and dealer information, a parts guide and the all-important Jaguar Daimler Heritage Trust Certificate documenting that the car retains its matching numbers engine, transmission and body. Perfect for a gentle refurbishment or complete restoration, it is now ready for its third owner.

Lot 212
\$57,200
1958 JAGUAR XK150 3.4-LITER ROADSTER
Chassis no. S830831
Engine no. V4419-8

In the same ownership for much of its life, the Jag had not seen the light of day for decades. It

was recently lightly re-commissioned and made running but will still need some sorting prior to regular road use. The car's overall condition is quite remarkable. The paint shows a few areas where it has been polished through or is flaking, but in general it is a complete example and in good order. The dashboard is remarkable, and the trunk shows the original mat and paneling. Equally, the engine bay looks largely original and correct. The black leather upholstery – though not perfect – is extremely appealing and generally solid and sound. The dash even sports an original period radio. The collecting community is appreciating cars with this sort of unrepeatability more and more, as they stand out from the throngs of restored examples; authenticity can be neither recreated nor restored. Always prized for their looks and road manners, XK150s have become particularly desirable in the last few years. The market always has a few restored examples but a survivor like this one rarely find their way to the market.

Pumpkin Run Rally

Don't forget the Northeast Rally Club Pumpkin Run Rally, October 16-18, 2015. I hope the weather cooperates. My lovely wife, Irena, and I will not be able to participate since The Kennett Symphony Orchestra's Opening Night Concert for its 75th Anniversary Season will be held on October 17 and I have several presidential duties to attend to.

The Classics at Brantwyn

Thank you to all who attended The Classics at Brantwyn on October 4. We had a great turnout of DVJC members. Luckily we dodged a bullet with the weather. Unfortunately, due to wet turf, we were not allowed to display the cars in the rear garden of the Brantwyn Mansion, so the event lost some of its luster. But a good time was had by all.

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



Roving Reporter - October 2015

By Michael Tate

As Jaguar's latest advertisement says "OH it's good to be back" shown on Formula 1 races it illustrates an F-Type Coupe and then a Convertible pulling up and a voice quietly says those magic words. Well that is how I feel but instead of two F-Types I am propelled by two wobbly legs and a walker (Zimmer in England. Why I do not know). Of course Jaguar is talking about being back in the Sports Car market and I am talking about being back at ..

THE CLASSICS 2015 AT BRANTWYN

SUNDAY October 4 "Brunch, Blues and HOT cars." This spectacular annual show organized by our club President Paul Merluzzi and his Steering Committee, Sandy, Monica, Martha, and "his lovely wife" Irena. His words not mine though I agree!!!

So where was hurricane Joaquin? All week multiple forecasts said it would hit the East coast the coming weekend. Only one, the European forecast, said it would head out to sea. This forecast won and left us with a cloudy, windy day which turned cold at times.

One of the main features of the event, prior to the presentation of the cars, is the waitress's carrying trays of tall flutes of "Lamborghini Bellinis" for the gathering to drink. Most enjoyable. As the cars assembled and we sipped our drinks I noted that a large flock of geese flew overhead and bearing in mind the saying "loose as a goose" it was another positive gesture that none of them off loaded. The only incident of note at this time is that a gust of wind blew over a tray of flutes. No worry... they were empty! Spectators hurried to pick up the broken glass.

Why this venue is so excellent is its variable facilities. A long driveway leads to a circular, grassed, roundabout in front of the main, very large premises where the brunch will be held. Thirty vehicles were scheduled to be introduced but when Paul stood in the middle of the circle which the vehicles would drive round in turn he told us that 9 participants had withdrawn due for various reasons including the weather, would not start, and one where a tree had fallen in front of the garage doors. All promised to be at the next event.



Joseph & Kristen Kapinski with the 2011 XKR175.

So now Paul had 21 unusual and historic vehicles to introduce. The first three I will mention are owned by DVJC members. Joseph Kaplinski, who promised me he would join the club, brought his 2011 rare Jaguar XKR175. Our VP Alex Giacobetti brought what I thought was an amazing entrant, a 1922 Secqueville-Hoyau OTS. I give more detail on these two later in this epistle. The third member,

Jim Sjoreen, entered his 1954 Chevrolet 3100 Pickup.

The car that was chosen as the star of the show by the audience was 1911 Stevens-Duryea Model AA painted a lovely yellow and wooden wheels. Another favorite was the 1934 MG PA Vintage Racer. I used to lust after one of these as a young lad and could very likely get one for 20 pounds in the war. My brother purchased an SS100 for that amount at the time. A beautiful silver blue 1957 Cadillac Eldorado Biarritz Convertible was third choice. OH those magic silver thin fins!!! Interesting to see, yes they were all interesting,

was the new version of the old Morgan 3 wheeler the 1913 version. Morgan is one of very few British car manufacturers left in business. Gene Epstein entered the 1972 Mercedes 600 once owned Roy Orbison. Its



Alex Giacobetti with his 1922 Secqueville—Hoyau.

Roving Reporter - October 2015 (continued)

number plate is "ROY O." This is a really big, square, luxury car.

After the presentation all the cars were lined up on the driveway. Normally this would happen on the lawns at the rear of the premises which is a beautiful setting for such a display. The rain over the preceding several days prevented the use of the rear garden this year.

While Brunch and drinks were being enjoyed The Terry Kleinfelter Quartet entertained us with the blues and other popular music.

The final event was the presentation of the framed, signed by each owner of the vehicles fielded, advertising poster of the event to the peoples choice winner. Did you miss it? Then you can catch it Sunday, October 2, 2016. Be there you will love it!!!!

FOOTNOTES

Our President tells me that I should wear my hearing aids when watching TV. In my opening paragraph I refer to the Jaguar advert "OH it's good to be BACK." The word BACK should be BAD. Well it's too BAD. I will not change it 'cos BACK does fit the statement and my sentiment.

Now those two cars I referred to earlier:- Alex Giacobetti's 1922 Secqueville-Hoyau Sports Two Seater. What never heard of it? No wonder, this is the only one in existence.

It is the sole survivor of the French company that built cars in Gennevilliers from 1919 to 1924. The creators were Alfred Secqueville and Gaston Hoyau. They had been making aero engines and propellers since 1911 and Hispano-Suiza and Bugatti aero engines under license during WWI. To support their enterprise when the war ended they produced this light car powered by a 1.2 liter four cylinder engine, 18 horsepower, with a four speed transmission, and electric starting, which was unusual for European light cars of that era. Looking at the engine you see 8 spark plugs, 2 abreast for each cylinder, this being a hangover from the safety built into aero engines, I understand. Also the propeller for the fan is shaped just like an aeroplane propeller. The radiator has the

look of a Rolls Royce which gave it a high quality look. Wire wheels gives it another modern look. Though advertised as a two-seater the car has a dicky seat (Rumble in the USA) Why Dicky/why Rumble? Anyone know..my imagination goes wild. But not in the 1920's!!!

A wonderful and unusual exhibit. I wonder if Alex can be persuaded to hang a leaper on the front and bring it to the next Concours? In the next Purr I will tell you how Alex came to own it.

Next Joseph Kapinski's 2011 XKR175. My son described it "That is an awesome machine" only 175 were made to celebrate Jaguar's 75th birthday. Joseph told me that Jaguar were adamant that they would not tell him what number his was of the 175 coming off the line. What dark secret are they trying to protect? Did they build more than 175?.

This black super car was purchased in LA (Los Angeles) May 22, 2014, and driven the 2,800 miles to Wilmington in 3 ½ days with total rest 7 hours plus the experience of being on Route 66. Bliss. 510 hp and top speed if 174 mph with zero to 60 in 4.6 seconds. To keep it on the ground they have extended the spoiler, extended the side sills and equipped it with 20" casaba wheels with red calipers. No other Jag

will have these wheels The whole car is low to the ground to take advantage of design features. The interior is described as "a man cave" all in black with cranberry stitching for the seats. A specific tread plate announces that the car is the XKR175. You can imagine how special this Jaguar looks as you organize yourself to enter. It was first introduced at Pebble Beach. Awesome!

Cars I have not mentioned include a 1936 Hotchkiss 486 Cabourg, 1955 Packard Caribbean Convertible, 1960 Plymouth Fury 2-door Hardtop and so on and on. You get the idea. All cars deserving of a special mention.

The extraordinary thing is that Paul and his ladies always produce, for the Benefit of the Kennett Symphony, such a quality display.

Thank you.



Jim and Denise Sjoreen in the 1954 Chevrolet pickup truck.

Cars of Classics at Brantwyn



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

Historical Festival 33

Text & Photos By Bob "Where's Bob? De Lucia

It was a last-minute, quick, one day trip, but the six hours of driving to the scenic and iconic Lime Rock Park in Connecticut was well worth it. Two friends and myself drove, went up for the Sunday Concours at the "Historical Festival



33."

The Concours was outstanding, as we saw such exotic and seldom seen cars such as a Arnolt Bristols (six of them!), a Tatra, a Gogglemobile, a Casatalia, etc.. Many clubs had displays, and so there were several hundred BMW's displayed, as about a hundred Porsches, a hundred Ferrari's, at least 20-30 Jaguars, about 20-30 Triumphs, and many, many other cars. The cars were on the track itself, looping entirely the small one mile and a half, but fast, track.



The pits were quiet as it was Sunday, and no racing allowed. Still, it was fun looking at the vintage racers, and the drivers / mechanics working on them.

We walked around the Concours tarmac, which is the length of the track since they don't race on Sunday... About a thousand cars, give or take. Probably twice that many people.



All of a sudden, while looking at some beautiful cars on the track tarmac, I turn around, and there is previous long-time DVJC Treasurer, Gerry Kunkle! Another "Where's Waldo" moment with Gerry. In March, I was at the Goodling Auction at Amelia Island,

watching the proceedings. I turn around to ask what the price of the last car went to auction for.....and it was Gerry right next to me! The odds.



Then looking at some classic Formula 1 cars, all of a sudden somebody who I have never seen or met before, says, "Are you 'Where's Bob?'".

Turns out it was the editor of the "British Marque Car Club News." I guess maybe he had seen my photo on some of the "TRundlin TRIumphs" newsletters we always send to him every month, or recognized the club from the Delaware Valley Triumph shirt I had on. Very funny!

Sir Stirling Moss and Jochen Mass were there to hand out the trophies for the various categories of winners. Moss's iconic #722 Mercedes 300 SLR that he won the famed Mille Miglia in 1955, was on display. Often called the "most iconic single day's drive in motor racing history."



The parking lot for the day's events was a car show in itself, as parked there were several Triumphs, classic Porsches, Jaguars, BMW's, and several new Jaguar F-Types, etc..

A great day!

"The Swallow Leaping to the Growler"

a verbal & visual history presentation of the Jaguar mascot.



Presented by retired Jaguar Enthusiast & Collector and Award Winning writer:



Michael J. Tate



November 14, 2015 (Rain or Shine) @ 10:00 AM – 12:00 NOON

At the home of DVJC members:

Ana & Alex LaRoche
190 West Mountain Road
Bushkill Township, PA 18091
(610) 746-7419
GPS: 40.829124, -75.349855



Jaguar Allentown (The Bennett Automotive Group)
is proudly supporting and sponsoring this local event

All beverages have generously been sponsored
by the Delaware Valley Jaguar Club of Philadelphia

Your RSVP via e-mail to AAL1113@aol.com is **REQUIRED**
by Sunday November 8th, 2015, so that we can properly
communicate with you regarding any changes / updates

This presentation was originally scheduled as part of the Jaguar Clubs of North America's (JCNA) Annual General Meeting (AGM), hosted by the Delaware Valley Jaguar Club (DVJC), in Philadelphia, Pennsylvania on March 21st, 2015. The presentation was then rescheduled for August 22nd but had to be rescheduled again.

You are encouraged to bring your own car-show type lawn chair or blanket as seating will likely be very limited.

A Jaguar Scale Model Car Collection is available for viewing on site, so you may want to arrive as early as 9:00 AM or stay as late as 1:00 PM on the day of the Presentation, while enjoying the camaraderie of other Jaguar enthusiasts.

Approximately 20 - 30 minutes after the conclusion of the presentation a caravan of cars will depart for a scenic five mile drive to a local restaurant / tavern in Wind Gap, Pennsylvania area - where everybody is encouraged to join Mike for a 1:00 PM casual lunch.

The cost of the meal is not being sponsored.

Confirmation e-mail will be sent by 6:00 AM on day of presentation to all who registered!

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

Delaware Valley Jaguar Club Breakfast Socials

Sunday, October 18, 2015, 9:00 am
Sunday, November 15, 2015, 9:00 am
Sunday, December 20, 2015, 9:00 am

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

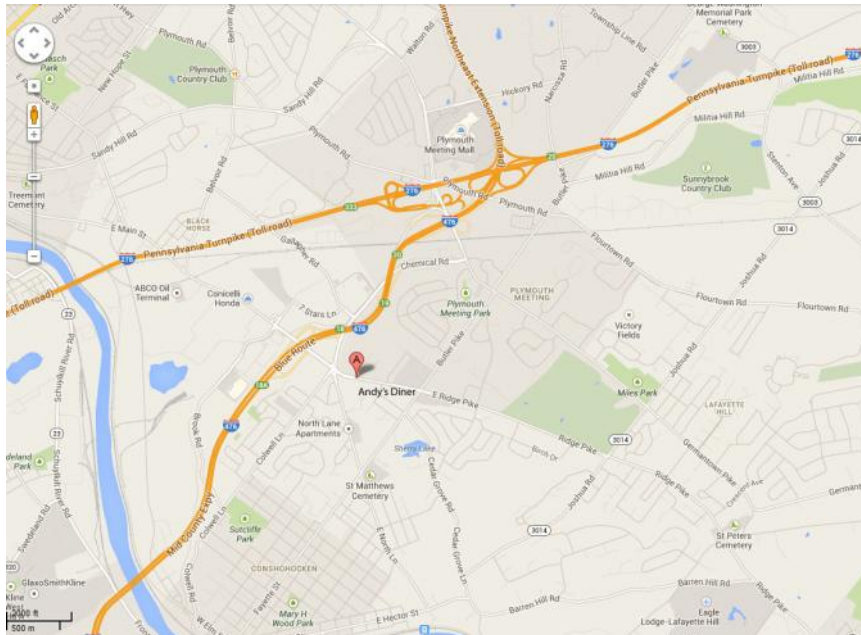
Driving directions from the Pennsylvania Turnpike:

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 \$12,000.

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



Four Jaguar Lamina wheels from a 2000 XK8 in near perfect condition (a few minor scratches) with Michelin Pilot A/S tires mounted on them. Tires are decent and have about 35-40% life left on them and just passed Pennsylvania inspection. OEM lug nuts and Jaguar wheel center caps are included.



Specs are as follows:

Wheel Size: 17' Dia. x 8" Wide
Tires: Michelin Pilot A/S
245/50ZR17
Bolt Pattern: 5 x 4.75"
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Max Sandler
Cell: 856-371-8174



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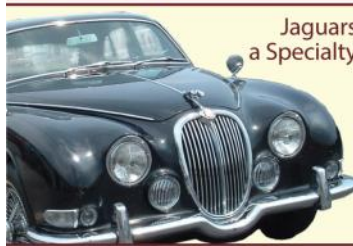
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Delaware Valley Jaguar Club



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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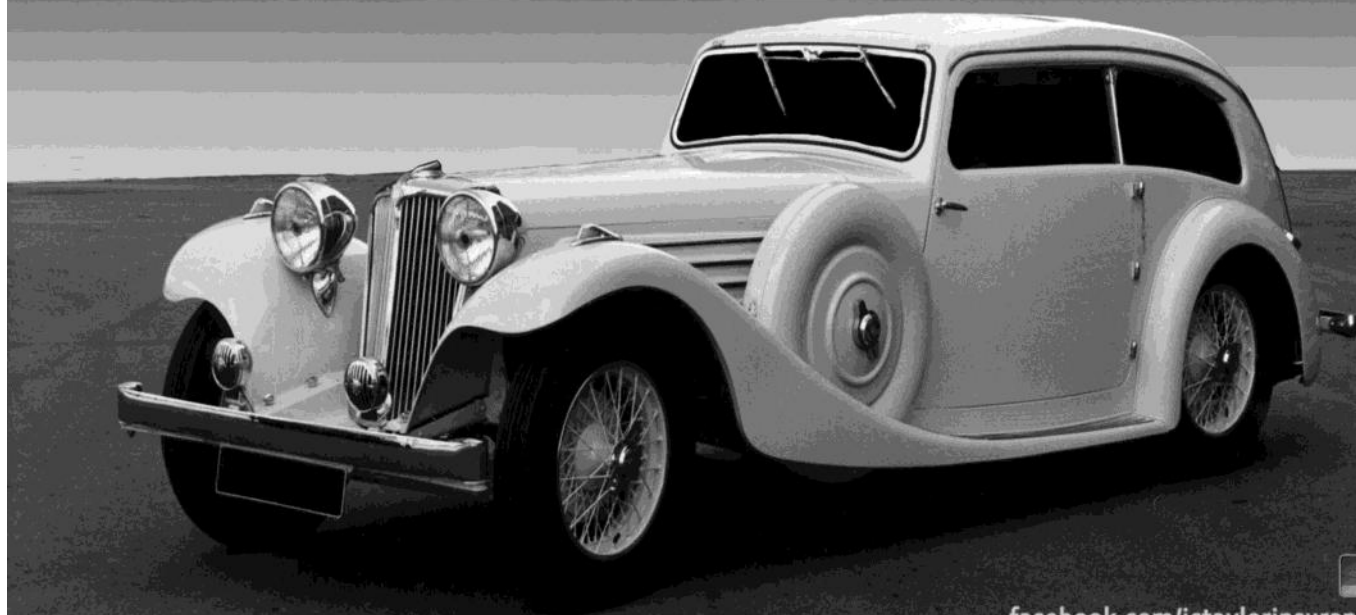
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