
The Jaguar's Purr©

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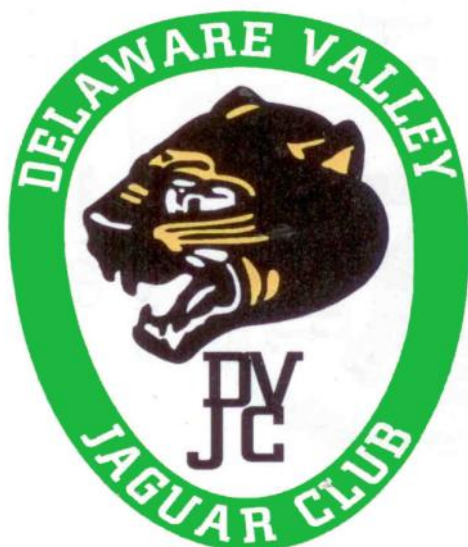


December 2015

The Swallow Leaping to the Growler



On November 14th DVJC member Michael Tate gave a presentation on the history of the Jaguar mascot and its evolution through the years. Photos and an article are on page 10.



NOTICE—It's time 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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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	annsjag@aol.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Roving Reporter	Mike Tate	610-827-7763	mjtate1414@verizon.net
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	agkunkle@aol.com
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

December 20, 2015

DVJC Breakfast Social (see p. 16)

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

Contact: Charles Olson, cwolson29@comcast.net

January 17, 2016

DVJC Annual Holiday Party & Awards Luncheon (see p. 10)

William Penn Inn, 1017 DeKalb Pike, Ambler, PA

*Contact: Mike Tate, 610-249-2208 or
mjtate1414@verizon.net*

February 21, 2016

DVJC Breakfast Social (see p. 16)

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

Contact: Charles Olson, cwolson29@comcast.net

Other Interesting Events

January 23

The Great Alfas Demo Day

Simeone Museum

6825-31 Norwitch Drive, Philadelphia, PA

Contact: www.simeonemuseum.org

**January 30—
February 7, 2016**

Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street, Philadelphia, PA

Contact: www.phillyautoshow.com

Now — April 22, 2016

It's a Small World, Micro and Mini Cars

Antique Automobile Club of America Museum

161 Museum Drive, Hershey, PA

Contact: www.aacamuseum.org



President's Mewsings *December 2015*

Lime Rock Park, IMSA GTP, and a Jaguar That Became a Mazda That Became a TWR That Became a Porsche.

Prologue

I originally intended to write about my favorite race series (IMSA GTP) and the beautiful Jaguars that competed in the series at my favorite race track (Lime Rock Park). In doing so, I discovered the strange history of a Jaguar XJ-14 chassis that had almost as many lives as the proverbial cat. I thought you would enjoy reading about its evolution, so I shortened some of the original material to include the history of this "special" XJ-14 and its variations.

Lime Rock Park and the IMSA GTP

Lime Rock in northwestern Connecticut near where I grew up, is the third-oldest continuously operating road-racing track in the country, after Road America and Watkins Glen. It was built in a potato field in 1955 in response to the requests of Briggs Cunningham, John Fitch, and other prominent race car drivers. The first race there was in 1957. Lime Rock was the main East Coast track for the classic Trans-Am and Can-Am series and hosted IMSA races during the heyday of the ultrafast GTP (Grand Touring Prototype) sports racers in the late 80's/early 90's. My lovely wife, Irena, and I spent many weekends at Lime Rock attending VSCCA track events and the IMSA GTP races. Though I am a big fan of open wheel series like Formula 1 and Indy Cars and briefly owned and raced a Formula 1600 and Formula 2000 in the early 90's, the IMSA GTP series was and remains my favorite race series. The cars were beautiful and so fast that they caused a design change to the track at Lime Rock. In 1989 the "John Morton" chicane was installed at the top of the uphill corner at the back side of the track. Morton, while prepping for the 1988 race, barely survived a fiery crash after his Nissan IMSA GTP car got airborne after air got under it at the top of the hill.

The purpose-built GTP sports racers first appeared in the IMSA series in 1981. Lola and March chassis with Chevy and Porsche power were the early series champions. The Porsche 962 was introduced in 1984 and dominated the series from 1985 to 1987. Nissan was the star of the series throughout '88, '89, and '90 and took the IMSA GTP Manufacturers Championship title all three years with Geoff Brabham driving the #83 car. Geoff is the son of Sir Jack

Brabham, winner of three F1 championships. Chip Robinson drove the #84 car. Toyota was quickest in '92 and '93 at the end of GTP era, as Dan Gurney's All American Racers team campaigned the Eagle MK III. The MK IIIs won 21 of 27 races entered - including an IMSA record 14 straight - to earn dual titles for driver Juan Fangio II and manufacturer Toyota in



Jaguar XJR-10 UlimatCarPage.com

'92 and '93. Juan Manuel Fangio II is the nephew of Juan Manuel Fangio, who dominated the first decade of Formula One racing, winning the World Drivers' Championship five times.

The Jaguar IMSA GTP and World Sportscar Championship Programs

Jaguar ran an extremely successful racing program with their partner, a company called Tom Walkinshaw Racing or TWR, during the GTP era. Despite dominating the 1988 World Sportscar Championship and winning the 24 Hours of Le Mans, Tom Walkinshaw realized that the current production-based V12-engined Jaguars were gradually losing competitiveness, especially in the shorter sprint events, to the new generation turbocharged engines which were both lighter and more compact. The Jaguar/TWR collaboration started the development of a purpose-built six cylinder engine for the 1989 season. The design permitted for two variants; a 3-litre for the American IMSA series and a 3.5 litre Group C specification for the World Sportscar Championship, which included the 24 Hours of Le Mans. Taking advantage of the

much more compact dimensions of the V6, they also designed an all-new chassis. In IMSA form the new car was known as the XJR-10 and the Group C variant was the XJR-11. Two Garrett turbochargers boosted the power to around 650 bhp in 3-litre IMSA form. XJR-10 drivers included Davy Jones, Price Cobb, Jan Lammers, and Martin Brundle.

The XJR-10 debuted during the May 29 1989 Lime Rock IMSA round. Jan Lammers placed a promising second behind Geoff Brabham's Nissan. In July the XJR-10 finally broke the Nissan stronghold when Lammers and Price Cobb won at Portland beating the two Nissans. Used well into 1991, the V6-engined machine would eventually rack up 6 victories out of 26 entries in the extremely competitive championship, which saw the Eagle-Toyota MK III's emerge as top contenders in this period.

With seven victories, the XJR-10 and XJR-11 do not rank as the most successful sports racers produced by TWR and Jaguar. They nevertheless served well for the better part of two seasons. The turbo-charged V-6 was later used in the XJ220 super car. The XJR-10 and XJR-11 were eventually replaced by the F1-inspired, V8- engined XJR-14, which was designed to satisfy the new LeMans formula requiring that all top-level prototypes had to use 3.5 liter Formula 1 style engines. The XJR-14 was designed by TWR and did not just use an F1-grade engine. The entire car was designed like an F1 car, except for having a closed roof and full fenders. Ross Brawn, who went on to run Benetton and Ferrari during Michael Schumacher's heyday, was in charge of the project. You may remember that Brawn picked Honda's F1 program out of the ashes and created his own Brawn F1 team, which won the F1 constructors and driver's titles out of the blue in 2009.

The XJR-14 used a very modern formula car-style carbon monocoque and a huge biplane rear wing to produce tremendous downforce in its IMSA configuration. Downforce was the only thing that mattered on the shorter IMSA sprint circuits. With the huge downforce, the XJR-14 could have qualified for F1 races that year.

It only took a few races before every other team in the field started to copy its design, but not before the XJR-14 won enough events to secure the 1991 World Sportscar Championship. But Jaguar did not win LeMans that year, where it still chose to use the V12 powered cars. Thanks to a bit of a rules loophole around the car's rotary engine, Mazda won the LeMans title in 1991. The XJR-14 continued to score victories late in the season and won the overall World Sportscar Championship.



Jaguar XJR-14 OnlyTrueCars.com

After the 1991 season, Jaguar lost its main cigarette sponsor, Silk Cut, and dropped out of the 1992 World Championship. They continued to run the XJR-14 in the IMSA GTP championship. But the bumpy circuits did not suit the Jaguar and the

XJR-14 secured only two victories throughout the season. IMSA GTP era came to an end shortly after.

Variations on a Theme

After winning LeMans in 1991, Mazda's rotary was banned for the '92 World Championship. This left Mazda without a car and TWR without a team since Jaguar was no longer competing. The two organizations eventually got together and Mazda contracted TWR to build five Jaguar XJR-14 chassis for them, fitted with off-the-shelf 3.5 liter Judd V10 piston engines.

President's Mewsings

December 2015 *(continued)*

That car was called the Mazda MXR-01 and it was not far off from the XJR-14. Mazda stretched the chassis to accommodate Judd engines and installed headlights. This new variation was finally going to enter real endurance races, including running at night.

The MXR-01 was fast - scoring a second place at the '92 Silverstone 500km and was impressive at the '92 24 Hours of Le Mans. One of the MXR-01's shot ahead of the field on a wet surface early in the race, but had gearbox problem and lost 40 minutes in the pits. The car managed to finish fourth and was cheered on by British fans that saw it as a kind of resurrected Jaguar. Just as Mazda was coming to grips with the MXR-01 performance (it had plans for a new gearbox and a whole new car for '93 or '94), the World Sportscar Championship series ended and Mazda dropped its race program like Jaguar had. The MXR-01 never managed to win a race and faced its demise.

But, as luck would have it, some overproduction gave the car a chance for another variation on the theme. TWR had built three chassis for Jaguar in '91, two of which were wrecked racing on America's bumpy tracks in the IMSA series. TWR still had the pristine third chassis just sitting around. In 1994, TWR was in tough shape financially. Porsche wanted a new prototype racecar to compete in America and had a viable twin-turbo flat six engine they could use - but no chassis. The two then partnered up. Porsche supplied the 3.2 liter engine and cut the roof off, making it an open-topped car. It was never acknowledged as a Porsche factory program. Porsche saved that for their GT1 cars and called their new prototype the TWR WSC-95. TWR

built two WSC-95s and entered them in the 1996 and 1997 24 Hours of Le Mans. The same chassis, car #7, won both races.

Porsche took over the program for 1998 and gave the car its final name change to the 'Porsche LMP1 98.' By then the car had grown too old and slow, and ultimately both cars retired from the big event.

This car's four-brand career (Jaguar, Mazda, TWR, Porsche) that included the World

Sportscar Championship, and back-to-back 24 Hours of Le Mans wins should make it legendary alongside the only other three cars that accomplished that feat (a Gulf Ford GT40 won in '68 and '69, the Bentley "Old Number One" won in '29 and '30,



TWR Porsche WSC-95 en.wikipedia.org

and Joest's 956B-117 won the '84 and '85 events). But it never gets championed by the PR organizations of any of the manufacturers. Specifically, since it didn't win Le Mans, the XJR-14 is not revered like other Jaguars that did so. It has been quickly forgotten, despite being a superb, world-class race car.

Reminder

The Delaware Valley Jaguar Club's Holiday Party will be held on January 17, 2016 at the William Penn Inn. Despite some bad weather, we all had a great time last year. Come and enjoy some good food, drink, and friendship with your fellow members.

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



Roving Reporter - December 2015

By Michael Tate

ANNUAL PARTY

Sunday, January 17, 2016, at the William Penn Inn is the place and date starting at 11.30 am. We have managed to keep the price the same as last year at \$35.00. We had terrible weather at that time but 60 of the 100 registered were able to make it and enjoy the wonderful atmosphere and delicious food. Not my words but a summary of the attendees who were glad they made the effort to be there.

This year the William Penn Inn has promised the same excellent service together with mouth watering food. Just send your check made out to DVJC to me at 1615 E. Boot Road, B221, West Chester, PA 19380. We have a surprise guest speaker who will give you all the latest Jaguar news in the club's 51st year.

To put you in the right frame of mind and ensure you understand how lucky you are to own a Jaguar here are some of the prices fetched in auctions around the world.

First off there was a 1966 XKE convertible, yellow with black leather, at Mecum Auction. It was an older restoration condition 2. It did not sell for a high bid of \$100,000. Then there was "International Jaguar E-Type Specialist E-Type UK USA" who were advertising three E-Types. The first was a 1964 E-Type 3.8 OTS. Multi JCNA Concours Winner, matching numbers, for \$275,000. Second there was a 1974 E-Type V12 OTS, original 19,000 mile car, only 3 owners from new. Extensive history file, matching numbers for \$200,000. (I bought mine for \$60,000 and

swapped it for an SS1.) The third was a 1967 E-Type S1 4.2 FHC. Fully restored, opalescent blue with red interior, matching numbers, \$275,000. If they get anywhere near those \$ they have done exceedingly well. Next a 1994 XJ 220 Coupe, 4,239 miles, condition 1, not sold at \$345,000. Next is a 1969 XKE Series 2, 4.2 convertible. 100 miles since restoration. Twin Strombergs. Sold for \$134,605. Termed a "Best Buy" a 1958 XK 150 Coupe. Has a mildly souped up motor from an XK 140. Condition 3, sold for \$87,976. A 1948 MK IV 3 position convertible was advertised for \$175,000. A 1991 XJS Convertible, Condition 3, Sold for \$11,550.

At Bonhams Chichester sale 3 E-Types were sold at top prices. First a 1964 E-Type Coupe. Silver blue/black sold for \$196,110. Looks like big money for a coupe but \$39K less than it cost to restore. Next came a 1967 convertible, 16,337 miles, recently and massively restored, sold for \$292,895. The third E-Type was the 1975 Commemorative convertible. This is one of the last 50 E-Types. This one had a manual gearbox. It sold for \$319,406.

It is interesting to see the variance in price but your car is highly prized and a \$35 entrance fee to our annual party should be no problem. I look forward to seeing you there. Please remember that last year we raised over \$2,000 in the Silent Auction so if you have any items to subscribe to this years auction let me know.

HAPPY CHRISTMAS



Delaware Valley Jaguar Club

*Please join us for our annual holiday party
and awards celebration.
Sunday, January 17, 2016*

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
corner of Rt. 202 and Sumneytown Pike*

*11:30 a.m.. Hors D'Oeuvres and Cash Bar
1:00 p.m. Buffet Brunch*

\$35.00 per person

*Please return number of people attending
and a check made payable to Delaware Valley Jaguar
Club by:*

January 10, 2016

to:

*Michael Tate
1615 East Boot Road, Apt. 221
West Chester, PA 19380
610-249-2208 or mjtate1414@verizon.net*

The Swallow Leaping to the Growler

By Brian Craig (with copious assistance from a ghost)

November 14th dawned bright and cloudless which promised a really good drive with Pauline in our XK8 Coupe to Alex and Ana LaRoche's home in "Wind Gap." This was the venue for Mike Tate to try, for the third time, to present the history of Jaguar's mascots. On the previous occasions illness had intervened and Mike had said to me a few days earlier that all he needed now was an accident on the I-476 to intervene again. It did. So many of us, including Mike, sat there for 45 minutes while the road was cleared. Thank goodness for "cell phones" so Alex was told of the situation.

When we arrived an hour late it was to see that the LaRoche formidable array of Jaguars was displayed in their driveway. The Mk IV; The MKV; The XJ 6, the 420 and not to exclude the white E-Type Coupe neatly perched on high ground close to the road to advise us we had arrived.

To make sure we were warm and comfortable Alex had displayed the 70 plus items, which were the subject of the presentation, in their heated garage and refreshments were spread invitingly in their kitchen. Mike grabbed a donut (staple diet of the DVJC) and coffee and went to eyeball the exhibits which he had not seen since he had sold the majority of them to Alex some months ago.

He began his talk by saying the subject was not only about Jaguar but also about SS Cars, SS Coachwork and Swallow Sidecars. The hobby of collecting and cost of Jaguar Automobilia was growing at about the same pace as the

requirement for prices for Jaguar E-Types. The very first examples he had to show us were a Swallow from the 1920's. It was unusual in that its wings and tail were made of chrome plated pressed steel and the head and body of Bakelite with red inset eyes. The second example was a metal Swallow with a 3.5" wing span stamped "Desmo" and copyrighted. Desmo, together with Lejeune were premier makers of early mascots. Next this was complimented by a Swallow on a silver ball and wooden base and dated 1927-1929.



The next four items were mascots which Mike thought were amongst the handsomest of any made. Two of these items were identical except that one had a flat base to fit on a radiator cap and the second on high base to fit over the chrome strip on the bonnet. Jaguar founder, William Lyons, saw one of these fitted to a car in his workshop and condemned it saying, "looks like a cat shot of a fence." He directed that a "mascot worthy of the name Jaguar should be designed." The design job was given to Gordon Crosby and so was born the Leaper we know and love.



Before showing the first edition of Crosby's work he showed two very similar trophies to the Desmo. These were "The Lejeune heavy chrome white metal" and "The Airline heavy chrome plated brass." It was then pointed out that because of the increasing popularity of collecting those wishing to purchase should be aware of fakes especially of the above four items.

The next mascot was one guaranteed to recently come from the mould of the original Gordon

The Swallow Leaping to the Growler (continued)

Crosby which was sold at auction July 2011 for \$60,000.

Next was shown a superb replica of the famous pre-war (late 20's) Panther (Jaguar) mascot by the French Sculptor Casimir Brau. Careful casting and well aged nickel plating making it an exceptional item. This Brau creation is so like Gordon Crosby's that many people believe that Crosby copied his from the Brau. Experts have repudiated this claim.

A copy of the Prince Michael mascot was next to be shown. In 1937 the Aviation Ministry of Romania gave the Prince a non-standard pale blue SS 100, chassis No 39001, first of the powerful 3½ liter, for his 17th birthday. On its radiator cap was a unique mascot. The only other one like it was located on his 3½ liter saloon. The one Mike showed us was one of four copies made when the SS 100 was being reconditioned. These two cars are still believed to be in Europe complete with their mascots. Nobody knows who designed this mascot or where it was manufactured.

Version 2 of the Gordon Crosby Mascot was released in 1956 on the MK I and Mike illustrated the difference by showing the variance in the back legs. On version 1 the legs are in the crouch

position and the version 2 the legs are out-stretched. The version 3 is the same as version 2 but much smaller but adorned their largest saloons the MK 10, 420G, and 420.

In all there are 9 versions of the leaper including those on the S-Type and the X Type. The very latest is the version 2 very thin stick on which is found on the trunk of all the modern cars. The XJS, in all its variations, did not have a mascot but had a circular growler which Mike showed mounted on a square of marble. Mike showed some novelty items such as a pint mug with a leaper handle and a walking stick with a chrome handle given to him by member Tom Jones.

We are very happy to thank Ana and Alex for all their hard work in setting up the day's event including lunch where Mike said he had the best pint of Guinness ever. Julie and Gary Tate made a copy of the presentation which is available to you for \$5.00 which will go into club funds. Send your donation to Mike Tate, 1615 E. Boot Road, B221, West Chester and he will E-mail your copy.



Pumpkin Run Rally

By Kurt Rappold

I am happy to report on this year's Jaguar Club annual fall Pumpkin Run, held in Millsboro, Delaware and benefitting the local fire company. We drove a total of 746 miles in our Jaguar XJ6. This year we did not miss any turns and when we did, we were able to take corrective measures so our total miles is very accurate for the three-day event. I take my readings as I pull the Jaguar out of its garage and just as I pull it back in Sunday night.

The car has always been very reliable, just check the fluids and tire pressure and go. This year I found a neat orange plastic pumpkin serving tray while shopping at the Acme and adapted it to hang in a rear window, as I never see many pumpkins at the pumpkin rally until we win an ACE award.

Getting one of those awards is close to winning the lottery. We have certain terms in rallying and one is called a LEG. That really is the time one takes to go between check points. It is measured in hundredths of a second. That means one's perfect score or time is 00minutes, .00seconds. Most of us got an ace this weekend. Tom Jones aced Friday, Brian Craig and Kurt Rappold aced Saturday and Bill Beible aced on Sunday. When you total your 3 best legs for a score, the ACE goes a long way to keep your score very low. When I review the scores, it is amazing to see how many times we get one second scores. I am amazed to hear my navigator, Bob Brown, report as we speak occasionally that the kitchen clock we time ourselves with is "right on the mark" as he checks it against the national clock each day. He Velcro's it to the top of the dash and against the windshield glass so that it remains in place. On another occasion, I recall the clock falling off the dashboard and the battery popped out on the floor, the result of a pothole. What a frantic time it was to get back on the correct second!

We had a collection of six different Jaguars running. A new member to DVJC phoned me from Elkton, MD driving his "new" 1971 E-Type, formerly his brother's car in Florida since new. Nick Doyle ran with us on Friday in the XJ to see how rallying goes in the cockpit. He paid his fee but as his navigator had a death in her family, he was allowed to follow along at the end of the rally train for the experience. We will look forward to 2016 when he and his navigator, Nancy, can run with us again.

At the start of our rally day, we frequently begin at a farm about 18 miles west of Millsboro. It is a very large operation with mostly new John Deere equipment. How about a sprayer that gets everything sprayed but not twice that runs off a satellite – no steering required! The entire rally group begins at this one place and would you believe the farmer built us a little boys and girls room, complete with shower, air conditioning and a front porch out behind his barn!

Our rallies are carefully laid out to facilitate our fuel and comfort station needs. Our checkpoint workers rotate around ahead of us. They do not leave a checkpoint until all the rally cars make it through. The times are all recorded and once the last rally car goes by the exact times are phoned back to the main rally office for tabulation and computerization. Once the rally is over and all scores are sent in, the final checkpoint is either our host motel or the fire house. As you go through the last official end of the rally, you are handed the printed final times. At this time the navigator verifies the times they recorded against the printed final times. Once checked, the times are final and the daily final scores are posted.

Our rally results are as follows. There are two rallies on Saturday because we have an official re

Pumpkin Run Rally (continued)

-start in the same order AM and PM at 1 minute intervals. The best three legs are counted to level all scores.

<u>Rally</u>	<u>Craig</u>	<u>Beible</u>	<u>Rappold</u>	<u>Jones</u>	<u>Corey</u>	<u>Doyle</u>
Fri 1	0.16	0.28	1.30 D	0.37	DNS D	DNF
Sat 2	0.17	0.12	0.42	2.42	5.16	DNF
Sat 3	0.03	0.2	1.14	7.15 D	0.11	DNF
Sun4	0.35 D	0.38 D	0.48	0.31	0.16	DNF
Total						
Best 3	0.36	0.60	2.04	3.10	5.43	

Place First Second Third Fourth Fifth Rookie DNF
(D= drop score)

This score is combined with our Spring Rally to determine the national award status. If one completes all rallies run in our class, and there are a total of 8 rallies to run, from this the best three are chosen.

Even though there is a lot of competition, we all seem to remain friends. The fire company is our beneficiary at the Fall rally and we came up with \$6,400 to donate. The Jaguar club always donates \$250 which is ¼ of sponsorship per rally money which is given by Jaguar Cars. I always mention this during the awards ceremony to give proper credit for our sponsors and we have printed banners hung out, too. A \$500 rookie award was created by one of our members. Courtney Wetherill donated this in memory of Mary Bitterman, wife of one of our rally families, when she died in 2013. This year's winners, Mr. and Mrs. S. Pratt, also donated their \$500 prize back to the fire company. They never rallied before and have older cars they plan to run in the next Great Race in June 2016, west to east.

Our 2016 Northeast Rally Club events are scheduled for:

May 13, 14 and 15	Fairport, NY	Erie Canal Run
October 1, 2 and 3	Millsboro, DE	Pumpkin Run

Many thanks to the ladies of the Millsboro Fire Company Auxiliary for their great cooking! The checkpoint crews included Jack McCormick from our old Scott Paper team, the sweep drivers, John Hall (Fire chief) for his wonderful shrimp and the new Microtel we stayed at in Georgetown, DE, AAA accommodations, and lastly to Bob Bryan, our Rally Chairman for the Northeast Rally Club. Great layout of course! Please raise speeds on dual lane roads.

By Kurt Rappold

DVJC Rally Chairman

P. S. Rookies needed
Jaguars Needed



2015 PUMPKIN RUN “ACE” RECIPIENTS



T Jones & T. Corrigan



B. & P. Craig



K. Rappold & B. Brown



N. & B. Beible



DVJC participants Bob Brown, Tom Jones, Sue Corey, John Corey, Nancy Beible, Bill Beible, Kurt Rappold, Brian Craig & Pauline Craig.



DVJC award winners Bob Brown, Bill Beible, Nancy Beible, Brian Craig, Pauline Craig, & Kurt Rappold.

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Jaguar Club North America Special Purchase Program

Jaguar Land Rover North America, LLC is pleased to announce the **Q4 2015 Jaguar Club North America Special Purchase Program** for qualifying Jaguar Club North America members. This program offers attractive lease or purchase opportunities on select Jaguar models delivered between October 1, 2015 and January 4, 2016. Please see program details below.



- Qualifying members must provide proof showing membership to Jaguar Club North America for six months or longer prior to date of PIN request.
- Interested participants must email the program administrator at partners@jaguarlandrover.com to request a unique PIN prior to contacting the retailer. PIN will be valid until January 4, 2016.
- The completed PIN Verification Form must be signed by the program participant and provided to the retailer before vehicle is delivered.
- Participant should notify the retailer they have a PIN immediately.
- All deliveries must be through an authorized Jaguar retailer. Check www.jaguar.com to find your local Jaguar retailer.
- It is suggested that vehicle is purchased out of retailer stock. In the event a vehicle is ordered, incentives available at time of vehicle delivery will apply.

Eligible vehicles and incentive amounts:

MODEL YEAR	SERIES	MODELS	AMOUNT
2015	XF	ALL	\$1,500
2015	XJ	ALL	\$2,500
2015	F TYPE	ALL	\$2,500
2016	XF	ALL	\$1,000
2016	XJ	ALL	\$2,000
2016	F TYPE	ALL	\$2,500

All financed vehicles and leases will be through an approved lender and are subject to credit approval. Vehicle must be registered in participant / member name or within household. JLRNA reserves the right to modify, amend, or cancel the terms of the Jaguar Club North America Special Purchase Program at its sole discretion without notice. Special offers and model eligibility are determined at the discretion of JLRNA. New models may not be eligible for the program. Program participation is at the discretion of the retailer.

Delaware Valley Jaguar Club Breakfast Socials

Sunday, December 20, 2015, 9:00 am

Sunday, February 21, 2016, 9:00 am

Sunday, March 20, 2016, 9:00 am

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

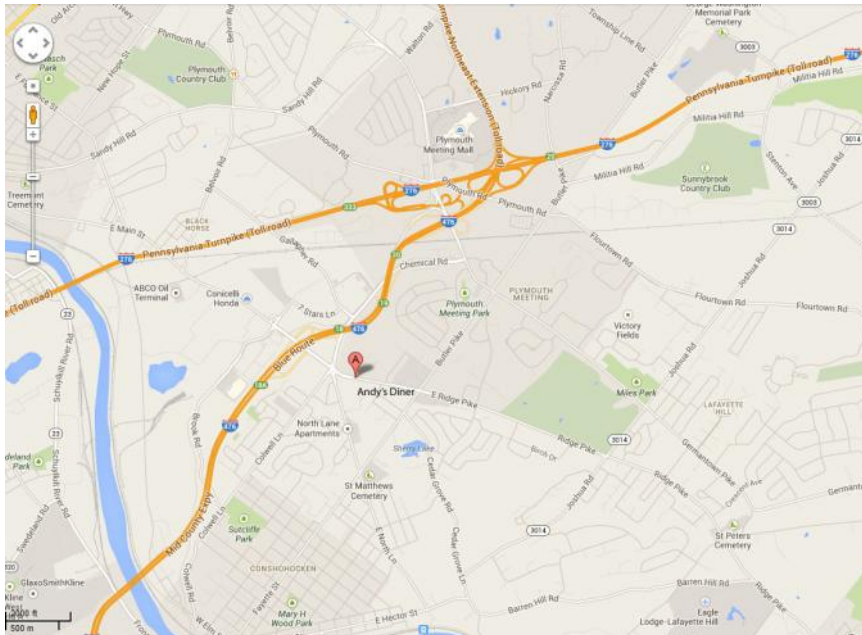
Driving directions from the Pennsylvania Turnpike:

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

1987 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. Best Offer.

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 \$11,000.

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



1989 Jaguar XJS V12 Convertible with 38,000 miles. Car needs work and is for sale at \$10,900 or best offer.

Contact James Toolan at 215-675-4672.



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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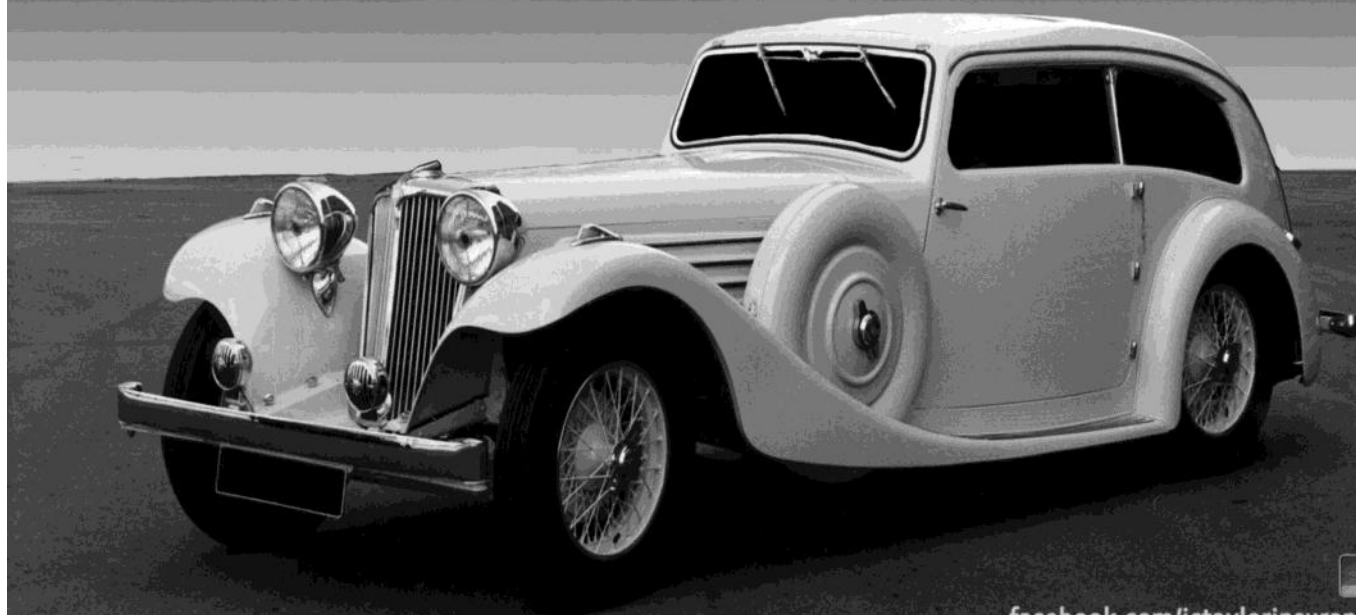
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