
The Jaguar's Purr©

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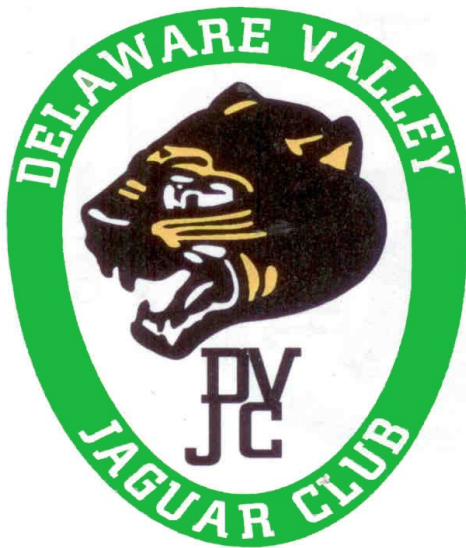


October 2017

DVJC Gathering of Friends



Alan and Margaret Brown hosted the September DVJC Scenic Drive and Gathering of Friends at their home in Solebury Township. The entrance to their home is appropriately labeled Brown's Lane (get it?) Please refer to Paul Merluzzi's President's Mewsings on page 5 and Paul Trout's Speaking of Things Jaguar on page 10 for more information on this wonderful outing. Thanks to Alan and Margaret for hosting this wonderful get together.



NOTICE—If you haven't renewed your 2017 membership please feel free to do so now. The membership fee is \$35.00 for the remainder of 2017. 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 Let Ann Perry know of the changes. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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

DVJC OFFICERS INFORMATION

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Upcoming DVJC Events

October 15, 2017
November 19, 2017
December 17, 2017

**Spring House Tavern, 1032 Bethlehem Pike,
DVJC Breakfast Social (see p. 25)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477**

Contact: Paul Merluzzi pawlym@aol.com Please RSVP

October 13–15 ,2016

**Pumpkin Run Rally (see pages 19-20 for forms)
Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Kurt Rappold 610-358-4055

January 21, 2018

**DVJC Annual Holiday Party & Awards Luncheon
William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436
(see pages 8–9)**

Contact: Paul Trout, pgtgt@aol.com

Other Interesting Events

**January 27, 2018 to
February 4, 2018**

**Philadelphia Auto Show
Pennsylvania Convention Center
1101 Arch Street
Philadelphia, PA**

Contact: www.phillyautoshow.com



President's Mewsings *October 2017*

**From the Semi-Palatial Offices of
the Delaware Valley Jaguar Club**

...

DVJC Stuff Past and Present

As usual, our very active club has had and will have many things going:

- September 9, 2017- Rescheduled Jaguar Gathering of Friends at noon at the home of Margaret and Alan Brown. Please read Paul Trout's summary of the event later in this issue. I am sorry that Irena and I missed the wonderful scenic tour and gathering – we were at Watkins Glen for the Grand Prix Festival.

- September 22–24 – America's British Reliability Run. Please read Bob "Where's Bob?" DeLucia's (p. 14) account of the event later in this issue. It was a most enjoyable weekend and for a very good cause – The Neonatal Abstinence Syndrome Program at Children's Specialized Hospital. The intended conveyance, our 1969 Sable E-Type FHC developed some problems due to crud in the fuel tank, so our 1995 Brooklands Green XJS Convertible was substituted at the last minute. It performed well and fulfilled its obligation as a comfortable touring vehicle. Congratulations and thank-you to Dave Hutchison and the many people involved in the planning and execution of this event.

- October 1 – The Classics at Brantwyn at the DuPont Country Club – an event that benefits the Kennett Symphony Orchestra. Mike Tate's lovely daughter Suzanne was the 2017 Weather Goddess and she came through with flying colors. It was a magnificent day with magnificent cars, including several Jaguars from the DVJC and two world-class race cars. The highlighted names are DVJC members who supported the event by bringing their delectable 4-wheelers. See list of participants on page 7.

- October 13-15 – Northeast Rally Club Pumpkin Run Rally. See page 19-20 for registration information. The rally benefits the Mills-

boro Fire Company usually to the tune of five or six thousand dollars. You also get to sample delightful repasts prepared by the ladies of the Millsboro Fire Company Auxiliary. Irena and I will miss this wonderful JCNA sanctioned event because it falls on the same weekend as the Kennett Symphony Opening Night Concert and I must attend the rehearsals and concert and schmooze donors and patrons

- October 15 – Breakfast Social at Spring House Tavern (see page 25). **PLEASE RSVP** Paul Merluzzi, pawlym@aol.com if you plan to come.

Our Very Special Beauty Contest Winner – Same Hair, Different Color

Bill Beible correctly guessed that our future DVJC member and beauty contest winner is none other than Michael J. Tate and will receive two tickets to the Holiday Party in January. The picture of young Mike and his trophy are from the 1933 Paramount Children's Beauty Competition presented by Cow & Gate LTD. Cow & Gate was a British dairy products company - which expanded into milk bottling, distribution, and baby food production. The brand survives today as a specialist baby food company, owned by Netherlands-based Numico.



President's Mewsings *October 2017 (continued)*



September 7, 2018 - Watkins Glen Grand Prix Festival

I am so encouraged ... and happy! We just sent out the e-blast about the event yesterday (10/3/2017) and ten people have already signed up. You will not be disappointed. The 25th anniversary Grand Prix Festival of Watkins Glen will continue to celebrate the racing heritage of the beautiful community on the southern tip of Seneca Lake in upstate New York. Jaguars will be featured in 2018 as we honor the 70th anniversaries of the first post-World War II road race in the United States and the Jaguar XK-120.

There are several driving events associated with the Festival, but our special event will be the Tour de Marque which is limited to our favorite marque next year. My 1958 XK-150 will be the pace car—driven by my friend and Official Pace Car Driver, Robyn Resch. The Tour de Marque is launched from the Chateau Lafayette Reneau winery on the east side of the lake, where we will meet at 8:00am for coffee, pastries, and conversation to start the day. Then we will get to do a really neat approximately 85-mile Rallye Route, ending at Watkins Glen International, where we will be hosted for brunch, followed by paced laps of the world-famous 3.4-mile racetrack. We will then line up our 4-wheel felines for the drive into town, where we will stage at the original Start/Finish line for the 1948 Grand Prix. Then we will do the part that I enjoy most – we will take two laps of the 6.6-mile Old Course to the cheers of hun-

dreds of spectators at Milliken's Corner and along Franklin Street. When you cross the famous old Stone Bridge on the Old Course, you will officially become a Stone Bridge Driver. The cars finish at Lafayette Park in downtown Watkins Glen at about 2:00pm where they are parked on display, while we are free to enjoy the rest of the festival activities – including the SVRA very spirited re-enactment of the original Grand Prix races. The SVRA vintage race cars will roar into town at 4:45 p.m. to park on display on Franklin Street. Pre-race ceremonies will be held at 5:30 p.m. in front of the courthouse, and the Grand Prix Race Tribute will fire up their engines at 6 p.m.

The Tour de Marque rally is one of nine that will arrive in the village throughout the day. You will also see displays of memorable cars at the Concours d'Elegance at Watkins Glen State Park and the Concorso Speciale at Community Bank. Try not to miss The Legends Speak presented by the International Motor Racing Research Center at Lafayette Park at 3:00pm. This year Otto Linton, the last surviving driver in the first race in 1948 was the honored guest at Legends Speak. I am not sure who the honoree will be in 2018 – stay tuned. The day usually ends with a fireworks display, though that did not happen this year because of construction at site where the fireworks are normally launched.

I am hoping that most of you will arrive on Thursday and stay through Saturday or Sunday. Aside from the automobile and racing activities, there are many things of interest for the non-motor-head such as wine, beer, & cheese tasting, museums, art galleries, shopping, local pubs, and eateries. I will describe more of these activities in future columns and will arrange excursions on Saturday/Sunday for those interested.

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

President's Mewsings *Brantwyn Participants 2017*

| Year | Make | Model | Owner |
|------|-------------|-------------------------------|-------------------------|
| 1939 | Ford | Model 91C Pickup Truck | Bill Penglase |
| 1930 | Ford | Model A Deluxe Roadster | Joseph Schorn |
| 1937 | Chrysler | Airflow Sedan | R.M. & Barbara Phillips |
| 1937 | Jaguar | SS100 | Chris & Garance Prior |
| 1938 | Lincoln | Brunn Bodied Convertible | AACA Museum |
| 1941 | Cadillac | 62 Series Convertible Sedan | Neil Greenstein |
| 1952 | Bentley | Graber DHC | Gene Epstein |
| 1953 | Buick | Skylark Convertible | Steve Maconi |
| 1953 | MG | TD | Joseph Schorn |
| 1955 | Jaguar | XK-140 OTS | Lance & Judy Knauth |
| 1957 | Cadillac | Eldorado Convertible Biarritz | Steve Maconi |
| 1958 | Jaguar | XK-150 FHC | Paul Merluzzi |
| 1960 | Alfa Romeo | Giulietta Sprint Speciale | Wicker Francis |
| 1960 | Chevrolet | Impala Convertible | Steve Maconi |
| 1960 | Nash | Metropolitan | Dave Ventura |
| 1967 | Jaguar | 420 Saloon | Alan Aptner |
| 1965 | Shelby | Cobra 427 | Lee & Felicia Cross |
| 1966 | Ford | Mustang GT Coupe | Wayne Linn |
| 1966 | Triumph | TR4A | John & Debra Kail |
| 1967 | Ford | Mustang | David & Phyllis Moser |
| 1969 | Alfa Romeo | Duetto Spider | Alex Chiaro |
| 1972 | Datsun | 240Z Coupe | Terry & Angie Robinson |
| 1972 | Ferrari | 365 GTC/4 | Davis Ayres |
| 2011 | Jaguar | XKR Coupe | Gary & Julie Tate |
| 1986 | Porsche 962 | RC Cola 962 IMSA GTP Racer | Gordon Zimmermann |
| 1967 | Gulf Mirage | World Sports Car Racer | Gary Kachadurian |



Delaware Valley Jaguar Club

*Please join us for our annual holiday party
and awards celebration.
Sunday, January 21, 2018*

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

*11:30 a.m. Cocktail Hour – Cash Bar with Snacks
12:30 p.m. Buffet Brunch*

\$37.50 per person

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

January 14, 2017

*to:
Paul Trout
210 Warwick Furnace Rd
Elverson, PA 19520
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Smoked Salmon
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Speaking of Things Jaguar - October 2017

By Paul Trout

The delay of a week made for a perfect “Jaguar Kind of Day” on September 9th when twelve of us motored our beloved cats up to Washington Crossing State Park to start a two hour journey that took us through some very scenic country on both sides of the Delaware River. Our beautiful parade of Jaguars, led by Alan Brown’s beautifully restored British Racing Green MGB roadster, turned many a head and drew quite a few waves. I even noticed a couple of Jaguars parked along the route and thought they looked a bit envious to see ours being exercised in such a grand manner. Along with the great scenery, I had a great view of the rear curves of the former Mike Tate, now Noe LaFramboise, Seafront XK coupe. Between my windscreen and mirrors I could see three XJS, two each of XK, XKR, and 420, an XK 150 FHC, an XK 8 and an F-Pace. What a great representation of the Jaguar Marque, spanning fifty years!

As we began parking on the grassy apron of the drive leading to Alan and Margaret Brown’s lovely home, I spied the quite fitting signpost “Brown’s Lane.” William Lyons would be so proud! After taking some time to admire each of the Jaguars, many of us gathered in Alan’s “Jaguar House” where his Series 1 E-Type coupe is being lovingly and meticulously assembled. In British Racing Green, even with its front sub-frame exposed and long bonnet resting in rolling stand, one can see that an E-Type is a work of art and this one will be magnificent upon completion. After our eyes feasted upon the beauty of Jaguars, we headed up to the house to enjoy some refreshments and a simply wonderful luncheon prepared by Margaret. During lunch we all had an opportunity to meet Josephine LaRoche, Ana and Alex’s beautiful little girl. She is quite a charmer. I’m sure she will be saying “Jaguar” any day now.

I think I speak for all that attended when I offer thanks and appreciation to Alan and Margaret Brown for their gracious hospitality and the plan-

ning, time and effort they put forth to provide us a true “Jaguar Kind of Day”.

Electrifying Announcement from Jaguar

Last month at JLR’s Tech Fest event in London, JLR CEO Dr. Ralf Speth made a truly electrifying announcement. All new Jaguar vehicles sold after 2020 will be electrified in some form. That’s just two years away! Jaguar expects to offer its customers a portfolio of electrified vehicles across the entire model range, embracing “fully electric, plug-in hybrid and mild hybrid.” The announcement follows the UK government announcement that they will ban the sale of new gasoline and diesel powered vehicles in 2040; possibly sounding death knells for the internal combustion engine. Hybrid vehicles are expected to be exempt for an unspecified period of time. The announcement by Jaguar certainly solidifies the I-Pace, Formula E participation, the E-Type Zero and the Future Type Concept into a grander, future focused strategy with electric power at the core.

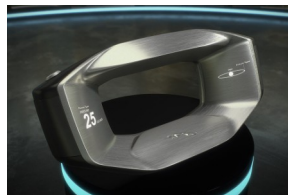
The I-Pace electric SUV going on sale next year is a huge step toward achieving their green commitment and has been noted as Jaguar’s most critical car since the E-Type. Perhaps this is why Jaguar Classics chose the iconic E-Type for their first venture into electric power retrofit of a classic Jaguar. Consistent with the E-Type focus bringing iconic Jaguar heritage together with the future, the personal intelligence system of the “intelligent steering wheel” is called “Sayer” as a tribute to Malcolm Sayer who penned the E-Type design. “Sayer” is also a reference to the voice activated interaction of the “intelligent steering wheel” which the Future Type Concept predicts will be the only component of future personal transportation that will be individually owned. The Future Type Concept car unveiled at the Tech Fest is Jaguar’s glimpse into what personal transportation post 2040 might look like. The idea is that the actual vehicles will be shared,

Speaking of Things Jaguar - October 2017 (cont'd.)

summoned only when needed.



The “intelligent steering wheel will be plugged in to provide the personal data required to direct the full self-driving autonomous vehicle as required. The “intelligent steering wheel” will also contain personalized communication and entertainment information, much like the current smart phone.



While the “intelligent steering wheel” is a novel futuristic concept, some critics have suggested that a slot to plug in your smart phone might be a bit more practical. I guess we’ll see twenty years hence.

E-Type Zero – XKElectric!

From ten feet it looks like any other nicely restored series 1.5 E-Type OTS. As you get a bit closer you start to notice a few subtle changes. The LED lights under those sleek headlamp covers give a hint, but the absence of the twin exhaust pipes is the giveaway. While all E-Types are electrifying, this one is electric powered. Those crafty folks at Jaguar Classics in Warwickshire have produced what may well be the classic of the future. With the UK poised to ban the sale of new gasoline or diesel powered automobiles in 2040, the prospect of a future ban of internal combustion vehicles is not beyond the realm of possibility.



This E-Type’s power comes from a 220 Kilowatt electric motor (roughly equivalent to 295 HP) with a 40 kWh battery pack which provides about a 167 mile range and exhilarating performance beyond that of the original XK six. The lithium-ion battery pack is similar in size and shape to the original engine. The electric motor and reduction gear sits behind the battery pack with power delivered to the rear wheels via a custom driveshaft attached to the original differential. Jaguar Classics claims the original front to rear balance of the E-Type has been retained with about a 100 pound weight reduction. With the power, balance and weight close to original, Jaguar Classics was able to retain the E-Type’s original structure, brakes and suspension to provide that Jaguar driving experience for which the E-Type is so well known. There is, however, one notable piece of that driving experience missing; that melodious exhaust note. Going from zero to sixty in 5.5 seconds vs. 7.0 almost makes up for the lack of that beautiful sound getting there...almost.



Speaking of Things Jaguar - October 2017 (cont'd.)

A peek into the cockpit also reveals some other subtle departures from the original E-Type. Most notable is the absence of the gear shift lever. It has been replaced with a three position rotary knob with Reverse, Neutral and Drive settings. Instrumentation and a large touch screen forward of the center console are of thin film transistor material and remain dark until the car is turned on. Once turned on, the dashboard retains a bit of the original E-type style in a bit of a resto-mod look with carbon fibre and digital instrumentation.



Tim Hannig, Director of Jaguar Land Rover Classics indicates the purpose of the E-Type Zero build “is to future-proof classic car ownership.” By integrating the electric powertrain into the existing E-Type structure, the original XK engine and gearbox could be reinstalled. Jaguar Classics felt this was “essential to ensure a period Jaguar remains authentic to its DNA. We could use this technology to transform any XK-engine Jaguar.” While built as a proof of concept, the E-Type Zero has the potential to attract Jaguar enthusiasts interested in a “future classic” of their own. In that event, Jaguar Classics suggests \$395,000 or so will provide sufficient treasure to deliver one. This, of course, will include sourcing a suitable donor car.

Clearly the E-Type Zero concept is consistent with Jaguar’s commitment to emissions reduction and strategy to bring the future forward as indicated by the recent corporate announcement that every JLR model built after 2020 will incorporate an “electrified” powertrain, either battery or hy-

brid. That’s just two years away!

The Supreme XJS: Lister Le Mans V12 Coupe

The relationship between Lister and Jaguar producing great sports racing cars goes back many years; from the great “Knobby” Lister Jaguar, iconic of fifties sports car racing, to the Jaguar V12 powered Lister Storm race cars of the nineties. When the Lister Company became Lister Cars Ltd in 1986, under the leadership of engineer Laurence Pearce, the company began tuning and refining the Jaguar XJS and marketing it as the Lister-Jaguar. The Lister-Jaguar was not just an XJS with a facelift. The Lister-Jaguar was a 200 mph+ supercar with performance bettering that of the Ferrari Testarossa. The cars featured a 6.0 liter highly tuned Jaguar V12, Getrag five-speed manual gearbox and suspension and brakes to match the increase in power. Its 4.5 second 0-60 was about as fast as you could get in 1986. The widened wheel arches, front air dam and rear spoiler gave the Lister-Jaguar an aggressive look equal to its performance.

In 1989, to celebrate the Jaguar victory at Le Mans the previous year, Lister Cars Ltd took the Lister-Jaguar supercar to an even higher level of performance. A limited edition run of 20 Lister Le Mans V12 Coupes was commissioned. When Lister completed development of the Le Mans V12 Coupe the only components of the original XJS remaining were the front suspension wishbones, doors, windscreen, and alternator. The body was significantly widened with functional air scoops built into the massive rear fenders and a spoiler smoothly incorporated into the rear of the car. With NACA ducts and louvers in various places and rolling on 17 inch multi-piece vented wheels wrapped in 245 section front and 335 section rear Pirellis, the aero package reportedly held the car rock solid at 200 mph.



Speaking of Things Jaguar - October 2017 (cont'd.)

Under the bonnet was 7.0 liters of Jaguar V12 with twin superchargers making 604 hp and an earth moving 612 ft. lb. of torque. The cam covers wore badges stating "The Supreme XJS". The power was delivered to the massive rear wheels via a BMW sourced six-speed manual gearbox. Stopping was handled by six piston front and four piston rear calipers grabbing 12.5/13.5 inch rotors.



The interior was upgraded to match the supercar performance level. Recaro seats finished in soft cream leather with deep maroon piping to match the lush maroon floor mats sit behind the wood grain and leather dash and Italovanti design leather wrapped steering wheel. The gauge cluster has a tachometer redlined at 7000 rpm and a 200 mph speedometer.



This Jaguar based supercar of the late eighties with 200+ mph performance, distinctively aggressive looks and a plush cockpit sold for an astounding \$210K (160 GBP) at the time. The stunning example shown here recently changed hands at auction for \$82K.



Gathering of Jaguars at Brown's Lane, the home of Margaret and Alan Brown

That's All For This Month.... Enjoy Your Jaguar!

Paul

DVJC and the America's British Reliability Run

By "Where's Bob?" De Lucia, photos by Dave Hutchison

Three weeks earlier than in previous years, the 2017 Pennsylvania America's British Reliability Run was set to start off on an unseasonably, politically incorrect "Indian Summer" morning. Thanks to the humidity of Hurricane Jose, with temperatures forecast in the mid-80s, and maybe even in the 90s on Sunday, the first day of fall! The usual "layering" of driving clothes would not be happening in 2017.



32 cars were set to leave from Quakertown, PA. This was less than the 40 cars in 2016, due to the start-up ABRR's in New Hampshire, and Virginia/DC, which participants previously with us, chose to run in 2017. There was also an ABRR drive in Colorado this year. Pennsylvania was still the largest ABRR group for 2017.

Pete Cosmides of "Motorcar Garage" decided to do all three ABRR drives....in three different cars!

As we gathered, I noticed four Jaguars in our Pennsylvania group. A beautiful black 1968 E-Type Roadster owned by George Sweep from Brooklyn, NY, which he bought in 1971. Two XJS Convertibles, and a brand-new 2017 XE.

Colorado's 15 cars had no Jaguars with their group. DC/Virginia's had 23 cars and an outstanding twelve Jaguars. An XK150 Roadster, XK120, two XJS Convertibles, one XJS Coupe, and seven E-Types!

New Hampshire's 21 cars had one Jaguar. An XK140.

Delaware Valley Jaguar Club members making the drive were:

Bob De Lucia in a 1974 Triumph TR6, Dave Hutchison in a 1962 Lotus Super Seven by Birkin, Walter Lawson and Mary McConnell in a new 2017 XE, Paul and Irena Merluzzi in a 1995 XJS Convertible, and Charlie Olson and Grace Smith in a 1994 XJS Convertible.

Delaware Valley Triumph member Bill Murphy and "Ragtops and Roadsters" technician Eugene Toner had the thankless job of driving the 2004 Ford Ragtops van, with over 150,000 miles on it, towing the ABRR support

trailer. In the trailer was Delaware Valley Triumph member's Alan Anspaugh's 2013 Mini, which for the second year in a row, he lent us for a "back-up" vehicle. Hopefully unlike last year, it would not have to be used in 2017. Stay tuned...

Day One....the route was planned by Delaware Valley Triumph member Ian Furqueron. Over the three days, if there was a beautiful winding and hilly backroad, with a hairpin turn, Ian found it. Just a wonderful route put together.

This day found us ending the day in Altoona, PA. Right across the street from the brand-new Wingate hotel, was the "Lenny's Classic Car Collection". Just a marvelous collection of British cars, with a few American cars also. We ate dinner there also, as Len told us tales of collecting cars, and restoring cars. His first car he collected in 1978, his XKE is there in the museum. Lenny usually brings several cars to the Cars and Motorcycles of England and DVJC Concours d'Elegance in Oakbourne every year. And many awards from both DVJC and DVT lined his walls, with many other trophies.



Day Two found us on many back roads again, making our way to a small car museum in Huntington, PA, called the Swigart Automobile Museum. That also happened to be their weekend "Cars and Coffee" show. In addition to our onslaught of 32 cars plus a van and trailer, there was also about 30-40 various muscle cars and hot rods on the grounds facing the highway. Many in that group had never seen "one of those for-foreign cars", such as a Triumph, MG, or whatever. The museum itself is a small gem, loaded with cars, memorabilia, license plates, car badges, etc., etc.

From there it was on to Williamsport, PA and the home of Pennsylvania College of Technology (a branch of Penn State University). There we were given a tour of several of their automotive buildings, the Honda Auto Lab, with many cars donated by car manufactures.



We were also given a tour of their car restoration program, supported by several car museums. This restoration program also has an internship program, which our co-van driver, Eugene Toner interned at Ragtops, and graduated PCT before he became a full-time

DVJC and the America's British Reliability Run (continued)

employee there. We were also given a tour of their 3-D printing technology area. The Automotive program at PCT is in its 100th year, one of the oldest programs in the US.

A proper English dinner was served to us by the Culinary School at the College.

From there it was on to the historic Genetti Hotel in downtown Williamsport. Sitting on the deck outside the downstairs bar, we were treated to basically a "cruise night" as all sorts of various classic cars, hot rods, tuners, and such passed by (several followed quickly by a police car!)



As with any drive with 32 classic cars, there are always issues. One car, a 1980 TR8 did not make the complete ABRR, and had to be packed away in the Ragtops trailer. The "car of shame" (a very nice 2013 Mini) was used to continue the trip.

Other events were changing a flat on an MG in a hotel parking lot; getting an MG started in the other hotel's parking lot; changing a broken fan belt, on the side of the road, with twenty cars waiting for the leader (Ian). A new battery for a Spitfire, and a battery/alternator problem with an MG. And an Austin-Healey breakdown fixed with a whack from a hammer (really!).



In all, there was 19,000 miles in total driven for all the cars.

There was a team effort to get the ABRR off and driving.

Alan Anspaugh was the team leader and organizer. And Alan loaned the PA ABRR his Mini for the backup car in the Ragtops trailer.

Bob Canfield of the Positive Earth Drivers Club selected the hotels and restaurants.

Pete Cosmides of "Motorcar Garage" supplied the baseball hats for all four of the ABRR drives. And he himself drove in the three East Coast ABRR drives.

Ian Furqueron (DVT) was the "rallymaster" and guru for all things driven.

Charlene Hutchison (DVJC, DVT) researched for a char-

ity, and worked on the meals and "goody bags".

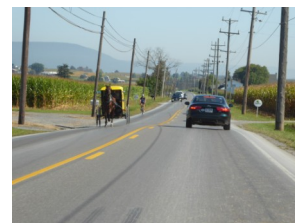
Dave Hutchison solicited the many vendors and sponsors that supplied prizes, and the invaluable Sunoco cards given to participants.

Melody and Larry Laurel (DVT) helped with the "goody bags".

Russ Sharples of the Positive Earth Drivers Club managed the ABRR web site, and kept track of the donations that rolled in.

Ray Waugh worked on the window stickers, and the ABRR 2017 static clings.

The great news....\$27, 744 was raised for the "[Neonatal Abstinence Syndrome Program](#) at Children's Specialized Hospital. "Teams" raised \$25,744, and another \$2,000 was donated by many various British car clubs. DVJC generously donated \$500 to the cause!



Greetings from the Green Lane Growler — E-Types at the Glen

By Kevin Fitzgerald

The Watkins Glen SVRA U.S. Vintage Grand Prix ran from September 9-11 this year. In terms of attendance and lack of serious accidents, it was a thundering success. However, it seemed that wherever we went, the monster hurricane Irma dominated everyone's attention. As for the weather at the Glen, it was probably one of the coldest Grand Prix weekends since it began 69 years ago.

Late rain on Friday practice trials didn't stop any of the die-hard drivers from taking their cars out on the rain-soaked track. In my opinion, racing on wet roads is not a good idea. I can personally attest to that: Most of my own accidents have occurred in inclement weather. One older driver bragged to me, "See those rain tires over there? That's what I'm going to throw on my car. Real men race in the rain, unlike those NASCAR snowflakes."

Most of Friday was cold, but the looming rain clouds didn't dampen anybody's spirits. As my nephew and I arrived around noon, we purchased our \$70 weekend passes and immediately headed to the autocross event. Part of the huge parking lot was devoted to letting spectators experience the F-type Jaguar. Jaguar Cars North America was the sponsor of the U.S. Vintage Grand Prix weekend both this year and last year. As the brochure's invitation stated, "Drive the Jaguar F-type on an autocross circuit. Hone your car control skills and develop a feel for Jaguar handling and performance."

Well, I got my chance to manhandle a 550 HP F-type for the second year in a row. When I finished, Paul Edwards, my driving instructor from Ft. Collins, Colorado, was all thumbs up.



Two instructors, my nephew Chris, and me.

The Friday night car rally through the village of Watkins Glen apparently was utilizing the original 6.6-mile road course for the race cars. This led to an inordinately long time (20 minutes) to see the cars come through town for the second time. Another bummer: the Friday night fireworks—always a big hit—were cancelled due to construction at the site.



Every year at the Vintage Grand Prix, proud car owners show up to display their steeds in the show field on Saturday and Sunday. With

these show cars, I concentrated essentially on E-types. The pictures I took show a 1963 BRG E-type coupe that Rasputin (my nephew) is kneeling next to; a 1969 willow green E-type OTS, which Bill McGinnis drove 240 miles



from Erie; a gunmetal gray 1967 2+2 (with racing stripes), which Skip Webster drove from State College, PA ; and a light blue 1963 roadster, which

Ken Hatten drove 600 miles from Burlington, Ontario (and the car was still flawless inside and out). Also featured was the iconic BRG XK 180, which is a staple at all Jaguar-sponsored race



Greetings from the Green Lane Growler — E-Types at the Glen (cont'd.)

events. Last but not least, a dear old lady step-



ping on the bumper hitch of her Old English White 1962 Mark 2, which she has owned forever.

Now off to the races. It seems the XKEs prefer to race in Groups 3 and 6, which include mid-60s-to-70s Corvettes, Porsches, Cobras, and Camaros. Honestly, this is the main reason I go to the Glen each year—to watch these cars of my youth battling it out on the track.

One of the drivers I interviewed was Stephen



Davison, a plastic surgeon from Maryland who achieved his first-ever podium finish, taking second place with his Aston Martin Vantage GT4, which suffered only minor front-end damage. But that was a small price to pay for ending up on the victory podium. Pretty good for a guy whose racing career started just 3 years ago. But before his win in this endurance race, he took his 1962 E-type coupe (car #2) out on the track and didn't fare as well, finishing 23rd in a field of 31. This rare E-type is a sight to behold. I mean WOW! It's one of just a handful of recreated Lindner-Nocker E-types. The original Jaguar Lindner-Nocker low-drag lightweight E type was the last racing car built at Jaguar's factory, redesigned by Malcolm Sayer primarily to handle the Mulsanne straight and to win at Le Mans. But while on the Montlhéry circuit in

France, Peter Lindner crashed the car, killing himself, another driver, and two track marshals. The car was completely demolished. It was impounded by the French for almost 20 years and then acquired by Lynx Restoration, who miraculously and meticulously rebuilt it. Years later, Peter Newmark of Classic Motor Cars modified the swept-back hood shape to reflect the original authenticity.



The next driver I had a chance to speak with, Scott Holley, is an engaging veteran race-car driver who began his career about 30 years ago. His car, #163, is an all-aluminum 1963 E-type coupe weighing in at only 2,400 lb. He has won races at Watkins Glen, Indianapolis, Sebring, Mid-Ohio, and Road Atlanta. He proudly announced that what makes his car so rare is his 4.2 L engine block, which came out of a British FV101 Scorpion light tank. Holley chose this type of engine block because it had more nickel content than a standard block, making it almost indestructible. With its Jaguar engine, it's no wonder the Scorpion holds the Guinness World Record for the fastest production tank at 51.1 mph. Holley's car also comes equipped with triple down-draft Weber carburetors, an 11.5:1 compression ratio, and 413 HP. He estimates it's worth about \$200K on the open market. But given all this, he ended up finishing in 12th place in race #2, behind Larry Ligas' XKE in 6th place in a field of 38 mid-60s to 70s cars. The cars dominating this racing group were the big-block Chevys (Corvettes), which finished first and second. Holley reported that most of the V8s produce 500-700 HP, so it's no wonder they do over 150 mph in the straights.

Greetings from the Green Lane Growler — E-Types at the Glen (cont'd.)

Holley's E-type runs in B production class with the SVRA, which is an FIA/SCCA class. It includes 289-cubic inch Shelby Cobras, Shelby GT350 Mustangs, and early 1970s Ferraris. After the race, he was nice enough to respond to my email asking for details about his performance at the Glen. He said, "At Watkins Glen, we struggled with handling and didn't know until we returned to the shop that a major component to the rear suspension had torn loose from its mount and was allowing movement that adversely affected the cornering ability of the car...Although we were disappointed with our performance, we have now redesigned and strengthened the weak component...and are ready for the SVRA National Championship event in Austin" the first week of November.



I'd be remiss if I didn't mention another driver, Randy Williams, who drove his 1966 XKE in Group 3. He managed to finish in third place in a field of 23, which included Porsches, Vettes, Volvos, and Triumphs. The last driver I interviewed, Dean Forsman, had a 67 E-type that he says is a four-time SCCA winner. When I asked him for the secret of his success, he mentioned four things: 110-octane fuel, a 13.25:1 compression ratio, a weight of 2,450 lb, and a secret he wouldn't divulge. I peered into one racing E-type and discovered a cooler full of ice water in the passenger compartment. Incidentally, it's not for drinking; it's to pump into the driver's body suit to help him stay cool when the enormous heat from the engine is blowing back on him.

At the Glen, there are many classes of racing. In the Indy Car race held the weekend before the U.S Vintage Grand Prix weekend there were a few minor accidents. Josef Newgarden crashed

into the left guard rail coming out of the pit lane when his brakes locked up. And in an accident during one of the practice runs, Mark Bowden lost control and veered into the guardrail in turn 9, flipped completely over, and came to a stop upside-down. He couldn't release his five-point harness until he was physically extracted safely with no serious injuries.

In SVRA, drivers race at their own peril. There's essentially no insurance for accidents. Drivers are there to race hard and win, but in the interests of safety, the 13/13 rule applies: If your car is deemed at fault for causing damage to another car, you're given a probationary period of 13 months. In that time, if you're judged to be at fault again, you're suspended for 13 months. This rule has been in effect for 25 years. But a host of drivers are now complaining that at-fault accidents are not being called or punished. The controversy continues.

One thing is certain, however: God willing, I'll be making my annual pilgrimage to the Glen again next year, when Jaguar will be the official sponsor AND featured marquee of the U.S Vintage Grand Prix weekend. On Saturday evening, my nephew and I visited our president Paul Merluzzi and his lovely wife Irena at their house overlooking Seneca Lake. He mentioned that he would like to get enough DVJC members to attend the U.S. Vintage Grand Prix weekend as a group in 2018 and will be speaking about this to the club soon. The Glen is only a 3.5 hour trip from Philadelphia on a pretty direct route. More on this later.

Signing off, Kevin

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Back In Time

In recognition of the upcoming Pumpkin Run Rally here are some photos of Jaguars in the 2004 event. Can you guess the DVJC members in these cars?



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Steve's Bucket List is Getting Shorter

By Steve Schultheis

It all started at Christmas 2016 when to my surprise I opened a plain envelope gift from my wife only to find 2 passes for the 2017 Pebble Beach Concours in Monterey, California. A bucket list [item for sure](#).

Fast forward to August 2017, I have just returned and my head is still spinning from all I saw and experienced. The itinerary we drafted from the plethora of options included the:

1. World Wide Auction in Pacific Grove" where we met Richard Rawlings of Gas Monkey Garage/Velocity Channel fame.
2. Ferrari model display at Pebble Beach.
3. Jerry Seinfeld's talk about how he got into car collecting after his childhood jealousy of a neighbor kid's pedal tractor. Now he owns some of the most rare Porsches in the world.
4. Famed driver Jacky Ickx talking about having survived a major accident only to find team work, people and life as his greatest accomplishments rather than his driving skills.
5. Hilarious review of Don Osbourne ("What's My Car Worth" series on Velocity Channel) discuss one on one with Jay Leno. Leno's cars making up an eclectic mix from a 10 ton tractor that has a 5mph maximum speed to a McLaren F-1 that goes over 200 mph and now would sell for 15 plus million dollars.

All of these guys love cars and their stories equally and bring a human connection to our relationship with cars. That's not always good when Darth "Lucas" strikes, however, we keep and pamper them just the same.

The spirited Monterey vintage racing at Laguna Seca track was next and allowed our visual escape of our car racing passion. Witnessing 60hp to 600hp cars from the turn of the century until the 70's, topped off the historical progression of racing on a beautiful track day

The main event was Sunday the 20th with all the pomp & circumstance one would expect on a golf course by the sea. It's a world class leading car show and awards event.

Jackie Stewart of international racing fame and leader in race car safety discussed much of auto racing while walking through the bevy of vintage Ferraris perched on the shores of the peninsula. Although there is so much to describe for this article the Jaguars on display are listed below. The most interesting connection to our club was Kim McCullough's 54 (XK120) having survived the Mille Miglia in Europe last year, after many of us met her at the national Jaguar convention (Annual General Meeting) in Philadelphia in 2015, where she was the Keynote Guest Speaker. Her role as Marketing Director of Jaguar was presented at that time. There were many winners and the weather and spirit of the event were almost as flawless as the cars on display.

I highly encourage you all to visit one of the most beautiful places on Earth, the Monterey, California peninsula, and travel the famed 17 mile drive along the coast. If timed to the annual car week in mid August each year it's heaven on earth.

Steve

Steve's Bucket List is Getting Shorter Photos



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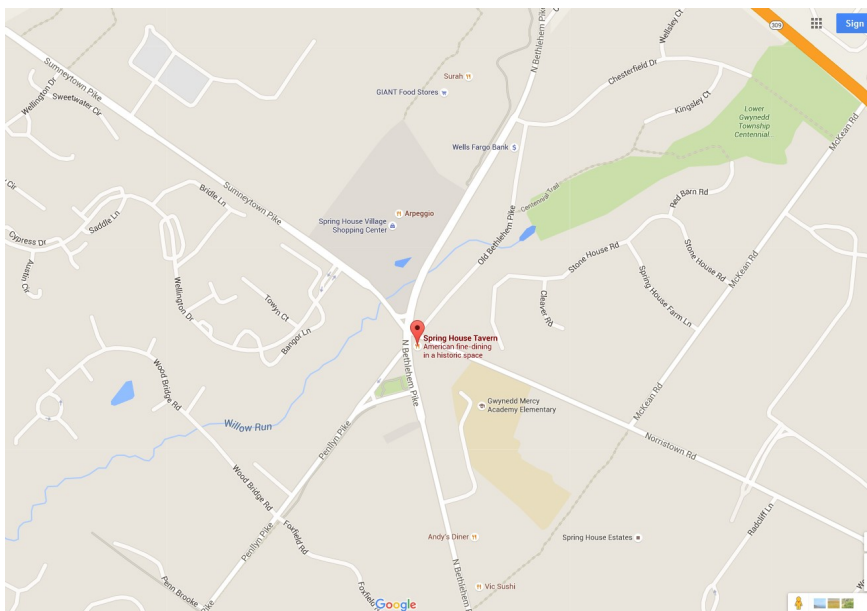
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Driving directions from the Pennsylvania Turnpike:

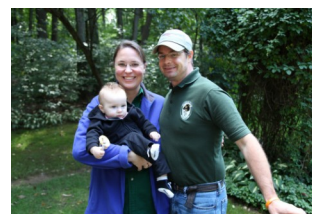
Exit at Fort Washington Interchange, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left.

Directions from North: Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.



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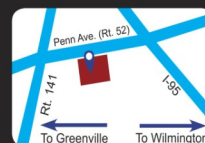
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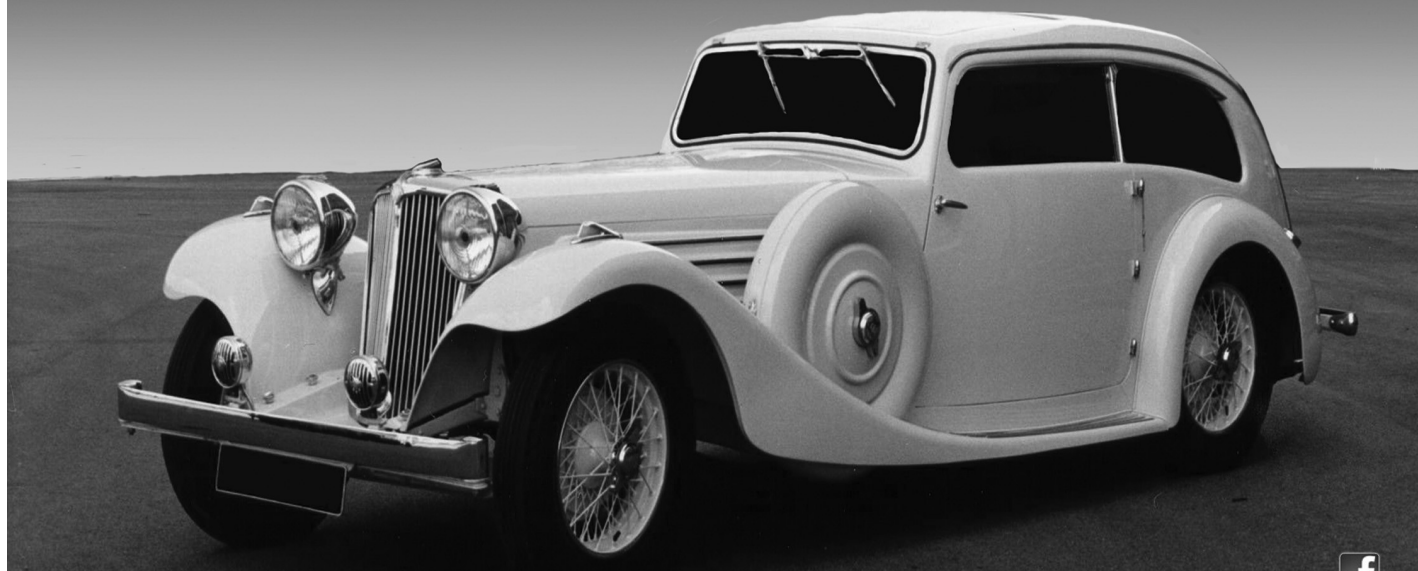


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