
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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December 2017

DVJC November Breakfast



Twenty-four people attended the November 19th breakfast meeting of the Delaware Valley Jaguar Club at Andy's Diner in Conshohocken. The club returned to Andy's to experience their renovated facility including a room to accommodate groups such as ours. Following the breakfast some members proceeded to Pollock Auto Restoration's facility in Pottstown, for their open house. The December breakfast will be held on December 17th at 10:00 A.M. when we return to the Spring House Tavern. Please see page 21 for details. It is important to notify Paul Merluzzi you will be attending so he can reserve enough space. Don't forget to bring an item for the silent auction at the Annual Holiday Party.

IMPORTANT! - Please see membership fee increase and renewal information on page 8.



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NOTICE—It's time to think about renewing your DVJC membership for 2018. The membership fee is \$65.00 (see page 8 for more information). 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.

TRIUMPH RESCUE

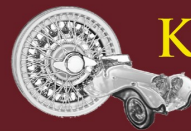
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|--------------------|---------|
| DVJC Badge | \$10.00 |
| JCNA Badge | \$30.00 |
| DVJC License Plate | \$ 6.00 |
| Packing & Postage | \$ 3.00 |

DVJC OFFICERS INFORMATION

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Upcoming DVJC Events

**December 17, 2017
10:00 A.M.**

**DVJC Breakfast Social (see p. 21)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477**

*Contact: Paul Merluzzi pawlym@aol.com **Please RSVP***

**December 10, 2017
2:00 p.m.—6:00 p.m.**

**Jaguar Gathering of Friends / Christmas / Holiday
"Greystone," 405 Smiley Lane
Stroudsburg, PA**

*Contact: Melene or Robert Nahodil, mnahodil@gmail.com or
215.850.4891 RSVP by December 4, 2017.*

January 21, 2018

**DVJC Annual Holiday Party & Awards Luncheon
William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436
(see pages 9-10)**

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 *December 2017*

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

DVJC Stuff Past and Present

- November 19 – We had a good turnout for the DVJC Breakfast at Andy's Diner in Conshohocken. Afterwards about 12 of us took a scenic tour to Pollock Restoration (sister company of Ragtops & Roadsters) and enjoyed the hospitality of Dave Hutchison and Mike Engard at their Open House.
- December 10 – Holiday Gathering of Friends at Melene and Robert Nahodil's beautiful "Greystone" home at 405 Smiley Lane in Stroudsburg, PA. See page 4.
- December 17 - Breakfast Social at Spring House Tavern (see page 21). **PLEASE RSVP** Paul Merluzzi, pawlym@aol.com if you plan to come.
- January 21 – DVJC Holiday Party at the William Penn Inn. See page 9–10. Note that we need silent auction items and gift baskets for the event.

Formula E Kickoff Weekend – First Jaguar Podium!

Australian driver Mitch Evans is hoping for a big season after helping his Jaguar Panasonic team to their first podium finish in Formula E. Evans was promoted from fourth to third in the season-opening event in Hong Kong on Sunday after race winner Daniel Abt was disqualified for a technical infringement. Evans set the quickest time in qualifying on the second day of the Hong Kong E-Prix, another breakthrough moment for Jaguar.

Overall, Evans had a solid weekend in Hong Kong with a 12th and a 3rd. Team mate Nelson Piquet Jr recorded a 4th and 12th and there was a general assessment that Jaguar should be much more competitive in this latest campaign in motorsport's premier electric engine class. Piquet felt the team could take heart from Evan's effort.

"Mitch's podium is a great start to the season for the team. The car is definitely on a different level than last year. The whole team has improved a lot. Our hopes are high after this weekend's results. It was a bit of an unknown coming into the weekend so after these two good results on both days hopefully we have a bit of confidence and can continue to score points throughout the year," Piquet said.

For Audi Sport Abt Shaeffler driver Daniel Abt, cele-

brating his birthday with his first ever win in the FIA Formula E Championship seemed too good to be true. But sadly, for the 25-year-old German driver, that was precisely the case. Having clinched victory from Venturi Formula E's Edoardo Mortara in the final moments of the race, Abt proceeded to celebrate his victory on the podium. But as the crowds dispersed and the celebrations came to a close, Audi Sport came under investigation from the FIA - motorsport's governing body - who disqualified Abt from Round Two after finding that his car's components didn't match up with submitted documentation.

As a result, Felix Rosenqvist was promoted to the Sunday win but Britain's Sam Bird leads the drivers' championship after a first and fifth in Hong Kong. Evans lies sixth on the drivers' standing with Piquet seventh. Evans finished 14th last year with four top 10 finishes in the 12 races. Jaguar was 10th in the team championship.

The 2017 HKT Hong Kong E-Prix was once again the opening event of the Formula E season. Due to the overwhelming success of the inaugural 2016 HKT Hong Kong E-Prix, this year's event was expanded to two races, making Hong Kong the first Asian city to host a double-header.

Taking place from 2-3 December 2017, the E-Prix returned to the purpose-built urban track at the Central Harbourfront. With major landmarks such as the International Finance Centre, Hong Kong Observation Wheel, and Hong Kong City Hall as the backdrop, the HKT Hong Kong E-Prix has cemented its place as one of Formula E's most iconic races.

The series will return to North Africa for Round 3. The 2018 Marrakesh Morocco E-Prix will be held on January 13, 2018.

Nelson Piquet Jr, who replaced Adam Carroll on the Jaguar Panasonic team, will forever be remembered as the winner of the first FIA Formula E Championship (Season 1, 2014/2015). The Brazilian clinched the drivers' title by one point over Sebastien Buemi at the final race in London. Racing is certainly in his DNA, as he is the son of Nelson Piquet, who has been ranked among the greatest Formula One drivers in various motorsport polls. Piquet Jr was wearing a replica of his father's crash helmet in Long Beach when he scored his first Formula E win. The elder Piquet took his first F1 win at the same track in 1980. Piquet Jr signed as an official test driver for

the Renault F1 team and eventually earned a race seat with Renault for the 2008 and 2009 seasons scoring one podium at the 2008 German Grand Prix. He has also competed in various American racing series such as NASCAR and Global Rally Cross Championship.

2018 Watkins Glen Grand Prix Festival – More Highlights

Walk of Fame - The Watkins Glen Drivers Walk of Fame was established in 1993 by the Watkins Glen Grand Prix Historic Racing Committee with support from the Schuyler County Chamber of Commerce and Watkins Glen International to honor retired drivers who have competed on the Glen's world-famous circuit since 1948. The goal of the Watkins Glen Grand Prix Historical Committee is to preserve the history of road racing at Watkins Glen, particularly the history of the 6.6-mile circuit, the drivers, the teams, and their relationship to the Village of Watkins Glen.

The Historic Racing Committee is now a committee of the International Motor Racing Research Center. Center staff help develop the inscription for the Walk of Fame markers. Most of the markers are in the east and west sidewalks along Franklin Street, the main street through town. All the markers in the Walk of Fame are sponsored by private donations.

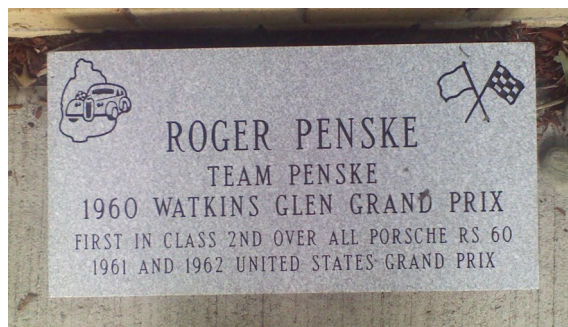
To be considered for induction into the Walk of Fame, the driver must have driven a race car in competition at one of the four race courses used at the Glen since 1948 and be retired from racing. The first person inducted into the Walk of Fame was the gentleman whose vision it was to bring racing to Watkins Glen, Cameron Argetsinger. His block was placed in the Drivers Walk of Fame at the original racing start-finish line in front of the Schuyler County Court House in 1993.

Each September the Watkins Glen Historic Racing Committee adds from three to six new drivers to the Walk of Fame, inducting them at the annual Grand Prix Festival the first Friday after Labor Day.

A tour of the Drivers Walk of Fame is a walk through racing history. It is at the Glen that road racing had its rebirth in 1948, and since that time it has been known as the Home of Road Racing in America. The Walk of Fame in front of the Court House is reserved for those drivers who

competed in the early street races, from 1948 to 1952.

Begin your tour at Smalley's Garage at 204 S. Franklin St., where race cars had to pass inspection before being allowed to compete. Proceed north to the Court House and follow the path almost to Seneca Lake before crossing Franklin Street and enjoying the names on the west side. A few drivers are honored with markers at the Racing Research Center at 610 S. Decatur St.



The Old Course - American road racing was revived at Watkins Glen, NY on October 2, 1948, the first road race run since before World War II. The 6.6 mile circuit of the "Old Course" ran through the village streets, starting and ending in front of the Schuyler County Court House. To close the public roads for the event, it was necessary to have permits from six governmental entities; the state, county, village, Town of Reading, Town of Dix and the New York State Parks Commission.

A permit was also required from the New York Central Railroad to stop the trains during the race, as the course crossed the tracks. The circuit was used for races from 1948 through 1952. Unchanged, it may be toured today as public roads. For those who were there in the early days, it is a sentimental journey. For those who have never been there, it is a lesson in motor racing history. This is the course we will run our feral felines through as part of the Jaguar Tour de Marque event next September.

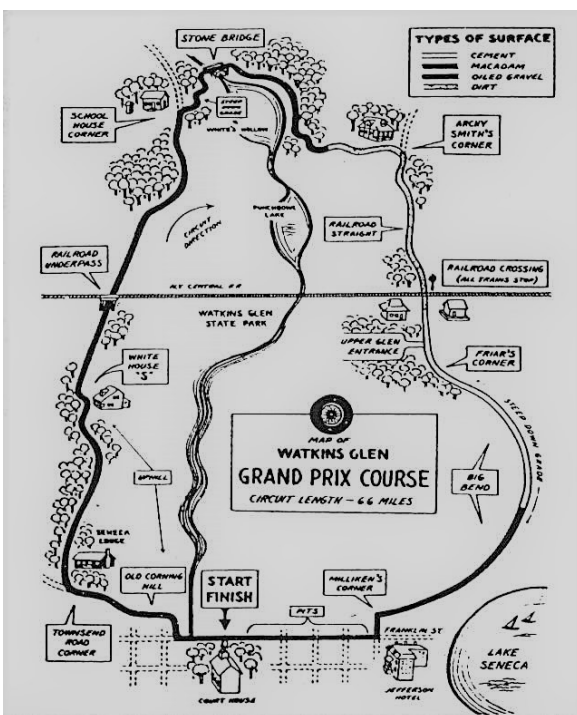
The landmarks listed below are also shown on the Map of the Original Circuit.

1988: The Watkins-Montour Rotary Club establish the yellow brick posts at the Start/Finish line of the original circuit commemorating the 40th anniversary of the first Watkins Glen Grand Prix

race.

1989: The Watkins Glen Grand Prix Historical Committee, working with the village, New York State Parks Commission and Watkins Glen International, developed the three panels of historical racing information at the Start/Finish line.

1990: Through the courtesy of the Glen Region of the Sports Car Club of America and in cooperation with the Watkins Glen Grand Prix Historical Committee, eight historical signs are placed on the original 6.6-mile circuit. The signs closely duplicate the original signs placed there in 1950 by the New York State Highway Dept.



THE OLD COURSE QUICK TOUR: Starting at the Start/Finish line on Franklin Street, drive 1/4 mile to Old Corning Hill Road, turn right, continue up the steep hill and bear to the right onto Townsend Road through White House S to School House Corner, take a sharp right downhill to cross Cornett's Stone Bridge, and continue on following the Serpentine Road to Archy Smith's Corner, turn right down the straight, over the railroad tracks leading to a mile long descent into the village at Milliken's Corner, and turn right onto Franklin Street, back to the Start/Finish Line.

WHITE HOUSE "S" is located 1.3 miles from the start/finish line. It marks a series of uphill curves

near where a white house stood in 1948. The house no longer exists. The name takes poetic license from White House Corner at the LeMans circuit in France.

THE COLLIER MONUMENT is located 2.3 miles from the start/finish line. It is a huge native granite boulder on which a bronze plaque bears the legend:

Samuel Carner Collier 1912- 1950

crashed here while leading the Grand Prix 1950

Miles Collier 1914 -1954 Winner Grand Prix 1949. The winning car resides in our DVJC area—more in future columns.

SCHOOL HOUSE CORNER is located 2.7 miles from the start/finish line at the start of the dramatic, abrupt descent into the state park. On a knoll on the southwest corner is a structure that was once a one-room schoolhouse in 1948. Remodeled, it is now a private residence.

CORNETT'S STONE BRIDGE is 3 miles from the start/finish line. In the 1948 Junior Prix, Denver Cornett flipped his MG into the creek. He rolled it over, borrowed parts from his fellow competitors and was ready to race in the Grand Prix, finishing 7th.

ARCHY SMITH'S CORNER is located 3.7 miles from the start/finish line. The stucco house on the corner belonged to a dairy farmer named Archy Smith.

RAILROAD STRAIGHT is 4 miles from the start/finish line. It was a dirt road in 1948. Beyond the trees lining the road on the south side is a sheer cliff drop direct to the bottom of the Glen. Cars went at maximum speed on this stretch, braking for the bump at the rail road tracks, often resulting in an airborne vehicle.

FRIAR'S CURVE is 5 miles from the start/finish line, beginning the descent into the village. It receives its unique name as it borders land owned by the Franciscan Brothers.

BIG BEND is 5.4 miles from the start/finish line. It offers a breathtaking view of Seneca Lake harbor and a breath-taking experience for the driver, with speeds hitting maximum on the downhill descent to Milliken's Corner.

President's Mewsings

December 2017 (continued)

START FINISH LINE - On Franklin Street across the street from the courthouse is the marker showing the actual location of those first starts in 1948 through 1952.

The Old Course was used until a permanent 2.35-mile track (later extended) was constructed in the 1950s ahead of F1's arrival in 1961. Tucked away in a tiny village on the southern tip of Seneca Lake in New York State, "The Glen," as it is affectionately known, was a world away from F1's

ritzier race destinations of the 1960s and 1970s. While the likes of the Monaco GP is played out against a simmering, sultry Mediterranean backdrop, Watkins Glen offered a backdrop of autumn in a beautiful, but rural, upstate New York. More about this in future columns.

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

Membership Renewal and Other Items—Important

The officers and directors of the Delaware Valley Jaguar Club held a quarterly meeting on October 26, 2017. Treasurer Bill Beible reported on the income and expenses for the past year. While the club is financially healthy at the present time the club has experienced losses and actions were taken to maintain the club's good fiscal condition.

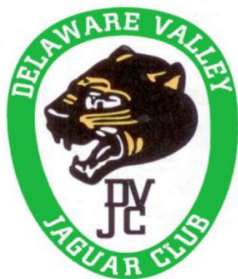
JCNA raised their membership fee several years ago and the club absorbed the difference. We must now accept that membership fees have to be raised to meet our obligations. It was agreed to raise the yearly membership fee to \$65.00 (from \$55.00). Additionally, printing and mailing copies of *The Jaguar's Purr* has become increasingly more expensive. Members wishing to receive a printed copy will be charged an additional fee of \$10.00. Even with the fee the club will still be subsidizing the mailed copies. E-mail copies of *The Jaguar's Purr* are included as part of the standard membership fee. Please see the membership application on page 20. It is not too early to renew your membership. If you are simply renewing and there are no changes to your information you can simply mail a check for \$65.00, made out to DVJC, to membership chair Ann Perry, P.O. Box 163, Mendenhall, Pa. 19357. If there are any changes in your information, i.e., address, phone number, e-mail address, etc., or you want a mailed copy of the newsletter please use the renewal form on page 20.

You may already have noticed the annual Holiday Party was raised \$2.50 to \$37.50 for the 2018 event. Expenses have risen but this is a quality brunch and is less than what we were paying at a previous venue.

Concours expenses, including venue rental and trophies, have risen. 'As a result the entry fee for the 2018 Concours will be \$60.00 with discounts available for multiple entries. The fee for display cars will be \$45.00.

Other issues were discussed including advertising revenue and regalia sales. Information regarding regalia is expected to be presented to the membership soon.

Another important item was the election of officers and directors for the club. The current board consists of people who have been in their respective positions for some time. Members interested in serving in elected or appointed positions are welcome and encouraged to apply. If you are interested in a club position please notify Vice-President Alex Giacobetti, Chair of the Governance Committee.



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, 2018

to:

*Paul Trout
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Speaking of Things Jaguar - December 2017

By Paul Trout

British Racing Green and a Van-wall

British Racing Green, is an iconic and widely misunderstood color (colour in Britain) of great British motorcars. To understand British Racing Green or BRG as it is often referred, we must go back over a hundred years to the start of the twentieth century. In 1900 James Gordon Bennett Jr, millionaire owner of the New York Herald proposed to the Automobile Club de France a series of annual international motor races. The competition, known as the Gordon Bennett Cup, was intended to be between national auto clubs with cars and drivers of their respective nationalities. At the suggestion of Count Eliot Zborowski, each National Team participating was assigned a different color for their cars. The assigned colors of the entrant clubs were meant to relate to their national flag; red for USA, white for Germany, blue for France, black for Italy and yellow for Belgium. As the red, white and blue of the British flag had already been assigned, Britain had to choose another color; green. Britain chose to paint the Napier which won the 1902 Gordon Bennett Cup race from Paris to Lyons an olive shade of green which was fairly ubiquitous as the color of locomotives and machinery in the country at that time. This became the first of many shades of British Racing Green.



The rules of the Gordon Bennett Cup stated that the winning national club of each race would host the next race. Britain, having won in 1902, faced a bit of a dilemma. Motor racing at this time was conducted on public roads, generally from city to city. The British Parliament had just enacted a national speed limit of 12 MPH, thus banning road racing within the country. The secretary of the Automobile Club of Great Britain and Ireland, Claude Johnson, was determined to hold the event in the British Islands. After verifying that the national speed limit did not apply in Ireland and adjusting some local laws the 1903 Gordon Bennett Cup was held in Ireland. To honor Ireland for allowing the race on their roads, the British cars were painted Shamrock green. From that point forward British Racing cars were painted various shades of green such as pea, emerald, moss and forest to name just a few. British motor racing teams each adopted their own unique shade of green as their British Racing Green. Lotus was quite dark, with HMW and Aston Martin choosing much lighter shades.



The factory Jaguar C and D Types were painted in that dark green that most people traditionally refer to as BRG.

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



In Formula One racing, up until 1968, you could generally tell the country of origin of the race cars by the color they were painted. Lotus, Cooper and Vanwall cars were painted shades of green.



Ferrari, Maserati and Alfa Romeo cars were painted red; Italy having changed from black to red after a red Itala won the Peking to Paris race in 1907. Mercedes cars were painted silver; Germany having switched from white to silver after the great success of the Auto Union and Mercedes "Silver Arrows" whose bodies were simply polished aluminum. That changed in 1968 when Colin Chapman petitioned the regulating body to relax the sponsorship rules and painted his Lotus 49 F1 cars in the red and gold colors of his sponsor; Gold Leaf Tobacco.



In 1970 the FIA, governing body of international motor racing, formally granted Formula One exemption from the national colors rule. As race cars soon turned into rolling advertizing billboards, British Racing Green faded fairly rapidly from the scene. It resurfaced occasionally over the years since; most notably as the metallic Jaguar Racing Green on the Jaguar Formula One cars from 2000-2004.



The Bentley Speed 8 which won Le Mans in 2003 was painted the same darker shade of British Racing Green as the famous Le Mans winning Bentley race cars of the late 20s.



Factory Aston Martin race cars still bear that lighter shade of BRG.

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



So, basically any shade of green painted on a British racing car is British Racing Green. Most British sports car manufacturers, including Jaguar, have traditionally used a rather dark, sometimes nearly black, shade of green as British Racing Green on their cars. In fact, pretty much any shade of green could have been our beloved BRG.



On to the Vanwall...

Vanwall was a British Formula One team founded by Tony Vandervell. Tony owned Vandervell products, a manufacturer of thinwall bearings. The team name, Vanwall, was a combination of the company name and its products. Vanwall gave Britain the very first Formula One Constructor's Championship in 1958 with Tony Brooks, Stuart Lewis-Evans and Sterling Moss as drivers. Sterling Moss missed winning the Driver's Championship by one point that year; closest he ever came in his career. Vanwall race cars always wore British Racing Green.



The name Vanwall was retained by Vandervell Bearings after the team withdrew from racing in 1961 and remained dormant until 2005 when a British Entrepreneur named Arthur Wolstenholme persuaded Glacier Vandervell Bearings division of Dana Corporation, then owner of the name, to license it to him. Arthur had a plan to produce a series of replica Vanwall race cars. Actually his plan was to build street legal, road-going replicas of the car that Sterling Moss drove to numerous victories in the late 50s. His aluminum bodied Vanwall GPR V12 closely resembles the original Grand Prix race car with some significant modern upgrades. It is painted, of course, British Racing Green.



Power is supplied by a 6.0 liter Jaguar V-12 fed by six Weber downdraft carburetors and makes around 375 HP.

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



Power is sent to the rear wheels via a four-speed Jaguar E-Type gearbox with a remote shifter. The suspension is fabricated of Jaguar XJ6 components. In order to be legal for the road, the single seater has some nifty accessories. Tiny high intensity lamps inboard of the front wheels serve as headlights. Mud guards (fenders) atop each of the wheels have the appearance of tire treads on them. From a distance they seem to blend into the tires.



Apparently, per reports, it can be a bit physical to drive, but with 375 HP pushing less than a ton it can also be quite exhilarating as well going from 0 to 60 in 5.0 seconds with a top speed of 160 MPH.

As you might imagine, the GPR V12 attracted a bit of attention, including a brief appearance on *Top Gear*, with Richard Hammond growling and snorting his way through a town center, but none of that translated into sales. Unfortunately things didn't work out as well as Arthur expected and only one GPR V12 was built. In 2008 Vanwall was still in the performance parts business

and was willing to build another for anyone who showed up with 50,000 GBP. That same year they decided to let GPR V12 chassis 001 go to auction Coys of London. Unfortunately the top bid of 35,000 GBP failed to sell. I suspect it may still be available if you're interested.

Jag Bits

C-Type Raced by Phil Hill for Sale

Chassis XKC 007, the first C-Type Jaguar imported to the USA will be offered at Sotheby's ICONS sale in New York City on December 6, 2017.



Not only was XKC 007 the first C-Type to be imported to the USA, but it was driven by Phil Hill for the 1952 season, delivering wins or podium finishes in four of the five races.

After winning at Le Mans in 1951, Jaguar began delivering C-Types to privateer racers in May of 1952. XKC 007 was the first to be shipped overseas; direct from the factory to Chuck Hornberg in Los Angeles. Chuck hired a well known young California race driver named Phil Hill to campaign the car for the remainder of the 1952 US racing season. The first race for XKC 007 was at Elkhart Lake, Wisconsin which Phil won.

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



Phil Hill's season with the C-Type was early in his career. He went on to become one of the greatest race drivers in history, and one of my boyhood heroes. Phil Hill was the first American driver to win the Formula One World Championship, also winning the Le Mans and Sebring endurance races three times each. While Phil is best known as a Ferrari factory driver, his very first road racing win was at Pebble Beach in his own Jaguar XK 120.

Hornberg retired XKC 007 after the 1952 season, retaining it in his showroom for promotional purposes. He finally sold it to the son of a silent film star, Carlyle Blackwell Jr. in 1955. Blackwell raced the car in eighteen races over three seasons with some impressive results. Blackwell sold the car to Robert Lane in 1957. Lane added a D-Type cylinder head and carburetors and took XKC 007 to the Bonneville Salt Flats. XKC 007 hit 157 MPH on the flats with Lane at the wheel.

After passing through several hands, XKC 007 fell into the hands of Jaguar Specialist Terry Larson in the mid 80s. After performing a comprehensive restoration, Larson sold the car to a UK buyer. After returning to the states in 1993, the car was returned to Larson for a refresh restoration. During the late 90s XKC 007 earned national class and Challenge Cup wins with JCNA as well as a class win at the 1997 Pebble Beach Concours d'Elegance. In 2008 the car was mechanically refreshed and certified for vintage motor racing. XKC 007 participated in the 2010 Mille Miglia Storico and was also displayed at Amelia Island.

RM Sothebys predicts a selling price between \$5.5M and \$7.0M.

Jaguar Announces I-Pace eTrophy

Jaguar Racing has announced the I-Pace eTrophy as a support series to the FIA Formula E Championship. This is the first race series based upon production battery electric vehicles. The races will be held the same weekends of the Formula E races on the same street courses throughout the 2018-19 season.

Jaguar Land Rover Special Vehicles Operations in Warwickshire, UK will prepare up to twenty race cars based upon the Jaguar I-Pace which is scheduled for release in 2018. The race cars will be offered as "Arrive and Drive" packages at each race.

While Jaguar racing is in discussion with numerous racing teams and drivers, the first I-Pace eTrophy race team was announced concurrent with the series announcement. Bobby Rahal, three time Indy Car Champ and Indianapolis 500 winner will lead the Rahal Letterman Lanigan Racing I-Pace eTrophy team as the series kicks off in December 2018.



That's All For This Month.... Enjoy Your Jaguar!
Paul T

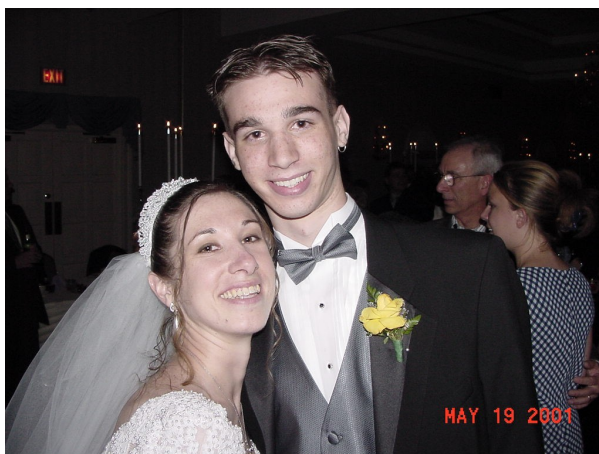
Some Thoughts on Photography

By: Brian Craig

As many of you know I enjoy taking photos at various DVJC events. Surprisingly I also take photos at family occasions, on vacation, and a variety of situations. I also enjoy sharing the photos. My interest in photography has developed over many years. I started with film cameras but was limited by the expense involved with buying film, getting the photos processed, and not having time or money to process photos to enhance the enjoyment. Digital photography has changed all that. Once you make the initial investment in a camera and a memory card the additional expense is minimal. As a result I spend many hours at my computer working on my photo collection.

I don't have enough time to fully explain my journey into photography. As noted, film was expensive and I didn't have the finances to pursue it to any great extent. I developed an interest in computers and Pauline bought me a digital camera early on. The resolution was poor compared to today's standards and was certainly inferior to film. I played with the camera and put it away.

Our daughter, Monica, was married on May 19, 2001. A friend took several photos with a Sony Mavica digital camera and gave me the photos on



The photo that changed my opinion.

some floppy disks. I was amazed at the quality and clarity of the photos and they were less than a megapixel. I purchased a Fuji 4 megapixel camera and started experimenting. One of my first

photos was a close up of a flower. I looked at the photo on the computer and when I zoomed in I saw small insects inside the flower I had not seen when taking the photo. My film cameras were then packed away and it's been digital ever since.

As the cameras got better so did digital scanners. As I started building a photo collection I decided to scan my grandfather's photos. In the process I learned a scanned photo could be digitally manipulated and enhanced the same as a digital photo. That resulted in a 3+ year project that resulted in me scanning every photograph in my possession. As a result all my film photos, slides and prints, are now digital.

As my collection of photos grew I realized I had to find a way to sort and catalog the photos. Through trial and error I've developed a system that works for me. Digital photos have the date and time information embedded in the file along with other data (camera used, exposure settings, and GPS location on some cameras). Once I download my photos to the computer I use a program to change the file name to reflect the date and time the photo was taken. For example, a photo taken on December 1st, 2017, at 1:45 p.m., would have a file name of 2017_1201_134500. There will be some numbers at the end that are just counters. This format is very useful if several people are taking photos at the same location/event. Once the file names are changed the photos appear in chronological order. One disadvantage to this system is the necessity to check the date and time on your camera. Twice a year I have to reset the times on all my cameras. When on a family trip I try to make sure all the cameras are properly set. Photos taken with cell phone cameras do not have this problem; the correct time is set automatically.

Once I had all the photos in digital format I was able to take advantage of another digital asset—sharing. Photos that were once relegated to an album and could only be shared at one location could now be placed on a disk drive and shared

Some Thoughts on Photography (continued)

with everyone. All my family photos have been placed on portable hard drives and shared with my family. Every year I try to update those drives. The photos can also be shared through various on-line sites as many of you know. I use Flickr.com to share the DVJC photos.

When I post an event to Flickr and send out an e-mail that the photos are available I'll often get comments thanking me for sharing the photos. I can also monitor how many times photos have been viewed and have been pleasantly surprised by the numbers. It is encouraging to me since I don't think the photos are particularly good or interesting.

I decided to write an article for the newsletter while working on the photos from the November breakfast and visit to Pollock Auto Restoration. As I was cataloging, naming and rating the photos I found myself questioning how I could have done a better job. Because Pauline was kind enough to get me some really good equipment for a past birthday I don't do as good a job composing the photos as I should because I know I can use software to enhance them and still get a quality picture. One of the things I considered was taking photos with a lot of unnecessary background and cropping it to concentrate on the subject. Below is the before and after of one such photo. I'll let the results speak for themselves.



Original Photo



Cropped Photo

I also thought about some of the questions I've been asked over the years. I can speak about photography for hours but I'll try to condense my advice and keep it simple. Please realize this is coming from a person who enjoys taking photos, not a photographer. I know several real photographers and I greatly respect their knowledge and skill. This advice comes from someone who enjoys the hobby and finds value in the results.

Before taking a picture there are some basic things you should check. Make sure the battery is charged. Check there is a memory card in the camera and it has space for more photos. Most cameras have settings for different situations. Make sure you have the proper setting. Most of the time just leaving it on automatic will get you a decent photo. Remove the lens cap! Set the correct date and time.

Once the camera is ready point the camera in the general direction of the subject, frame the subject in the viewfinder, take the picture. There is a time and place to be an artist. Most of the time you are just trying to capture a special moment. Don't spend a lot of time trying to get everything perfect, you'll just upset those around you. Take the shot and move on. This may result in an embarrassing or hilarious moment when you see things in the photo you didn't notice when composing the shot. Just consider that part of

Some Thoughts on Photography (continued)

the fun.

I'm sometimes asked advice about what kind of camera to purchase. That's a difficult question to answer. If you're only interested in photos that will look good on a 4" x 6" print it's hard to find a bad camera. Even cell phone cameras take great pictures with the proper lighting. However, when you're enlarging photos or the resolution is critical there is a lot more to consider. There are a number of good Web sites to consult for camera reviews. One of my favorites is www.steves-digicams.com. The reviews are thorough and include a lot of technical information. I usually go right to the conclusion and sample photos.

I've had several conversations about digital photography and a frequent comment is the number of megapixels associated with the camera. While that is an important piece of information there is so much more to consider. The quality of the sensor is probably as important if not more so and there are other factors. One of the most informative sites I've found for understanding various aspects of digital photography is www.shortcourses.com. The information is easy to understand and is well presented.

I have several programs to do magic on digital photos. There doesn't seem to be any limit on what can be done with a digital image if you have the time to learn and work with the program. However, I've found one program that does the basic photo editing easily. The best part is the program is legitimately free for non-commercial users. The program can be downloaded from www.faststone.org. You're looking to download the Faststone Image Viewer. As part of the process they will ask for a donation but it's not required. Once I started using this program and appreciated its capabilities and ease of use I quickly made a dona-

tion.

I'll leave you with this one thought. When you look at a photo the most important questions should be what does this photo mean to me? Whether you took the photo or it was taken by someone else the most important thing to consider is its significance to you. I have approximately 170,000 photos on my computer. All are rated between one and five stars. Those with a five star rating have some significance to me and me alone. Some of them are absolutely terrible from a composition or artistic aspect. Doesn't matter. When I have a free moment and I start a slide show on my computer of the five star photos just about every one will bring a smile to my face. Currently I have 1,018 five star photos. That's about 1.7% of all my photos. It's been a lot of work to catalog and rate all the photos. It's been worth every minute. Each one is a moment in time that will never happen again but will be remembered for a long time.

I've given courses on digital photography for some adult learning classes. I usually ask the participants to share three of their favorite photos with the class. One person shared a photo that was badly out of focus and poorly framed. I asked her to explain why the photo was memorable. She explained to everyone it was a photo of her niece graduating from college, the first member of her family ever to have done so. That short explanation made everyone understand why that picture was priceless.

If I can be of any assistance in helping you along with any interest you may have in photography please let me know. Talking about photography is almost as much fun as talking about Jaguars.

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Spouse / Co-member name _____

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Jaguar(s) owned: _____
(please indicate year, model & color) Continue on back if necessary.

Occupation (optional) _____ 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 \$25.00 for members 25 years of age or younger.

Annual Dues: \$65.00 per member

Mailed copy of *The Jaguar's Purr*: \$10.00

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 *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members. Mailed copies of *The Jaguar's Purr* are \$10.00 annually.

***Youth Enthusiast**

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Address _____ State/Zip _____

Date of Birth: _____

Annual Dues \$25.00 per member

Sponsor Signature: _____ **Date** _____

The club's newsletter, The Jaguar's Purr, is distributed by e-mail. Mailed copies are \$10.00 annually.

Membership runs from January 1st to December 31st @ \$65.00. Members joining after July 1st pay \$35.00 for remainder of the year. Payments received after November 1st are applied to the following year.

Please make your checks payable to DVJC and mail to:

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Delaware Valley Jaguar Club Breakfast Socials

December 17, 2017

10:00 a.m.

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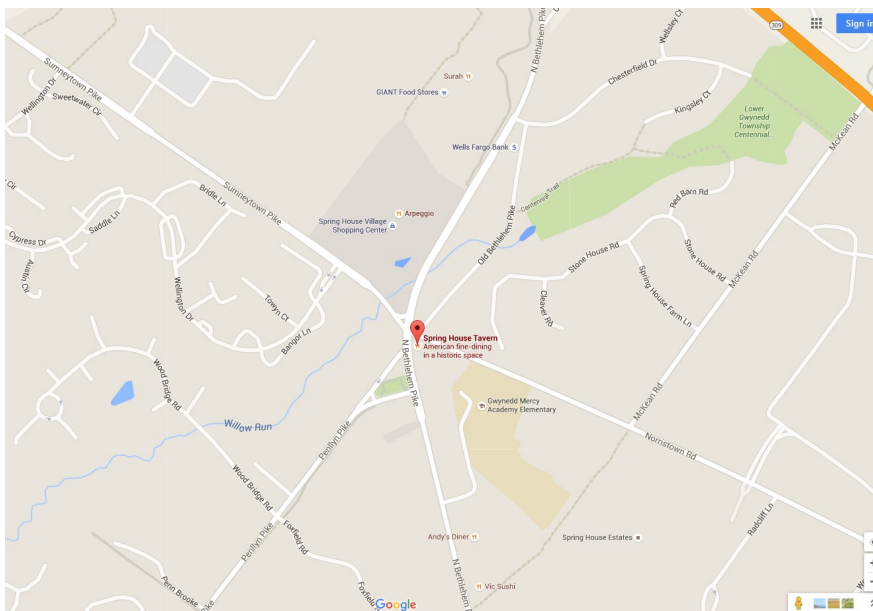
Driving directions from the Pennsylvania Turnpike:

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.

For further information contact *Paul Merluzzi 610-696-3221 pawlym@aol.com*



JCNA Sanctioned Events National Standings for 2017

CONCOURS

Class C2/120 2nd Place Richard Carnegie
Class C7/E3 1st Place Bryan and Debby Edwards
Class C18/PN 2nd Place Charles Olson
Class C20/F 1st Place Dennis Spaulding

RALLY

Class T1 1st Place Brian and Pauline Craig
Class T1 2nd Place Stephen and Betty Kress
Class T1 3rd Place Thomas & Nancy Jones

SLALOM

Class C 1st Place Kurt Rappold
Class D 1st Place Charles Epstein
Class E 3rd Place Richard Rosen
Class K 1st Place Steve Schultheis
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Class R 2nd Place Sergey Yezril



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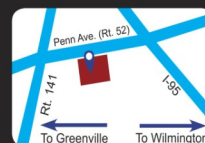
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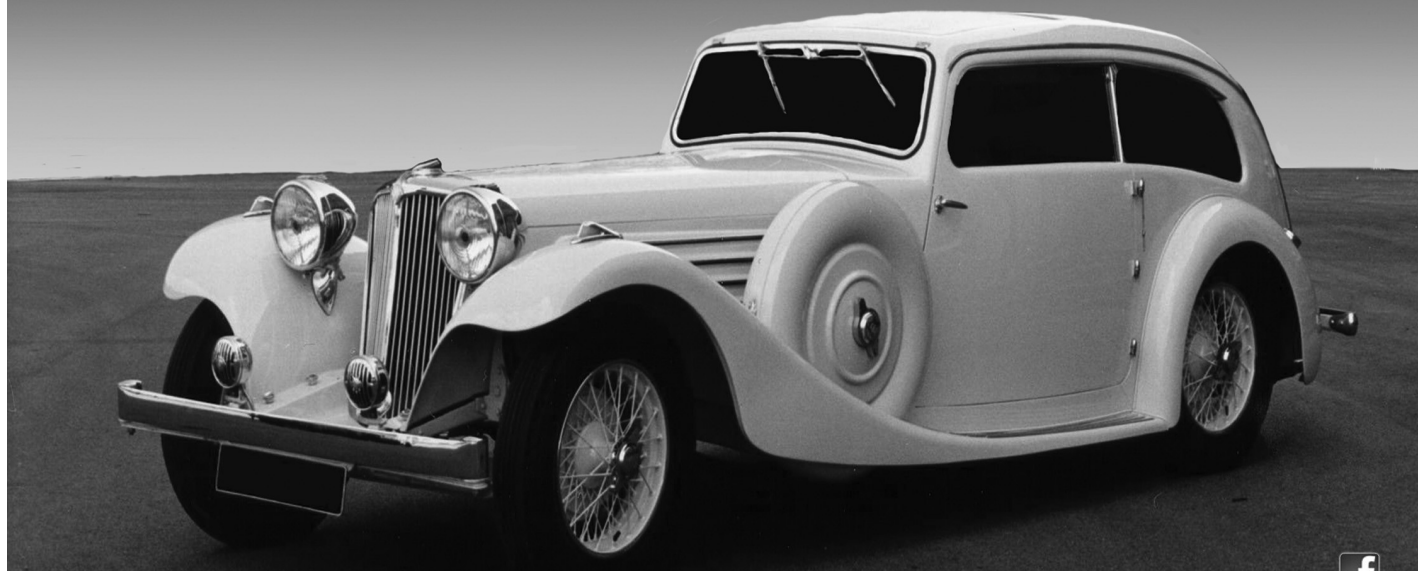


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