
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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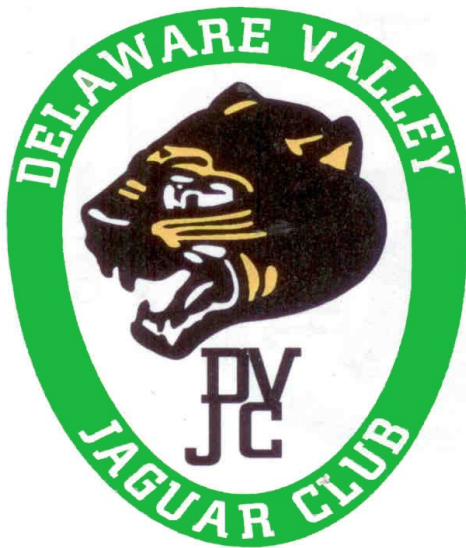


August 2017

DVJC Slalom 2017



Congratulations to Steve Schultheis who, in his 2007 XK convertible, bested all other slalom competitors with a time of 43.674 seconds. Steve led a field of 15 drivers in 12 different car models. Joining Steve in this competition were Kurt Rappold in a 1966 Mk X saloon, Seth Shenker in a 2005 XJ8L saloon, Rich Rosen in a 1971 E-Type 2+2, Bill Beible in a 2005 XK8 convertible, Sergey Yezril and Yuliya Slobodnik in a 2016 F-Type convertible, John Larson in a 1977 XJ6C coupe, Peter Daniel in a 1995 XJS convertible, Charles Epstein in a 1971 E-Type coupe, Grace Smith and Charles Olson in a 2017 F-Pace SUV, Paul Trout in a 2001 XKR coupe, and Charles and Joshua Epstein in a 2016 Tesla 90S sedan. See inside for more slalom information.



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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Upcoming DVJC Events

August 20, 2017
September 17, 2017
October 15, 2017

DVJC Breakfast Social (see p. 17)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

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

August 19, 2017

DVJC Rally / Dinner / Concert
Stone Barn Restaureant & Longwood Gardens
Start at Unionville High School, Kennett Square, PA

Contact: Paul Merluzzi, pawlym@aol.com

September 2, 2017

Brown's Jaguar Gathering of Friends
Home of Alan & Margaret Brown, Solebury, PA
Meet for Scenic Drive at Washington Crossing State
Park at 10:00 a.m.

RSVP to Alan or Margaret Brown by August 20, 2017

Contact: Alan or Margaret at abbtm@verizon.net

Other Interesting Events

August 27, 2017

"Taste of Britain" Show & Polo Match
Forney Field, Rothsville, PA

Contact: http://lancomgclub.com/pdfs/tob_reg_form.pdf

September 22–24, 2017

Driving For The Kids
British Reliability Run
(see page 16)

Contact: www.britishreliability.org

September 23, 2017

Coatesville Invitational Vintage Grand Prix
Coatesville, PA
(see page 15)

Contact: www.coatesvillegrandprix.com/



President's Mewsings *August 2017*

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

DVJC Stuff on The Horizon

The recent "Gathering" at Casa Merluzzi was a success with about 50 people attending. Our neighbors were impressed with lineup of felines along the street. The slalom last Saturday was a success with 15 entrants. See the results on Page 13. Thanks to Kurt Rappold, Brian Craig, and the volunteers who helped set up and run the event, which was followed by a delightful repast at McKenzie's Brewhouse on Rte. 202.

As usual, we have many social and driving activities on the docket:

August 19 – Rally/Dinner/Concert. A short gimmick rally in Southern Chester County followed by dinner at the Stone Barn followed by a concert by the Kennett Symphony at Longwood Gardens Open Air Theater. NOTE: The Symphony ticket gives you admission to the Fountain and Fireworks show after the concert, featuring music of the Beatles. [Cost is \\$75/person.](#) Contact Paul Merluzzi, pawlym@aol.com if you plan to come. See page 4.

August 20 – Breakfast Social at Spring House Tavern (see page 17). Contact Paul Merluzzi, pawlym@aol.com if you plan to come.

September 2 – Jaguar Gathering of Friends at noon at the home of Margaret and Alan Brown in Solebury - preceded by a scenic drive starting at Washington Crossing State Park at 10:00am. R.S.V.P. to Alan & Margaret at abbtm@verizon.net by August 20. More details to follow. [See page 4.](#)

Guess Who! We Have a Beauty Contest Winner in Our Midst

One our DVJC members won a beauty contest at the age of two. Look at the cutie in the picture below and see if you can guess who it is. The winner will receive two tickets to the Holiday Party next January. We will announce the winner (and the identity of the person in the picture) in the September Purr. Send your guess (one per member) to Paul Merluzzi at pawlym@aol.com by August 25, 2017.



Formula E Update

Formula E arrived in Brooklyn for the inaugural Qualcomm New York City ePrix on July 15 & 16 (Rounds 9 and 10) and hosted the first ever race to take place within the five boroughs of New York City in modern history. Adam Carroll and Mitch Evans qualified P13 and P14, respectively, for Round 9. After a frantic race, Adam finished in P10, adding another point to the team's total, while Mitch was involved in a collision that saw him finish out of point contention. That was the only point the Jaguar team managed in the two rounds. Adam started Round 10 in P18, but the experienced Northern Irishman battled hard to gain seven positions to finish in P11, narrowly missing out on a consecutive points finish. Mitch qualified in P12, however, a technical issue during lap seven forced him to leave the race.

Rounds 11 and 12, the final two rounds of season three, took place on July 29th and 30th in Montreal – too late to report in this issue of the Purr.

Some important news! Mercedes announced that they were quitting the German Touring Car series, DTM, and would officially be entering the Formula E Series for the 2019/20 season. During the 18 years it has competed in DTM, Mercedes-Benz has won many drivers', team, and manufacturer titles. It is not the only company to make such a move. Last year, Audi ended its participation with the FIA World Endurance Championship, including the 24-hour Le Mans races, to concentrate on Formula E. BMW has also recently joined the Formula E fold, as has our favorite marque, Jaguar.

President's Mewsings

August 2017 (continued)

Originally scheduled to compete during the 2018/2019 season, Mercedes delayed its entry into Formula E by one season to make sure the company had fully prepared for the competition. "This gives us time to properly understand the series and to prepare for our entry in the right way," said Toto Wolff, head of Mercedes-Benz Motorsport. I wonder how that will affect Formula 1, where Mercedes has dominated over the past few years and eco-friendly 1.6litre V6 turbos have replaced the ear-splitting V8s and V10s.

The continued attraction to Formula E by the world's top automakers makes sense. Participating in Formula E gives them a novel way of both testing out their electric vehicle components against the competition and showing off what they have developed to the public. In essence, Formula E is like an exciting start-up venture. It offers a brand-new format, combining racing with a strong event character, to promote current and future technologies. Electrification is happening in the road car world and Formula E offers manufacturers an interesting platform to bring this technology to a new audience — and to do so with a completely new kind of racing.

Automobile Acronyms for Your Entertainment

JAGUAR - Just Another Gearbox Under Annual Repair

JAGUAR - Junk Always Going Under At Repair Shop

JAGUAR - Jesus! Another Ghastly, Unbelievably Annoying Repair

VOLVO - Very Odd Looking Vehicular Object

DODGE - Drips Oil, Drops Grease Everywhere

AUDI - Accelerates Under Demonic Influence

BUICK - Big Ugly Indestructible Car Killer

FORD - Fast Only Rolling Downhill

FORD - Found On Road Dead

FORD - Fix Or Repair Daily

MAZDA - Most Always Zipping Dangerously Along

BMW - Bought My Wife

KIA - Killed in Action

FIAT - Fix It Again, Tony

FIAT - Failure In Automotive Technology

CHEVROLET - Can Hear Every Valve Rap On Long Extended Trips

PORSCHE - Proof Of Rich Spoiled Children Having Everything

SAAB - Swedish Automobiles Always Break-down

MERCEDES - Most Eccentric Rich Capitalists Enjoy Driving Expensive Sedans

LOTUS - Lots Of Trouble, Usually Serious

ALFA ROMEO - All Loosely Fitted Accessories Remain On Motorway Enraging Others

HONDA - Has Only Normal, Dull Attributes

HONDA - Horsepower Option Never Did Appear

EDSEL - Every Day Something Else Leaks

TRIUMPH - Tried Repairing It Until My Parts Hurt!

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



Speaking of Things Jaguar - August 2017

By Paul Trout

The Roving Reporter Moves to the Land of Muscle Cars

Earlier this month many of us gathered at Paul and Irena Merluzzi's beautiful Chester County home for another very enjoyable "Jaguar Gathering of Friends". As part of the day we had a chance to honor and offer best wishes to, as George Harrison said of Bob Dylan, "A friend of us all"; Mike Tate. As many of you know, Mike and his bride Mo have decided to relocate to Michigan to spend more time with their oldest son. A very fitting proclamation composed by Clara Saxon was read by President Paul. For those who missed the event...

DELAWARE VALLEY JAGUAR CLUB COURTESY RESOLUTION

WHEREAS Michael J. Tate has supported the objectives of the Delaware Valley Jaguar Club for lo these many years with his cars, his memorabilia, his lilting tone, his wonderful stories, his charming wit, his time and his always-encouraging presence,
And

WHEREAS Michael J Tate has touched the cars and hearts of all the members of this organization through his genuine love of the marque and his genuine interest in people,
And

WHEREAS Michael J. Tate has endured and, yes, survived, many changes and challenges in all his years of faithful participation in this Club,
And

WHEREAS Michael and his beautiful bride, Muriel, are of a mind to leave our area to take up residence in a land far away, where U. S. Motorcars tended to originate; having little to do with Coventry or other rightful places for such manufacture,
And

WHEREAS that announcement brings to their fellow Jaguar enthusiasts and members of the Delaware Valley Jaguar Club a huge awareness and appreciation for who they are and how they have touched our lives,
NOW THEREFORE BE IT RESOLVED that we, the undersigned, do hereby send to them and with them our truest good wishes for a smooth transition to their newest address, a pleasurable life in their new region, and thousands of opportunities to enjoy their new experience
And

BE IT FURTHER RESOLVED that we acknowledge for them and to them our very real affection, sincere respect and strongest desire that they will continue to be in touch with us, jointly, separately, or in whatever fashion they find most suitable,

And

BE IT FURTHER RESOLVED that when putting pen to paper, nobody does it better than Michael Tate, but we haven't let that keep us from making this particular effort,

BE IT FURTHER RESOLVED that while one day does not hold enough time to express all the myriad memories and feelings we will hold onto and cherish, and which we would also wish to send along with them, we acknowledge that one page holds enough to bring forth tears at their departure even as we wish them only the best and Godspeed on their way with the full knowledge that they shall indeed be always loved and deeply missed.

Witnessed this eighth day of July, 2017 in the County of Chester, in the Commonwealth of Pennsylvania.



We have, for many years, enjoyed Mike's wit, wisdom, and bottomless knowledge and experience of "Things Jaguar". He put the "U" in Jaguar for all of us. I have felt honored with every column I have written to be following in the keystrokes of "The Roving Reporter". Let it be known, there will always be a bit of that Roving Reporter in "Speaking of Things Jaguar...."

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



Four Cylinders? That Doesn't Quite Seem Like Enough

I'm no stranger to four cylinder engines. In fifty two years of owning various cars, about two thirds of them have been powered by various four cylinder engines. Half of the cars in our garage today have four cylinders; the other two are Jaguars. For most of my life Jaguar meant six cylinder engines. To be more specific, inline dohc six cylinder engines. Then in 1971 Jaguar doubled up the cylinder count and added a V-12 to the lineup. It was sixes and twelves for the next twenty five years. With some heavy influence from Ford, the "vee" type configuration was reduced from twelve to eight in 1996 with the introduction of the 4.0 V-8. Two years later there was just one engine in the lineup; the V-8. I was born in the same year as the Jaguar XK inline six, so we were the same age when it passed into history. Two years later, the six was back, but in a "vee" type configuration displacing 3.0 litres. In subsequent years, while the displacements would vary and a smattering of diesel engines would appear, Jaguar cars would be offered with "vee" type six and eight cylinder engines. So, sixes, eights, and twelves.... note the absence of fours. That just changed! For the first time since the Mark IV, Jaguar is offering a four cylinder engine. Soon JLR will be building their own four cylinder engine and what an engine it is!

A little background: presently the four cylinder engines offered in the XE and some Land Rover models is essentially a 2.0 Ford EcoBoost engine built in Spain. You see, when Ford found a home for Jaguar in Tata, they continued to build Jaguar's engines. The Ford engine contract runs out in 2020 and JLR is taking their first step toward power plant independence with the introduction of the Ingenium Turbo 2.0.



The new Ingenium all aluminum turbo charged four cylinder engine, built in the new Wolverhampton 100,000 sq meter facility, is based upon a 500cc per cylinder modular design. The Ingenium 2.0 litre Turbo is very light, efficient and powerful. Using chain driven dual overhead cams the Ingenium will rev to 6500 rpm with solenoid direct injection of fuel at 2900 psi. The standard configuration, using integrated exhaust manifolds and electrohydraulic valvetrains with a monoscroll turbocharger, makes 197 HP. With a twin scroll turbo using standard bearings the power is boosted to 246 HP with 369 ft lbs of torque. Add ceramic bearings in the twin scroll turbo and you get 296 HP. Nearly 300 horsepower out of a 2.0 four; now that is impressive! So impressive, that it is worthy of being offered in the F-Type line up for 2018. For about half the price of an F-Type R, you can have an F-Type 2.0. But will it perform like an F-Type? You bet it will! Compared to the V-6 F-Type it is about 0.1 second up from 0-60 at 5.4 seconds and the top speed is down 7 mph at 155. Hardly noticeable. But will it sound like a Jaguar? Jaguar has promised a proper soundtrack via an active exhaust system delivered through a sizable rectangular center tailpipe.



As impressive as that is, let's see what it does in some of the other Jaguars. In the F-Pace 0-60 is 5.7 seconds, delivering 37 MPG. The XF 2.0 goes 0-60 in 5.5 seconds and delivers 40 MPG. The XE Sport is just 5.2 seconds

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

to 60 with 41.5 MPG. For 2018, the 2.0 Ingenium Turbo is being offered across the Jaguar line with the exception of the XJ. It will be the base engine for the E-Pace, F-Pace, XE, XF and the F-Type. That should surely help JLR achieve its stated goal of selling a million cars annually by 2020.

Given the modular design, based upon the half litre cylinder, it is possible we might see an Ingenium inline six, how nostalgic would that be; a dohc inline six in a Jaguar. There is speculation that the current Ford built V-6 could be replaced by just such an engine. That would leave only the V-8 under contract with Ford. Additional speculation has that engine being replaced via a partnership with BMW to build a twin turbo 4.0 V-8. The Ingenium could be taken the other way as well. Perhaps a three, or even two cylinder version, could be paired with electric motors to create Jaguar's first hybrid. It's all possible.... time will tell.

2017 DVJC Slalom

If you weren't at Garnet Valley High School on the morning of Saturday July 22, you missed a great event. We had good weather (a bit on the warm side, but good track temperature), a great group of participants and workers and quite spirited competition. The event was well organized and very efficiently and safely run. Many thanks to Brian Craig, Kurt Rapold, Clara Saxton, Kevin Fitzgerald and others for their efforts in making this year's Slalom a great success. There were twelve cars entered in twelve different classes with fifteen drivers. What a great collection of Jaguars ranging from 1966 to 2017; fifty years of Jaguar! There was also one of those "maximum torque at zero rpm" Teslas that showed up and added a new wrinkle to the competition. More on that later...

Due to scheduling conflicts I haven't run in the slalom since 2014. I don't think I'll let that happen again. I had a great time. As with many of my past hill climb and vintage racing weekends, my day was not without its minor issues. During my first of five runs, at the exit of the left hand loop of the figure eight my XKR momentarily died. Throttle to the floor; car stopping. ??? It came back after about a half a second or so and responded appropriately. Needless to say, it affected my time. It also had me a bit puzzled. Watching some of the other competitor's runs, it occurred to me that in an effort to reduce weight I had left the fuel tank less than a quarter full. It was quite possible that the fuel was sloshing away from the

pickup at the end of the left loop. With no time to go get gas before the next run, I decided to see if it happened again at the same spot. It did. As I came off the course at the end of the run, I let Brian know I was leaving to get gas, but would return. With fifteen drivers at about a minute each, I didn't have much time. As I returned with slightly less than a half tank, I was next up, so I pulled right up and had just enough time to get my helmet on. What a difference having power when you ask for it makes. I believe that run, number three, was my fastest run. On the next run the car felt a bit sluggish coming out of the turns. A glance at the dash let me know I had failed to turn the traction control off and it was doing its job quite well. The fifth run was close to the third, but fell short. As I mentioned earlier, spirited competition was abundant. When I ran in 2014, John Larson with his wonderfully modified XJC bested me for Fastest Time of the Day (FTD) by a fair margin – about 3 seconds. My first run was, despite the minor fuel pickup issue, about two seconds better than my best time in 2014. It looked like I might be able to close in on John. As it turned out, John bested me again, by .046 seconds. Maybe next year.....

As I mentioned spirited competition was abundant. The quest for FTD quickly became a matter of honor for the Jaguar drivers as Charles Epstein's Tesla was quietly (pun intended) putting down some very fast times. It was electrifying! As we got toward the latter runs, the pressure was on. To the great relief of the Jaguar drivers, Steve Schultheis, in his sleek black XK, turned in FTD at 43.674; 0.139 seconds faster than the Tesla. Maybe next year there will be one of the new I-Pace electric Jaguars to square off with the Tesla. I should note that Charles Epstein also drove his beautiful red E-Type coupe and, therefore, was one of Jaguar drivers.

Steve Shultheis won the FTD award, presented at the nice lunch gathering after the event. There are a few other "Honorable Mention" awards I would like to add:

Jaguar Pride Award goes to Steve Shultheis for stepping up to save the day for Jaguar. Thanks Steve!

Best Sound Award goes to Sergey Yezril and Yuliya Slobodnik for the awesome sounding F-Type. A symphony of staccato!

Least Sound Award goes to Charles Epstein for the silent, but very fast Tesla. The Sounds of Silence!

Most Enthusiastic Participant Award goes to Seth

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

Shenker. Seth was a bundle of friendly positive energy from very early in the morning through the rest of the event. Welcome to our club Seth!

Most Elegant Participant Award goes to Grace Smith. Grace wore her dangling leaper earrings. I watched her carefully take them off to put her helmet on before each run and as carefully put them back on after the helmet was removed. A lady does what a lady must do.

Most Dapper Participant Award goes to Peter Daniel. Peter arrived in his sharply pressed Jaguar logo blue oxford shirt and straw boater very nicely complimenting his Ice blue XJS convertible. Peter looked like he just stepped out of a Jaguar advertisement from the mid-nineties. Peter looked as fresh at the end of the day as when he arrived.

Best Post Penalty Donut Award goes to Rich Rosen. The post donut replacement of the cone from the driver's seat was a nice touch. Smokin' !!

Most Inspirational Participant Award goes to Kurt Rappold. Who could not be inspired watching Kurt wheel his walker up to the door of his 1966 Mark X and drive the wheels off of that wonderful Jaguar. Nice driving Kurt!

Best Tire Squeal Award goes to Kurt Rappold. The sound coming off of those twenty eight year old, slightly underinflated tires was like the sound track of a great car chase film. Apparently they weren't Atlas Bucron tires.

Jag Bits

The XEL is on its way...But not here



The Longer wheel-base Jaguar XE (XEL) is expected to join the XFL in Jaguar's line up next year. While specifications have yet to be released, as the

XFL is 6.2 inches longer than the standard XF, the XEL is expected to follow suit. Spy shots indicate there are substantial modifications to accommodate a larger rear door. Expect amenities to include fold down writing desks for the rear seat occupants, electric side screens in the rear windows and a rear traffic warning system to protect passengers exiting the rear doors. Unfortunately, like the XFL, the XEL is destined exclusively for the China market. If you think the largest automotive market in the world doesn't have sway with the European and American auto makers; think again.

Team Cunningham Lister Jaguar to Cross the Block

In 1957, faced with revised FIA regulations and no successor for the D-Type in the works, Jaguar decided to end its factory racing program. A replacement for the D-Type was left to another manufacturer. Lister Cars, founded in 1954 by Brian Lister, looked to improve upon the design of the D-Type by building very low sports racer that just barely met the revised FIA regulations. To accommodate Jaguar's revised 3.0 litre engine, a rather pronounced bulge was molded into the bonnet making it look "a bit knobby". Hence the car came to be referred to as the Lister Knobby. Compared to the D-Type, the Lister had better weight distribution, a lower center of gravity and 200 fewer pounds. This car, chassis BHL 102, along with a sister car chassis BHL EE 101 was delivered to Briggs Cunningham in August of 1957 to be prepared for the 1958 Sebring twelve hour race. Interestingly, the EE in the chassis number of the other car indicated the car was initially destined for Ecuri Ecosse, the Scottish team who had won Le Mans twice with D-Type Jaguars. That Briggs Cunningham was able to redirect a Jaguar race car destined for delivery to a Scottish team with Le Mans winning credentials is an indication of the influence the wealthy American had in the racing world at the time. Recognizing his dream of winning Le Mans was becoming unattainable, Brigg focused his racing efforts on North America. The cars did not fare well in the 1958 Sebring race; both retiring with burned pistons by lap six. Chassis BHL EE 101 was also struck in the rear by a Ferrari TR 250 driven by Olivier Gendebien, nearly decapitating Lister driver Archie Scott Brown. As US SCCA regulations did not limit the engine size to 3.0 litres, Cunningham refitted the Knobbies with proper 3.8 litre Jaguar engines for the 1958 season. The 3.8s proved much more reliable and competitive handing Team Cunningham the SCCA C Modified National championship with 11 wins out of 16 races. The Cunningham team continued to campaign the Knobbies through the 1960 season with such notable drivers as Briggs himself, Walt Hansgen, Bob Grossman and Stirling Moss. The car was then sold to Chuck Daigh and passed through a series of owners before being restored in 1984. It was raced in vintage events through 2012. More recently Chassis BHL 102 has been displayed at several Concours. I saw it displayed as part of the "Cars of Stirling Moss" exhibit at 2015 Amelia Island. In August BHL 102 will cross the block at the Mecum auction at Monterey. While no pre-sale estimate has been offered, BHL EE 101 sold for \$1.62M in 2014. BHC 102 should bring considerably more given the current market.

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



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

Paul

PRIVATE OFFER PROGRAM EXTENDED AGAIN!!

Submitted by [Webmaster](#) on Mon, 2017-04-03 16:44
Jaguar Land Rover Private Offer Program

Eligible Vehicles and Incentive Amount

As a special incentive for being a member of this select club, we are pleased to extend an exclusive offer on the purchase or lease of a new 2016 or 2017 Jaguar or Land Rover vehicle. This opportunity is available to preferred friends of the Jaguar and Land Rover brands. After all, power has its privileges. See the terms and conditions below for more information regarding this incentive.

Jaguar

Model Year	Model	Trim Level*	Amount
2017	XE	All	\$1,000
2017	XF	All	\$1,000
2016	XJ	All	\$5,000
2016 / 2017	F-TYPE	All	\$2,500
2017	F-Pace	All	\$1,000

Land Rover

Model Year	Model	Trim Level*	Amount
2017	Discovery Sport	All	\$750
2017	Range Rover Evoque	All	\$1,000
2017	Range Rover Sport	All	\$1,000

* Subject to vehicle availability. SVR models excluded.

Generating Your Personal Code

To redeem this special offer from Jaguar Land Rover North America, LLC, complete the form below to request your unique Offer PIN Code. Upon submission of this form, you will be able to download your PIN Code Certificate on the confirmation page as well as from a link in your confirmation email. Present your PIN Code certificate to your preferred local authorized Jaguar or Land Rover Retailer to redeem offer.

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Special Offer Link: <https://www.jlrprivateoffer.com/>

2017 DVJC Slalom Competitors

(Not Shown: Kurt Rappold, 1966 Mk X , Charles and Joshua Epstein, 2016 Tesla)



1995 XJS, Peter Daniel, 52.238



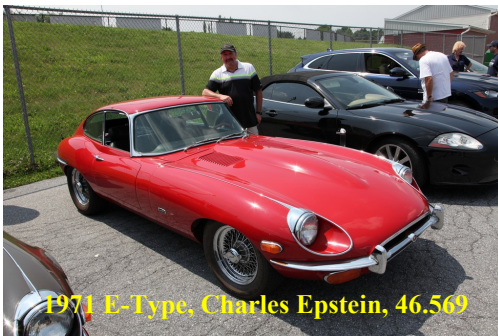
2017 F-Pace, Charles Olson, 50.259;
Grace Smith 57.663.



2005 XJ6L, Seth Shenker, 51.187



2007 XK, Steve Schultheis, 43.674



1971 E-Type, Charles Epstein, 46.569



1971 E-Type, Rich Rosen, 46.758



2005 XK8, Bill Beible, 49.422



2001 XK8, Paul Trout, 44.449



2016 F-Type, Sergey Yezril, 44.944,
Yuliya Slobodnik, 52.181.



1977 XJ6C, John Larson, 44.403



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2017 Slalom



Entrant	Class	Year	Model	Body Type	Color	Club	Car #	Best
Rappold, Kurt	C	1966	Mk X	Saloon	Beige	DVJC	1	56.060
Shenker, Seth	J	1986	XJS		BRG	DVJC	2	51.187
Rosen, Richard	E	1971	E-Type	2+2	Sable	DVJC	3	46.758
Beible, Bill	K	2005	XK8	Conv.	Blue	DVJC	4	49.122
Schultheis, Steve	P	2007	XK	Conv.	Black	DVJC	5	43.674
Yezril, Sergey	R	2016	F-Type R	Coupe	White	DVJC	6	44.944
Larson, John	SP/H	1977	XJ6C	Sedan	Grey	NCJOC	7	44.403
Daniel, Peter	J	1995	XJS	Conv.	Ice Blue	DVJC	8	52.238
Epstein, Charles	D	1971	XKE	Coupe	Red	DVJC	9	46.569
Olson, Charles	M	2017	F-Pace	SUV	Blue	DVJC	10	50.259
Epstein, Charles	Z	2016	Tesla	Sedan	Grey	DVJC	11	43.813
Smith, Grace	M	2017	F-Pace	SUV	Blue	DVJC	12	57.663
Epstein, Joshua	Z	2016	Tesla	Sedan	Grey		13	45.205
Trout, Paul	L	2001	XKR	Coupe	Black	DVJC	14	44.449
Slobodnik, Yuliya	R	2016	F-Type R	Conv.	White	DVJC	15	52.181



2017 DVJC Slalom drivers and staff (l to r), John Larson, Peter Daniel, Sergey Yezril, Yuliya Slobodnik, Bill Beible, Rich Rosen, Connor Rosen, Kevin Fitzgerald, Paul Trout, Seth Shenker, Ann Perry, Grace Smith, Charles Olson, Kurt Rappold, Paul Merluzzi, Steve Schultheis and Charles Epstein.

CLASSIFIED



1961 Jaguar Mk2 for Sale \$28,000

For someone looking for Jaguar Mk2 saloon this is the car for you. This car is gray with a OSJI red original specification Jaguar interior. It has less than 100,000 miles on the clock. The engine was rebuilt by Terry Lippincott prior to my purchase which was approximately 6,000 miles ago. This car features a 3.8 litre engine,

four speed transmission with overdrive, wire wheels and Lucas Fog Rangers. The wood dash and surrounds are beautiful. The car runs great. A picture is attached additional pictures are available upon request. Contact me at 610-867-6955 or e mail me at agkunkle@aol.com.



In the most recent issue of Hagerty Classic Cars the median value of 1960-67 Mk2 3.8 saloon's is \$44,000.

Call Gerry Kunkle 610 867 6955
or e mail him at agkunkle@aol.com.



2000 Jaguar S-Type

6 cylinder New tires Excellent running and appearance
\$4,350

Steve-484-885-9259-Philadelphia, Pa.,
See on www.autospca.com



1991 XJS Convertible

2 owners known, V-12 engine, auto trans, full powers, low miles, all service records since 1998, black with tan leather interior and black canvas top, just serviced by Kurt Rappold's son in law-Jeff Dement(formerly jag specialist at Ragtops and Roadsters).
\$9,800 obo

Steve-484-885-9259—Philadelphia, Pa.,
See on www.autospca.com



1970 Series II OTS

After several years of ownership I'm selling my **1970 Series II OTS**. I have three other projects and haven't put 200 miles on this in the last two years. Lots of mechanical & suspension work. Complete IRS rebuild as well as all new front suspension & new top. Runs great but does use some oil.

Lots of photos at <https://1970etypeforsale.shutterfly.com/pictures/133>. \$65,000 OBO

Contact Kevin at 610-304-5076 or kevin@progsolution.com



Jaguar 1987-XJ6 sedan



Just pulled out of storage after 17 years. One owner doctor- from main line philly suburbs. Excellent original condition due to garage conditions since new. Just serviced by Jeff Dement. Original BRG paint with original, like new, wood and leather inside. Many updated parts just installed, including tires, battery, etc. Factory sunroof and all very original components. Excellent and truly special Garage Find- thanks to our fantastic club referral system. \$6,850 obo



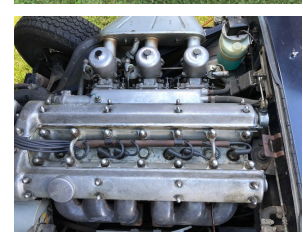
Steve Schultheis-484-885-9259 Email- sas@autospca.com
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Jaguar 1967 E-Type 2+2

One owner E-types are rare like this one. Always a Delaware car since new. Recently serviced for \$8,000 Original dark blue (needs repainting) with light grey interior in excellent condition. Chrome good and mechanically and electrically ready to go. 3 carburetors. A one owner garage find, for most of its life, for only \$39,500-obo.

Don Scholl-484-678-1194



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<http://www.coatesvillegrandprix.com/>



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PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

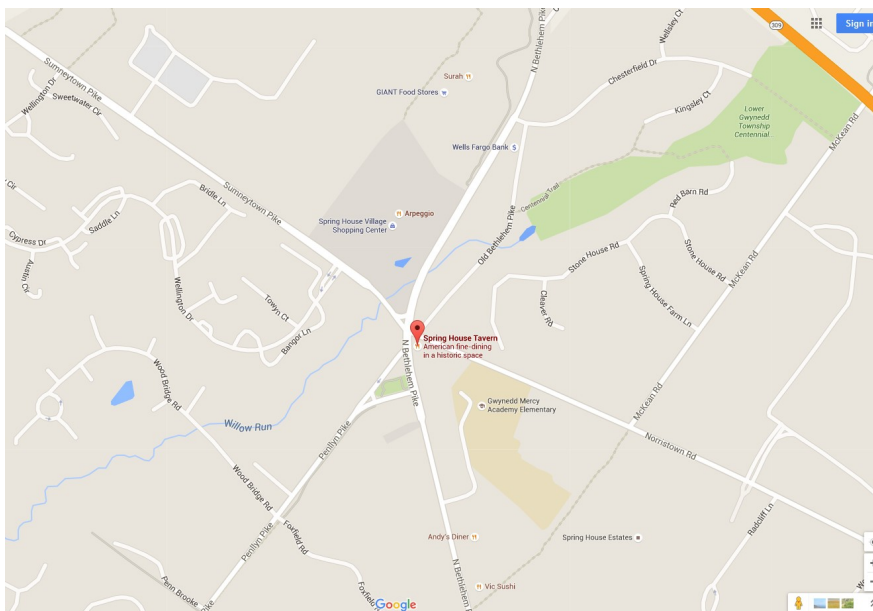
Driving directions from the Pennsylvania Turnpike:

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*



2017 MEMBERSHIP RENEWAL !!!

Feel free to renew your 2017 DVJC membership. If your information is unchanged since last year just send the \$35.00 membership fee for the remainder of the year to:

Ann Perry
P. O. Box 163
Mendenhall, PA 19357

If your information has changed please use the membership application / renewal form . Contact Brian Craig at bhc166@aol.com and he will send you one. We hope to see you at events in 2017. Your continued support is appreciated.

WELCOME NEW MEMBERS

**Sergey Yezril
Yuliya Slobodnik
Nathan Yezril (youth enthusiast)
Mount Laurel, NJ**

**Albert & Patricia Gerbig
Skilman, NJ**



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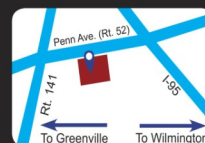
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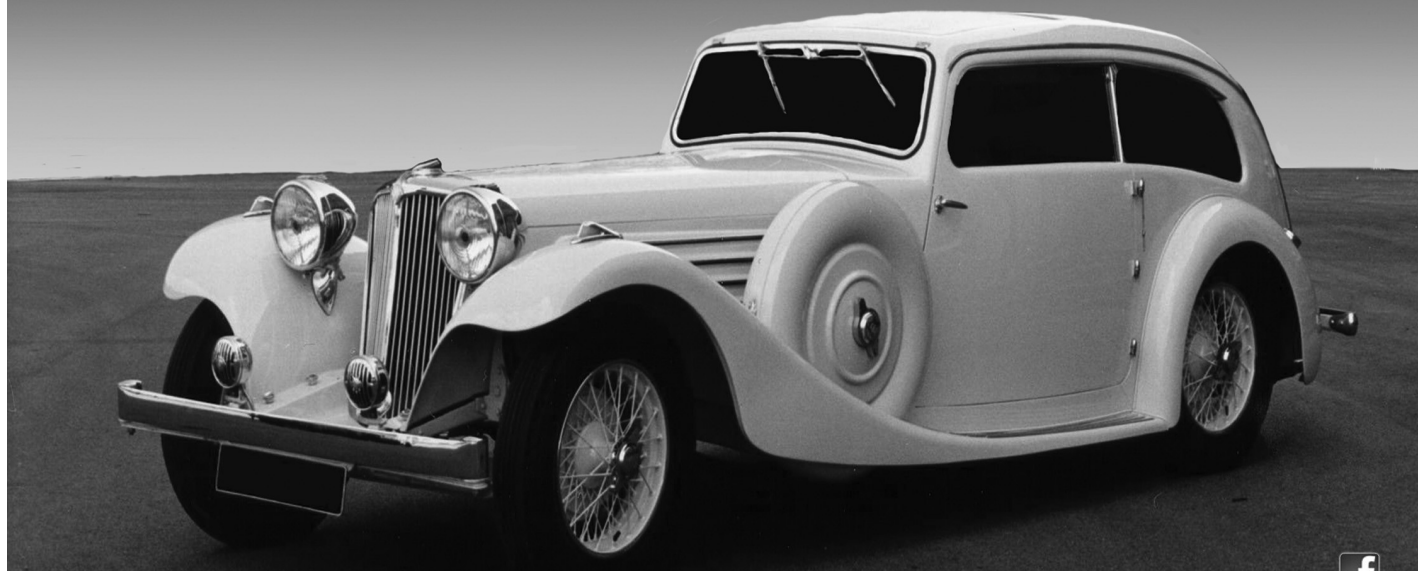


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Editor : Pauline and Brian Craig
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