
The Jaguar's Purr©

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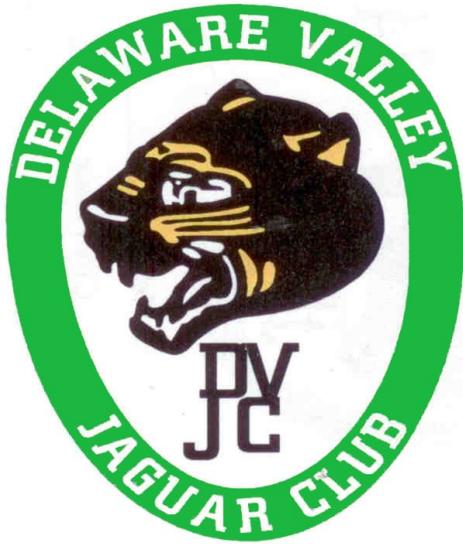


September 2017

DVJC August Breakfast



The August Breakfast Social of the Delaware Valley Jaguar Club was lightly attended but the participants enjoyed a great meal and wonderful company. DVJC members are reminded this is a monthly opportunity to get together and discuss your favorite marque as well as learn about member's activities and families. Pleaser remember to contact Paul Merluzzi at pawlym@aol.com so we can reserve a proper size room. Shown above are Margaret Brown, Grace Smith, Charles Olson, Gary Feldman, Brian Craig, Irena Mersluzzi, Pauline Craig, Sam "Petey" Peterson (grandson of Paul and Irena Merluzzi), Paul Merluzzi, Kevin Fitzgerald and Alan Brown.



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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.

TRIUMPH RESCUE

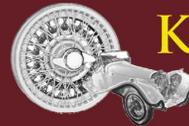
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JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
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Club Merchandise			

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Pennsylvania			

Upcoming DVJC Events

September 17, 2017
October 15, 2017
November 19, 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

September 9, 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
Contact: Alan or Margaret at abbtm@verizon.net

October 13–15 ,2016

Pumpkin Run Rally (see pages 13–14 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
Contact: Paul Trout, pgtgt@aol.com

Other Interesting Events

September 22–24, 2017

Driving For The Kids
British Reliability Run
(see page 15)
Contact: www.britishreliability.org

September 23, 2017

Coatesville Invitational Vintage Grand Prix
Coatesville, PA
(see page 18)
Contact: www.coatesvillegrandprix.com/



President's Mewsings *September 2017*

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

... DVJC Stuff on The Horizon

While I was writing this column, I received an email message from Alan and Margaret Brown postponing their "Jaguar Gathering of Friends" from September 2 to September 9 because of the threat of inclement weather. My lovely wife Irena and I will miss the rescheduled gathering because we will be at Watkins Glen for our annual trip to the Finger Lakes and the US Vintage Grand Prix. Next year Jaguar will be the featured marque at the Grand Prix Festival, so I hope we can have a large "gathering" at the event in 2018. More to come in future issues of the Purr.

In the meantime, we have:

September 9, 2017- Rescheduled 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 abtbm@verizon.net ASAP.

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

September 22–24 – America's British Reliability Run. DVJC Member Teams Charlie Olson/Grace Smith, Bob DeLucia/Joyce DeLucia, Dave Hutchison/Dave Baughn, Paul Merluzzi/Irena Merluzzi have signed up. See page 15.

October 1 – The Classics at Brantwyn at the DuPont Country Club; benefits the Kennett Symphony Orchestra. We have several club Jaguars lined up for the show field including Chris Prior's SS100. Contact Paul Merluzzi, pawlym@aol.com, or call the Kennett Symphony office (610-444-6363) for tickets.

We (Still) Have a Very Special Beauty Contest Winner in Our Midst

Since no correct answers were received, we will keep the contest open for another month. Look at the cutie in the picture below and see if you can guess which of our active male (hint) members won a beauty contest at age two. 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 October Purr. Send your guess (one per member) to Paul Merluzzi at pawlym@aol.com by September 27, 2017.



Formula E Update

Another back-to-back racing weekend in Montreal on July 28th and 29th saw the Panasonic Jaguar Racing team being rewarded with additional points for their tireless efforts. The positive results began during Saturday's qualifying, with the drivers finishing in a season best P6 and P7 respectively. During the action-packed race, a crash on lap 16 brought out a full course yellow, forcing every team to choose whether to gamble on pitting for an early car swap. The Jaguar team split the race strategies and immediately called Mitch Evans into the pits, while Adam Carroll raced on for an additional lap. Mitch rejoined the action in P5, while unfortunate circumstances had Adam rejoining in P15. After an intense second half, Mitch finished in P7, gaining six points, while Adam finished in P16.

During Sunday's race, the last of the season, the guys raced both hard and smart to make up five places each and just narrowly missed out on further points. Mitch battled his way from P17 to P12, while Adam brought his I-TYPE in at P14 after starting at P19.

James Barclay, Team Director, Panasonic Jaguar Racing stated: "Being part of this innovative series has been so rewarding. We've learnt a huge amount in season one and really enjoyed the challenge of Jaguar's first year of all-electric street racing."

The team now switches its focus onto season four, which begins in Hong Kong this December. The de-

velopment of the Jaguar I-TYPE 2 is well underway and the team will launch its new challenger in the coming months.

Changes for season four were announced as the FIA's annual Sport Conference Week kicked off Monday morning with the World Motor Sport Council meeting at the Federation's Geneva Headquarters. For the 2017-18 season, there will be a lot of changes to how practice sessions are handled as the series prepares for its transition into single-car races in 2018, including the:

Elimination of a non-qualifying session when two races take place during the same event

Increase in the number of promotional days from 3 to 6 days per team with a maximum of 3 days on circuit, to promote roadshows

Addition of a practice session day during the season and a practice session day reserved for rookies

Additionally, the power that can be used during the race has been increased from 170 kW to 180 kW.

The 2017-2018 FIA Formula E Championship schedule has also been announced, with racing starting in Hong Kong in December and running through July 2018. Rome, Santiago and Sao Paulo are new venues.

It Was a Very Good Day

The 2nd Annual Rally/Dinner/Picnic was held on August 19th on a bright, sunny, beautiful day – much more comfortable than the 1st Annual where the DVJC members and guests tolerated the hottest and most humid day of the summer. The event started with a “gimmick rally” where the driver/navigator teams were given a set of directions that was interspersed with questions. The answers to the questions were found by observing objects along the rally route. For example, one of the questions stated “Albert Pujols, Roger Maris, and Pope Francis are former _____”. During that segment of the rally, the participants passed a street named “Cardinal Lane” that provided the answer (they are all former Cardinals).

The rally ended at the Stone Barn Inn in Unionville where we enjoyed a delightful repast – a buffet dinner of Kennett Filet Tips, Salmon Oscar Style, Tortellini e Piselli, Roasted Potatoes, Rataouille, Salads, and a wonderful Dessert Table. From there the group went to Longwood Gardens Open Air Theater to hear a concert of love-themed music by the Kennett Symphony Orchestra followed by the new Fountain Show accompanied by music of the Beatles.

We will do it again next year.

It Is a Very Special and Rare Feline

This 1954 XK120 SE by Pininfarina could be the rarest Jaguar ever. It looks a bit Ferrari 250 around the haunches and the front bumpers say Lancia B24, but the headlights and grill give it away. It's a Jaguar XK 120 restyled by Pininfarina. At the request of Max Hoffman, an Austrian born, New York based importer of luxury European automobiles in 1950, famed Italian coachbuilder and design house Pininfarina reinterpreted the shape of the XK 120 Jaguar. Hoffman was a petrol head who inspired the production and refinement of several vehicles from the main European manufacturers, which earned him entry into the Automotive Hall of Fame in 2003. The one-off XK 120 was revealed at the 1955 Geneva Auto Show and was shown at several other international shows before being delivered to Max. There are some gaps in the cars history. Max Hoffman was the delivering dealer of the XK 120 and the first owner of the Pininfarina XK 120. In 1978, it was purchased in the US by a German gentleman who intended to have it restored. That never happened. It was purchased in 2015 by Classic Motor Cars (CMC), based in Northbridge, UK. The restoration team at CMC recently completed a 6725-hour nut and bolt restoration to as new condition. Many parts had to be recreated, some via 3D printing, including the rear window. Over 80% of the chrome work had to be recreated.

The wraps came off this unique automobile at the Pebble Beach Concours d'Elegance last month. The car was well received by the crowd of collectors and aficionados gathered at the event and finished second in class O-2 Postwar Closed. David Barzilay, Chairman of CMC's operating board, said:

There is little trace of the car's history, but we are

President's Mewsings *September 2017 (continued)*

certain that Hoffman was the supplying dealer, then first owner of the car and that there was only one XK120 by Pininfarina produced, which makes this one of the rarest Jaguars in existence.

Some of the original parts were impossible to find so we had to remake items such as the bumpers and chrome work by hand from photographs. We had to scan the front and rear end of the car and make mock ups of the lights, which were then scanned and 3D printed. Smaller missing parts were also 3D printed in-house. The rear window was missing so we also had to scan the window aperture and have a new rear screen made from the scan data.

Restoration included:

Full body restoration including complete new front end, new rear quarter panels, inner arch panels, boot floor, sills and door skins

Full chassis repair and repaint

Front and rear bumpers remade
80% of the original chrome work remade

Rear screen and screen surround remade

Full interior re-trim

Full engine and gearbox rebuild [Engine spec: XK 120 3.4 SE (C-Type Head) straight-6, Double SU H6 carburetor, 180 bhp (134 kW; 182 PS) @ 5300 rpm]

Suspension components refurbished

Completed to original Jaguar equipment specification



It Is Another Very Special Feline

Silverstone Auctions is to auction a Series II Jaguar E-Type Fixed Head Coupé that is believed to be the last of its type ever sold as new. In excellent condition and never having undergone a major restoration, the Jaguar Light Blue E-Type will go under the hammer at the Salon Privé Sale at Blenheim Palace on 2nd September.

The UK specification right-hand drive E-Type was built in August 1970 and was eventually delivered to dealer Charles of Pirbright, where it remained in the showroom for five months until it was sold to its first owner on 7th August 1971, likely making it the last Series II Fixed Head Coupé to find a home.

Other than regular maintenance, routine repairs and parts replacements, the E-Type has never required a full restoration and therefore presents in almost immaculate original condition, including its 4.2-liter engine. Silverstone Auctions estimates the car will sell for between £65,000 and £75,000 (\$84,175 and \$98,400).

This E-Type is truly striking. The care and atten-

President's Mewsings *September 2017 (continued)*

tion to detail this car has received from the beginning is impressive, and it really shows. The history files are extensive, and when you think this might be the last one of its kind ever sold, it makes it a very remarkable car indeed. — Jonny Shears, Classic Car Specialist at Silverstone Auctions

The Jaguar Light Blue color scheme is complemented by a contrasting dark blue interior and the car clearly enjoyed a cosseted life from day one.



It Is a Very Special Opportunity

Hagerty, the insurance provider for classic and special interest cars, announced that it has purchased the Massachusetts-based online rental system formerly known as Classics&Exotics. The latter had been in operation since 2014. Re-branded and online as **DriveShare**, will enable enthusiasts and perhaps those who are just curious or nostalgic to rent the classic car of their dreams.

DriveShare by Hagerty is the nation's premier enthusiast car rental community, bringing the "sharing economy" into the car lover's garage.

Automotive enthusiasts now can experience a wide range of fun and unique vehicles, while classic and collector vehicle owners can offset expenses by renting their cars to pre-screened, highly qualified renters. Every rental includes up to \$1 million in insurance protection and access

to the most comprehensive full-service roadside program designed specifically for unique cars. Whether a person is looking for a 1956 Chevrolet Bel Air for a night out on the town or a 1979 Ferrari 308 for a drive down the coast, DriveShare connects owners with renters and is free to join with no costly membership fees.

Prospective renters can search the DriveShare site by make, model, category, and location. When matches are found, you are shown the cars with a list of specific features, contact information, and price per day, which start around \$99. Of course, those daily rental fees can reach into the multiple thousands depending on the car. Obviously, DriveShare is not an inexpensive option, but for those looking for a special car for a special occasion, it might be just the thing. It could also be an interesting way to test drive the car of your dreams to see if your dream is really all it is cracked up to be. It is a horrible thing to dream of a certain sports car all your life only to find out when you are ready to purchase that your feet can't manipulate the pedals in the cramped foot well. Or that your back can't suffer the seating position after an hour's ride.

As a classic car owner, you can also use the DriveShare service to rent your car. The car owner sets the rental price, with guidance, and any deposit. The owner also gets to review prospective renters and then connect with them personally. Think of DriveShare more as a match-making service than an actual rental provider. If you are comfortable with other folks using your ride, this could be an interesting way to finance other purchases or restorations. If you are interested in renting your car, check out all the info on [DriveShare's site](#).

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



Speaking of Things Jaguar - September 2017

By Paul Trout

Hey, What's that other Carburetter?

As a follow-up to my "What's That Lurking Under That Dashpot?" article about the new SU fuel injection unit that fits under dashpot covers, Kurt Rappold sent me a most interesting technical article about the SU Starter Carburetter. If someone had asked me, prior to reading the article, what an SU Starter Carburetter was, my reply might have been "The one you start with before you move on to another SU?" Having very little hands-on experience with early Jaguars, I was completely unfamiliar with concept of a starter carburetter. So, I read the article and did a bit of further research. According to the SU Carb Company, the proper term for the Starter Carburetter is Auxiliary Enrichment (Thermo) Carburetter. They are fitted to XK 120s, Mk VIIs and quite a few later cars. The purpose is to provide mixture enrichment at starting, idling and light cruising conditions. In other words, it's a rather sophisticated choke arrangement. It is part of the float chamber on the main carburetter; the rear one on an XK 120, the front one on some other cars. It consists of a solenoid operated valve and a fuel metering needle that draws fuel from the base of an auxiliary jet supplied from the main carburetter. When the solenoid is energized air is drawn through the intake passage into a chamber and mixed with fuel as it passes the jet. The mixture then passes upwards past the shank of the needle, through the aperture of the valve and its seat directly into the intake manifold thus enriching the overall fuel mixture. The solenoid is operated either automatically via a thermostatically controlled switch located in the cylinder head coolant jacket or manually via a switch on the

dashboard (usually accompanied by a warning lamp). It sounds a bit complicated, but much like the SU Carburetter itself; it is quite simple.

As the writer of the technical article states the Starter Carburetters tend to be blamed for all sorts of starting problems that they generally don't cause. However, like any mechanical device that has been in service as long as these have, a bit of maintenance doesn't hurt. Here are a few things to look at:

Make sure the electrical connections to the solenoid are clean and making proper contact. Never disconnect or connect the wires at the solenoid with the ignition on as there might be some fuel around it.

Check the small and delicate conical spring under the disc valve to ensure it isn't buckled.

Ensure the disc valve is properly seating against the brass seat. If both are bright and clean they are probably ok. If they are dirty they can be lapped with a bit of Brasso.

Check that the plunger in the solenoid operates freely. If not; clean with a bit of fine emery.

Check the needle assembly. The needle should be straight and the spring in good condition. If not; replace.

Make sure the adjusting nut atop the needle is free and that the small brass leaf spring that holds it in position is mak-

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

ing contact.

Ensure the small flexible pipes that carry the mixture to the manifold are clear. These tend to clog over time. Also check the holes in the manifold where they connect as these tend to carbon up over time.

Once you are confident the device is functioning properly, you will need to adjust it. That too is fairly easy. With the engine at operating temperature, activate the solenoid, either manually with the switch or by short circuiting the thermostatic switch to earth. Give the throttle a blip to allow the valve to lift. Now turn the adjusting nut clockwise to lean the mixture until the engine runs a bit erratically. Next turn the nut anti-clockwise to richen the mixture through a phase where the RPMs increase and then drop off to 800-1000 RPM with a trace of black smoke in the exhaust. Next morning the car should start easily. If it does, but fades when you add a bit of throttle, turn the adjusting nut anti-clockwise another flat and ensure the brass leaf spring is holding it in place.

Again I would like to stress that, other than photos, I've never seen one of these devices. The information above was gleaned from the very complete technical article by Peter Wallace which Kurt kindly sent to me and from the SU Carburetter Company web site which has a wealth of information on these and all other things SU. If anyone has an SU Starter Carburetter on their Jaguar and would like a reprint of the technical article, just email me at pgtgt@aol.com and I'll be happy to send it along.

Along with the article, Kurt also related a bit of personal experience with the starter carburetters. It seems that when they bought their 1954 XK120 in 1958 the automatic thermostatic switch had been converted to a manual switch by the previous owner. In 35 years of service it worked perfectly; never failed. On the subsequently purchased XK 150 it never worked

quite right, even after converting to a manual switch. After reading the article by Peter Wallace, Kurt suspects the problem may well have been clogged connecting pipes or carbon build up at the manifold connectors. Subsequent owner's problem now....

Guy Salmon Jubilee Edition XJS

During its lengthy twenty one year run, the Jaguar XJS had its share of after-market variations. Some are better known than others. The Guy Salmon Jubilee Edition is a quite rare one. Guy Salmon owned a Jaguar dealership business based in Thames Ditton, UK. The business was acquired by the Styner Group in 1998 and subsequently all JLR dealerships within the group came under the name Guy Salmon. There are numerous Guy Salmon JLR dealerships within the UK, making it a rather well know name associated with Jaguar cars. The Guy Salmon Jubilee Edition XJS however, is not as well known. It seems about 350 these after-market XJS variations were commissioned to celebrate the 50th Jubilee of the dealerships. They could be ordered in both coupe and cabriolet form. These cars had a unique grill, dual headlights, special front air dam and could be ordered with dual rear spoilers; one on the tail and one on the trailing edge of the roof. The "XJ style" grill insert truly gives a Guy Salmon XJS a unique look which draws rather mixed reviews from observers. Interior appointments included a Moto-Lita wood-rimmed steering wheel.



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



If you are interested in acquiring one of these quite rare XJS Jaguars, this very nice looking example is presently for sale on eBay. The listing is from West Yorkshire, UK and the asking price is GBP 17,995 (\$23,266).



Prince of Darkness Tarot Cards?

Most anyone who owns or has owned a British car made in the fifties or sixties is familiar with Lucas electrics (Loose Unsoldered Con-

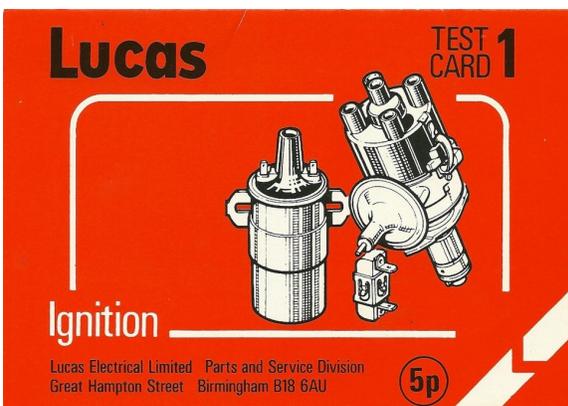
nections And Splices) and their questionable reliability. Joseph Lucas, founder of the company has been referred to as the “English born Diogenes who wandered the streets of Birmingham trying to plot a scheme to keep you in the dark.” He will forever be remembered by British sports car enthusiasts as “the Prince of Darkness”. Truth be known, Joseph actually has gotten a bit of a bad rap as he was long gone before motorcars were experiencing electrical problems. He founded Lucas Industries in 1860, initially manufacturing lamps for ships at sea. His first venture into illuminating terrestrial vehicles was the production of oil fired bicycle lamps. He died in 1903 after drinking contaminated water in Naples; cursed by his abstinence from drinking alcohol. Perhaps a glass of Chianti might have been a better choice. Nonetheless, Lucas has been the butt of some rather creative humor over the years. A few examples:

- The Lucas corporate motto: “Get home before dark.”
- If Lucas made guns, wars would not start.
- Lucas holds the patent for the short circuit.
- Lucas – Inventor of the intermittent wiper.
- Lucas – Inventor of the self-dimming headlamp.
- The three position Lucas switch – Dim, Flicker and Off
- The Original Anti-Theft Device – Lucas Electrics.

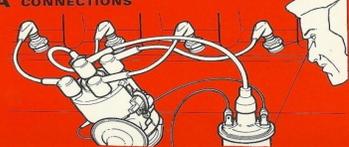
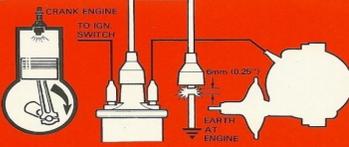
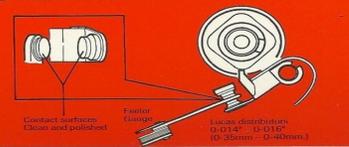
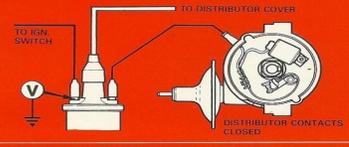
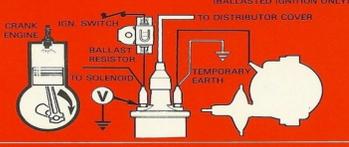
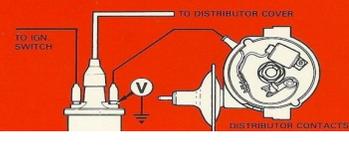
And, of course, the reason Brits drink warm beer.....Lucas refrigeration. So, with that out of the way...

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

Back in the sixties Lucas Electric Limited issues a series of Lucas test cards to assist motorists who might experience an electrical problem with their vehicle. Take a moment now..... try to imagine the remote possibility that a British car with Lucas electrics might present a minor electrical problem. Obviously Lucas Electric Ltd. anticipated that this might occur from time to time, since they took the time to create a series of four electrical system test cards in the categories of: Ignition, Starting System, AC Charging Systems, DC Charging Systems. Each folded card measures 6 inches by 4.25 inches and opens up to a full 16 inches. The cards are of post card stock and are plastic coated so grease smudges can be easily wiped off. Once fully opened each card outlines a series of tests to diagnose and rectify an electrical problem within the category. The Ignition Test Card has thirteen step by step tests that are direct, to the point and easy to understand with nice illustrations. These comprehensive sets of basic automotive electrical diagnostic tests are undoubtedly more reliable than the Lucas electrics they are testing. All kidding aside, these cards would certainly prove very valuable on a lonely road in the middle of the night after your car has been stricken by the Dark Prince. Hopefully your torch (flashlight) is a Bosch. As you draw each card, the Dark Prince will predict your future.....You will take a long dark walk.



RECOMMENDED TEST EQUIPMENT
 D.C. Moving Coil Voltmeter Scale 0-20V
 Hydrometer
 Hydrometer
 H.T. Jumper Cable
 Test Capacitor (0.18-0.20 µF)
 Note:
 1. All meter connections are given for negative earth systems.
 2. The ignition must be switched 'on' for all tests.
 3. Tests A, B and C are preliminary checks.

TEST:	RESULT:
A CONNECTIONS 	Should be: Tight and clean → TEST B Loose and/or dirty → Rectify If engine will not start → TEST B
B HT SPARKING 	Regular sparking — suggests fault other than coil (i.e. distributor, plugs, fuelling, timing etc.) → No sparking → TEST C
C CONTACT CONDITION AND GAP 	Contacts pitted and piled → Remove — clean and/or replace If engine will not start → TEST 1 Incorrect gap → Rectify If engine will not start → TEST 1
1 HYDROMETER READING 	Below 1.230 → Recharge and then test → TEST 2 1.230-1.290 → TEST 2
2 VOLTAGE AT COIL '+ve' TERMINAL 	Should be: Battery voltage (for approx. 6V for Ballasted Ignition System) → TEST 4 OR TEST 3 (Ballasted Ignition) Zero voltage — check lead to and from ignition switch, ballast resistor (if fitted) and connections. Rectify If engine will not start → TEST 4 OR TEST 3 (Ballasted Ignition)
3 'START' VOLTAGE AT COIL '+ve' TERMINAL (BALLASTED IGNITION ONLY) 	Voltage should increase while cranking → TEST 4 If no increase check supply at ignition terminal starter solenoid while cranking. Rectify If engine will not start → TEST 4
4 VOLTAGE AT COIL '-ve' TERMINAL 	Should be: Battery voltage → TEST 6 Zero voltage — Disconnect LT lead to distributor at coil. Voltmeter should now show battery voltage → TEST 6 If zero voltage is still shown, replace coil. If engine will not start → TEST 6

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

Paul

NORTHEAST RALLY CLUB

PUMPKIN RUN 2016

P. O. BX 547, MILLSBORO, DE 19966

OCTOBER 13 – 15, 2017

CLASS CHAMPION PRO SOP ROOKIE

(CHAMPION – previous NERC winner) (PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience) CIRCLE CLASS

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

ENTRY FEE: (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept 30, 2017** \$_____

\$425 entry form, payment and insurance received after **Sept 30, 2017** \$_____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

Please list name of anyone that will be coming with you so that we can have name tags,

NAME _____ HOMETOWN _____

NAME _____ HOMETOWN _____

HOTEL INFORMATION

We have a block of rooms at the MICROTEL by Wyndham. Please ask for the Northeast Rally Club rates. Please, if you are thinking about joining us, make your reservations NOW, you can cancel if necessary (check their policy for cancellation). Rooms are limited and our group rate is for rooms booked PRIOR to September 15, 2017 (call 302-858-5111).

For rally questions, contact Bob Bryan 302.934.1246 or email rhb19966@verizon.net

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Bob Fanelli, h 484-574-8922 c 484-678-3555 Bobfanmejz@aol.com



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



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. \$6,500 obo

Steve Schultheis-484-885-9259 Email- sas@autospca.com www.autospca.com



2000 Jaguar S-Type

6 cylinder New tires Excellent running and appearance
\$2,900

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



Delaware Valley Jaguar Club Breakfast Socials

September 17, 2017

October 15, 2017

November 19, 2017

Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477

Phone 215-646-1788

www.springhousetavern.com

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

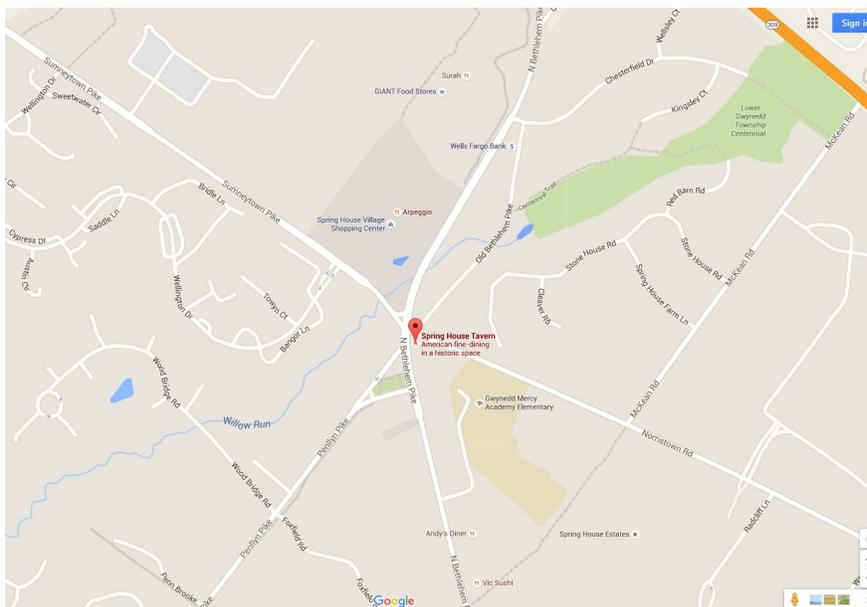
Driving directions from the Pennsylvania Turnpike:

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*





Saturday, September 23, 2017
Admission is free to the public.

The Coatesville Invitational Vintage Grand Prix was envisioned to evoke the spirit of auto and motorcycle racing that took place through the streets and roads of towns across America, in the early days of auto racing. With more than 60 historic and vintage race cars and motorcycles taking to the streets of Coatesville it is an experience not to be missed.

The Grand Prix, is open to race cars from 1900 to 1965 and motorcycles from 1940 to 1965. The event is not a wheel-to-wheel race, but an individually timed driving event, run on a challenging 2.2-mile road course the runs through the streets and neighborhoods of the City of Coatesville.

Visit our website for complete details and registration information.

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

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