
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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April 2016

DVJC March 2016 Breakfast



The Delaware Valley Jaguar Club had their monthly breakfast on March 20, 2016. The location was the Spring House Tavern on Bethlehem Pike in Spring House, PA. Attendees in the photo (L to R) are Jake Shaner, Alan Brown, Margaret Brown, Tom Shaner, Melene Nahodil, Robert Nahodil, Chuck Kitson, Kevin Fitzgerald, Charles Olson, Grace Smith, Steve Kress, David Prostko, Betty Kress, Pauline Craig, Martha Kob, Leo Kob, Christian Huber, Steve Schultheis, Alex Giacobetti, Gary Tate, Michael Tate, and Gary Feldman.



NOTICE—It's never too late to renew your membership in the Delaware Valley Jaguar Club. The membership fee is \$55.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please use the renewal form on page 18. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Upcoming DVJC Events

April 17, 2016

DVJC Breakfast Social (see p. 11)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

Contact: Paul Merluzzi pawlym@aol.com Please RSVP

May 13-15, 2016

Northeast Rally Club Rally Round the Erie Canal
Fairport, NY (sanctioned rally) (Full)

Contact: Kurt Rappold, 610-358-4055

June 4, 2016

DVJC Annual Concours d'Elegance (see pp. 12–13)
Pre-registration required for Champion, Driven and
Special Divisions

Oakbourne Mansion, Westtown, PA

Contact: Charles Olson, cwolson29@comcast.net

Other Interesting Events

Now — April 22, 2016

It's a Small World, Micro and Mini Cars
Antique Automobile Club of America Museum
161 Museum Drive, Hershey, PA

Contact: www.aacamuseum.org

May 14, 2016

Ragtops & Roadsters Open House (see p. 19)
203 South Fourth Street
Perkasie, PA

Contact: www.ragtops.com

August 13–14, 2016

New Hope Automobile Show
New Hope—Solebury High School
New Hope, PA

Contact: www.newhopeautoshow.com



President's Mewsings *April 2016*

Breakfast Social on April 17 – Please RSVP

610-696-3221).

June 4, 2016

DVJC Annual Concours d'Elegance
Oakbourne Mansion
Westtown, PA

Contact: Charles Olson, cwol-
son29@comcast.net

The Spring House Tavern at 1032 Bethlehem Pike in Spring House PA continues to be a popular spot for our breakfast socials. We had an overflow crowd of 34 in February and an excellent crowd of 25 in March. The brunch menu is quite good and more extensive than Andy's (including delicious prime rib). We plan to be back there for our Breakfast Social on April 17. **PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE THE RESTAURANT A HEAD-COUNT PRIOR TO THE EVENT.**

Upcoming Events – Mark Your Calendar

Don't forget two of our Jaguar Clubs of North America (JCNA) sanctioned events are coming up soon. Our Spring Road Rally, a Time-Speed-Distance (TSD) type of rally is the first event of the season:

May 13-15, 2016
Northeast Rally Club
Rally Round the Erie Canal
Fairport, NY
Contact: Kurt Rappold, 610-358-4055

Come and join in the fun; make it a get-away weekend or mini-vacation. If you are a newbie and not familiar with a TSD rally (or any other type of rally), read the Road Rally Primer section below.

The Spring Rally is followed closely by our JCNA sanctioned Concours d'Elegance in conjunction with The Cars and Motorcycles of England Show at the Oakbourne Mansion. In addition to planning and organizing this event, the biggest task is the assembly and training of certified judges. We need more help in this area, so if you are interested in learning about this task, contact Chief Judge Kurt Rappold or Event Chairman Charlie Olson. The club will provide training and assign you to a team with an experienced judge as part of the mentoring process. We also need volunteers to help with the parking – collecting money and directing cars to specified parking areas. If you would like to volunteer for an hour of parking duty, contact Paul Merluzzi (pawlym@aol.com) or

Road Rallies – a Primer

There are several types of Road Rallies, some of which are very competitive, some of which are competitive in an entertaining way, and some of which are relaxing drives in the country – more commonly called Tours. This season we will have at least one of each type of rally on the schedule. For all competitors, a rally provides a day, weekend, or week get-away, driving a course that often makes use of the most scenic roads of the area, and is usually followed by a social event to round out the weekend. Some say that a road rally is merely an excuse for a party! Despite their differences, the basic idea of each type of rally is the same: each competing team, consisting of a driver and a navigator, is given a set of written instructions which are used to follow a pre-determined course. Each team drives the course independently, sometimes spaced at specified time intervals, following the written instructions, or route instructions, exactly. The events range from the Sunday afternoon Gimmick Rally, usually run by a car club which maps out a scenic route ending at a restaurant or a picnic, to the highly competitive Pro Rallies, run at high speeds over roads closed to the general public, to something in the middle of this range called Time-Speed-Distance (TSD) Road Rallies in which the route instructions have assigned speeds and teams are scored based on their ability to maintain these speeds precisely over public roads. Your success (or failure) in maintaining the TSD is checked at several checkpoints along the course. Our Spring and Fall JCNA sanctioned rallies fall into this latter category.

Gimmick Rallies

The first event many teams enter is often some type of Gimmick Rally. These events are not scored on any speed factor, but on some special Gimmick Rule defined by the organizers. Many

Gimmick rallies have no checkpoints. You are scored based on information you find on the course. My lovely wife Irena enjoys the Gimmick rallies that the Vintage Sports Car Club of America (VSCCA) puts on in the Spring and Fall in New England. In between each of the turns or major instructions along the route, there are questions that you must try to answer by observing everything and anything you can see (street signs, signs on shops and stores, objects along the roadside, etc.). Another form of Gimmick rally has teams count special signs placed along the course by the rally master. If you see the correct number of signs, you found the entire correct course. A bit more involved format is one in which the rally master places signs along the intended route - some signs have information which you copy onto your scorecard (for scoring) and others have course-following information.

Another Gimmick format, the shortest-distance rally, challenges competitors to visit various locations while traveling the fewest miles. The team usually has to answer some question at each location to prove that they actually visited each spot ("The butcher shop on the corner of Main and Market was established in what year?")

Still another format is called the Poker Run, where the rallyists pick up a playing card at designated stops along the route. The team with the winning hand at the end of the rally is declared the winner of the rally.

Gimmick Rallies can be great fun and are ideal for first-time teams or competitors who run once or twice a year. Because of their nature, there is often an element of luck and a lack of preciseness in these events which makes a team's results somewhat a matter of chance. But that is part of the fun of Gimmick rallies.

I am working out the details for an event on August 13, 2016 which will start with a short Gimmick Rally and end with dinner and a concert at Longwood Gardens. Stay tuned!

Pro Rallies

At the other end of the competitive scale from Gimmick Rallies is a class of events that really is an intensive form of racing. The route is described by route instructions, but there are sections of the course, known as special stages, where you drive closed roads at maximum speed. Naturally, you cannot jump into a Pro Rally in

your stock family cruiser. However, by professional racing standards, Pro Rally is an inexpensive and very accessible form of racing. The driver and navigator are required to have a helmet and a fire suit and you can run the with a roll cage, fire extinguisher, competition seat belts, and other safety equipment installed.

If you want to see professional rallying at its finest, catch the FIA World Rally Championship (WRC) events on TV sometime. This season the events are covered on pay channel MAVtv; I believe Spike TV will cover some of the events. The season runs from January to November and the next rally is on April 21 -24 from Argentina. The WRC pits drivers and production-based cars against some of the toughest and most varied driving conditions anywhere in the world. Established in 1973, the WRC is widely regarded as the most challenging motorsport championship in the world. In 2016, the roads on this epic motorsport adventure are spread across more than 15 countries, with 14 rallies on everything from snow packed forest tracks to rock-strewn mountain passes. Each rally features a number (typically between 15 and 25) of timed sections - known as stages - run on closed roads. Drivers battle one at a time to complete these stages as quickly as possible, with timing down to 1/10th second. Along the way, a co-driver/navigator reads detailed pace-notes at a non-stop, rapid pace that explain what is coming up ahead. Most rallies follow the same pattern, starting with two days of 'reconnaissance' where driver and navigator practice the route, at limited speed, to make pace notes. That is followed by 'shakedown' - a full speed test of their rally car. The actual competition runs for three days from Friday to Sunday.

Time-Speed-Distance Rallies

In a Time-Speed-Distance Rally (TSD) the route instructions, in addition to information to keep a team on course, also give assigned speeds. These speeds are always legal, and often are below the posted speed limit. A TSD rally is a competition of precision driving - it is not a race!

The goal of a rally team is twofold: to stay on the prescribed course and to drive at exactly the given speed. The perfect team would be on course, on time at any given point along the route. To score teams against this goal, checkpoints are sprinkled throughout the course at unspecified locations. Each team is timed by a crew

at the checkpoint (also called the control) and their time is compared against a perfect time (computed from the assigned speeds and exact distances measured before the event). Each team receives a score based on its time for that portion, or leg, of the course. For each fraction of a minute early or late, the team is given points. The team with the lowest total score for all the legs wins. However, each leg is independent: time late or early on one leg cannot be "made up" on subsequent legs. After being timed by a checkpoint crew and receiving a score, the team is assigned an out time to begin driving the next leg.

A variation on the TSD theme is called a regularity run. In this event, the team is free to select any speed within a given range. Teams run the same course multiple times with the checkpoints being hidden the first time around. On second and subsequent runs of the course, the team must match its times exactly to the first run.

TSD rallies have become popular because of the many people who enjoy driving and the many car clubs that sponsor the events. Most TSD rallies have a Novice Class designed for first-time competitors. TSD rallying is a unique team sport that requires two people to work extremely closely together, yet do fundamentally different things. After a while, the team graduates to more difficult events where the course challenges them to their limits, not because of outright speed, but because of the frequency and difficulty of instructions relative to the driven speed.

Our Spring and Fall (Pumpkin Run) JCNA sanctioned rallies fall into this category and our Rally Master, Kurt Rappold, is busy planning them both. Note that TSD rallies are the only type of rally sanctioned by the JCNA.

Tours

Tours are a form of rally where you are given point-to-point instructions from the start to the finish with nothing more than a relaxing drive and sightseeing in between. The only pressure is to get to the end-point within a reasonable amount of time so that you can enjoy the planned activity, whether it be a picnic, lunch, or guided tour of a scenic, historic, or just plain interesting place. The events planned by our Regional Directors, Mike Wolf and Rich Rosen, fall into this category. This season Rich organized a tour to a brewery

and Mike organized a tour to Elmwood Park Zoo where two Jaguars (of the living, breathing type) reside. They will have more planned this coming season.

Rallying Tips

Quite often, staying on-course is considered the first rule of rallying. I feel the most important rule is to finish the rally while still remaining friends with your navigator (especially if the navigator is your spouse or significant other). My lovely wife, Irena, and I have had our share of issues because she, as navigator, gets distracted by beautiful sights and scenery. But staying on-course means that you can find the finish, which is important if you want to find the post-rally party. The second rule of rallying is to stay on time. If you stay on time, you can win the rally, or at least place high enough to give you bragging rights at the post-rally party.

There are many methods for staying on time, so we will discuss one of the simplest. It is a good place to start to learn the art and science of staying on time in a TSD rally.

During a TSD rally, the rally team is required to maintain assigned speeds, at least part of the time. The team that stays closest to these assigned speeds over the course of the entire rally is usually the winner. The Rally Route requires that you make turns, slowing down for curves, stopping for stop signs, and obeying traffic lights. All of this necessitates speeding up and slowing down. You will not be able to just keep a steady speed, so you will have to calculate how fast you really did travel over a given portion of the Rally Route so that you can then speed up or slow down to try to match the "correct" speed over the next portion – the objective being to match your average speed to the required speed by the time you reach the next checkpoint.

To calculate your speed, you will need Time and Distance. In a rally, you don't always know, in advance, the distance that you will travel at an assigned speed, or how much time it will take. You get that information only after you have driven from one instruction to the next, and have measured the time and distance.

Let's use an example. Let's say that a TSD section of a rally starts you off at 00.00 mileage with an assigned speed of 35 MPH. You drive off, do-

ing your best to maintain 35 MPH while following the route instructions, until you see an instruction that requires you to change speeds. What you should do now is record your mileage (D=distance) and the time (T=time) that you have spent driving to the speed-change point. Assume you have gone 8.9 miles (D) and it has taken 16 minutes and 12 seconds (T). Convert the time to seconds (16 minutes x 60 seconds + 12 seconds = 960 seconds + 12 seconds = 972 seconds). Then you divide the miles traveled (D) by these seconds (T) to get "miles per second" (8.9 miles/972 seconds = 0.0091564 miles/sec), then multiply that by the number of seconds in an hour (3600) to get "miles per hour" (0.0091564 x 3600 = 32.96 MPH).

So you now see that you were slow, averaging 32.96 MPH rather than the assigned 35 MPH. You should have completed that section in 15 minutes and 15 seconds (915 seconds), but you took 16 minutes and 12 seconds (972 seconds). So, you need to speed-up during the next section to make up 57 seconds, and make it up as quickly as possible before you arrive at a check-point or passage control where you will be penalized for being early or late. By the time you calculate this, you will be well into the next portion of the rally and if there are many and/or frequent changes in the assigned speed, the navigator will likely always be behind, and you will likely be carrying large errors until you get to the next speed-change point where you can recalculate how you are doing. This is a simple, but not the ideal way to run a rally. Other, more precise ways to run the rally may be used when you get more experience.

For example, the 'continuous speed adjustment'

method requires constant coordination between the driver and navigator to calculate average speed every mile and compare it to the assigned speed as you go – not just at every major instruction where you calculate based on time and distance from the preceding section. Continuous speed adjustment requires an accurate odometer, a stop-watch that is accurate to a fraction of a second, a calculator, and a chart that shows speed in seconds-per-mile. The driver usually calls out the miles as they roll over on the odometer, and the navigator uses his stop-watch and a table to determine their "seconds per mile rate." The navigator compares the time that it took to drive the last mile with the reference chart, and notes whether they are fast (took fewer seconds than they should have) or slow (took more seconds than they should have) over the mile just completed. Then, as the miles unfold, the navigator can continuously advise the driver, each mile, to speed up or slow down to maintain perfect speed.

Of course the hard part is that the navigator must quickly make these calculations and advise the driver of speed adjustments while still frequently reminding the driver of the next route instruction while looking for signs and landmarks. No one said that it was easy.

It takes preparation and teamwork and practice. But that's the sport of rallying, and for those who take the trouble to learn and practice, the results can be very satisfying and a lot of fun.

NOTE: Portions of the above were adapted from rally guidelines published by the MG Club.

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

MEMBERSHIP RENEWAL TIME HAS PASSED!!!

However, it's never too late to renew. If your information is unchanged since last year just send the \$55.00 membership fee to:

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

If your information has changed please use the membership application / renewal form on page 15. Ann will process your membership renewal as quickly as possible to insure your continued benefits with JCNA including your subscription to *The Jaguar Journal*.

We hope to see you at events in 2016. Your continued support is appreciated.



Roving Reporter - April 2016

By Michael Tate

We moved into our new apartment very successfully. Very pleased with the new space. Don't have the space for all my stuff. There are 80 boxes in our daughter's basement. They are mainly books....Jaguar Books and magazines. I collected all the *Jaguar World* magazines since its inception with a view to reading them sometime. They will be good for the Silent Auction.

DRIVERLESS CARS

The very thought fills me with horror. Can you imagine just sitting there? Manual gear change. No need for a steering wheel? Lost in thought, "Is it really going to take this bend?" "Will it really stop in time?" and you are only in the passenger seat with one of your children driving. But worse, I received a mail from Jane Shields, wife of Jim, which contained various thoughts of the day. One really struck me and I was cold with fear for the future. How would kids cope with the many twists and turns of life? So the one that caught my eye and filled me with dread was something that had never occurred to me

"Is it true that you never learn to swear until you learn to drive?"

Learning to drive includes many things like steering, braking, stopping. But a driverless car does all things for you. Will they modify the driver's test to include automatic cars with a verbal test at the end to test your verbal swearing vocabulary? I think this could be done by taking you through various visuals with the car just avoiding major incidents where the incident is the other driverless car's fault of course. At the end of the test you are

awarded points on the richness of your expletives and recommendations for improvement. What happens if a person has been in the Navy but has not driven a driverless car? If the police pull the person over and ask him to give them their thoughts on the other car whose occupant swears blind it was the other car's fault. The police listen to the Naval man's vocabulary and proclaim him innocent. It really is a condition that the designers have not taken into account. Luckily I will not be around when such cars are in vogue and hopefully there will be enough OLD FASHIONED cars with floor change (manual transmission), heel and toe clutch and a wheel in the car that you can actually turn to any direction that you choose. Enough said. But is it? Coincidentally I received another mail from member Larry Schear, a mail which included the headline "How to swear like a Brit." This included an attractive young lady "Swearing like a Brit" and explaining the origin of the swear word "Bloody" as in Bloody Hell. This of course means if you buy a Driverless British car, i.e. Jaguar/ Land Rover you will have to have a much richer set of words. I am thinking of introducing lessons at a low entry fee. I recall that when I was learning to drive and my father was teaching me I went sailing over a cross roads without stopping. The air was blue with dad's language. I said "the brakes don't work." He hauled me out and jumped in and the brake pedal went down to the floor! I did not get an apology.

CAR SHOWS

During the past couple of months there has been all the car shows introducing cars with bodies in every conceivable direction. The

Roving Reporter - April 2016 (continued)

New York Show was featured on Good Morning America and to my surprise featured Jaguar's new F-Pace. What did it look like? Well it looked like an SUV. The very first one for Jaguar. Also the way JaguaR was pronounced was new as well with a very hard "R" at the end. As you would expect it is very well appointed and beautiful to look at and "blisteringly fast." "Astonishingly Fast" is also quoted. That "Fast" bit refers to the F Type Project 7, not the F-Pace, but they did say it was quick. We are now building up a dictionary of ways to describe speed. "Uncommonly quick." "Blisteringly fast." "Astonishingly fast." "Quick." Perhaps we will have to have a race to determine the actual numbers.

FULLY CHARGED FOR COMPETITION

JLR also announced that they will soon be back on the track. They say that in August Jaguar returns to motor sport as a manufacturer in the FIA Formula E World Championship which they say gives it the unique opportunity to further their development of electrification technology under extreme endurance performance conditions. Perhaps they have a "swear word" division. The Electric racer they show is ultra smooth and, if my only experience in an electric car is anything to go by, (John Murphy's replica

XJ13) then it's going to be one or all of those statements above. The thing that gets you is the smooth ride and silence. I have to presume in the "E" race world they have introduced some form of sound effects. Can you imagine Alonso's wreck in the Australian Grand Prix 3/20/16 in complete silence? How he walked away from it I will never know.

BREAKFAST AT SPRINGHOUSE

My son Gary picked me up at 9:15 in his Chrysler 300S and we made our way to Springhouse, the new location for breakfast. There was a line of Jaguars that had transported 22 people so 24 attendees with us. A comfortable location with good food which included Eggs Benedict, Sausage and Roast Beef plus other things including Desserts. We had a room to ourselves which enabled us to sit together and the chatter flowed freely. A good location. The Chrysler is an excellent car. It is just coming off lease and Gary is now buying it. So it's a keeper. At one time he was thinking of buying a Jaguar but his boss thought it was not appropriate and would be viewed badly by his clients. I never had any bad reaction. The only time it was ever questioned was in Hong Kong where my MK 2 was disliked by my driver. The reason was that everyone else had Mercedes! Not a valid reason!



Gerogette and Franklynn Koehler celebrated their 56th wedding anniversary at the March DVJC Breakfast.



Mike Tate holds up the birthday card to be given to Fred Mack to celebrate his 105th birthday.

Delaware Valley Jaguar Club Breakfast Socials

Sunday, April 17, 2016, 10:00 am

Sunday, May 15, 2016, 10:00 am

**Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477**

Phone 215-646-1788

www.springhousetavern.com

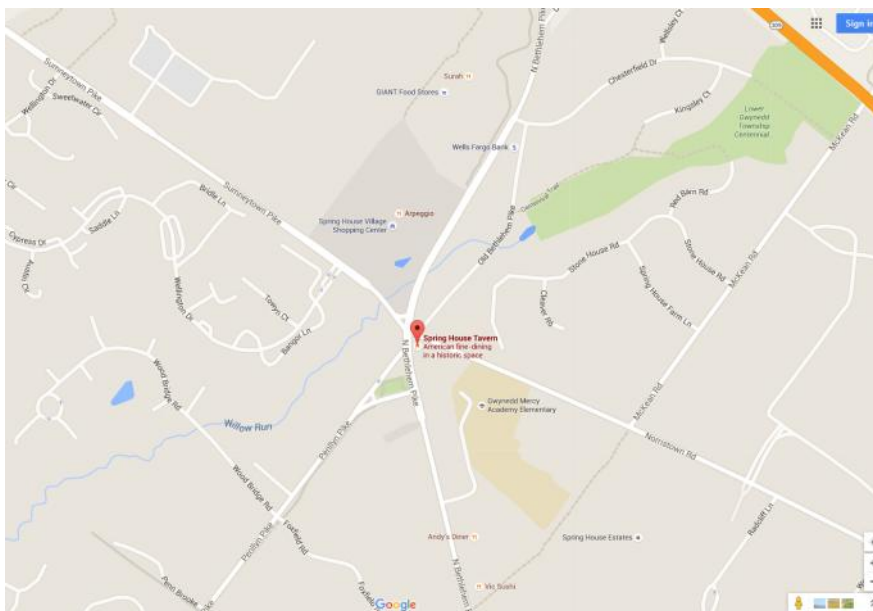
PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

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. Andy's Diner is on your right.

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.





A JCNA Sanctioned Concours d'Elegance
and an all British Marque judged Motorcar Concours

Pre-registration required for Champion, Driven and Special Divisions

Field Opens at 8:30 am- judging begins at 10am.

- * Registration for all JCNA Divisions is \$50 per car if received before June 1st
- * *All cars registered after June 1st will be in Display Division.*
- * Two or more cars; 1st car \$50, 2nd car \$25, 3rd and each subsequent car \$15
- * Display cars and non JCNA cars are \$35 per car
- * Ample Parking on site for Trucks and Car Trailers for easy unloading
- * All cars must be driven thru a Vehicle Operation Check Point
- * JCNA rules of judging will be followed as per applicable by the 2016 AGM.
- * Recorded Music, Food & Beverages will be available all day

Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Best of Show, Longest distance

Contact Charles Olson, Concours Chairman at 215-757-2028:
 e-mail: cwolson29@comcast.net

Show Information Hotline: 215-757-2028 or 215-920-2903

Registration Form , Division and Classes on reverse side

The Oakbourne Mansion, 1014 South Concord Road, Westtown, PA 19382
(www.oakbournemansion.org)

Champion Division Classes	Driven Division Classes
C1/PRE: Classics (Pre-XX engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) C2/120: XK 120 (1948-54) C3/140: XK 140 (1955-57) C4/150: XK 150 (1957-61) C5/E1: E-Types, Series 1 (1961-67) C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) C7/E3: E-Types, Series 3 (1971-75) C8/SLS: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 4200, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 C10/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 C11/XJ: XJ6/R Sedans (X306) (1998-2003); XJ6/R Sedans (X350 Alloy) (2004-2009) Note 1 C12/J5: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. C13/J5: XJ5 (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C14/XR: XR8 Coupe and Conv. (1996-2006), XR8 (1999-2006) C15/XR: XR and XR8 Coupe and Conv. (2007-On) C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2000-2008) C17/PN: Preservation Class (more than 35 years old) C18/PN: Preservation Class (20 to 35 years old) C19/F1: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) C20/F: F-TYPE (2013-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.	D1/PRE: All Classics (Pre-XX engine) and XK 120, XK 140, XK 150 D2/E1: E-Types (1961-67) D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) D4/E3: Series 3 E-Types (1971-75) D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 4200, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 D8/XJ5: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D9/XJ5: XJ5 (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D10/XR: XR8 Coupe and Conv. (1996-2006), XR8 (1999-2006) D11/XR: New XR and XR8 Coupe and Conv. (2007-On) D12/XR: XR8/R Sedans (X306) (1998-2003); XR8/R Sedans (X350 Alloy) (2004 - 2009) Note 1 D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) D14/F1: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) D15/F: F-TYPE (2013-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/XR according to their years, engines, and body styles.
	Special Division Classes S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition S2/MOD: Modified S3/REP: Replicas (non-production, Jaguar powered)

-----Cut Here-----

Registration Form for DVJC Concours d'Elegance 2016

*Please submit a separate Registration Form for each car you enter.

Detailed instructions will be provided upon receipt of registration.

Name _____ Year _____ Model _____ Class _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ VIN _____ Color _____

Division - Please circle one only: **Champion** **Driven** **Preservation** **Special** **Display**

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Send to: Bill Beible, 805 Rosewood Drive, Chester Springs, PA 19425.

Release statement: I hereby agree to the car[s] described in the 2016 Concours d'Elegance on June 4th, 2016. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, The DVJC, and the Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed _____ Date _____
 Signature of Jaguar Owner

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1987 XJS Conv., V-12, 68,000 miles, 1 owner, always garaged, new alternator, water pump, battery, New Tires (5), All original. This car could be entered in any JCNA Concours. Seat warmers, perfect paint & leather. Best Offer.

Contact Kurt Rappold, 610-358-4055



Regretfully I have to offer for sale my 1997 Carnival Red Jaguar XK8 convertible due to lack of storage space.

The car scored 99.91 in Class C16A in Pittsburgh this year. The car has less than 41,000 miles on the clock and I am offering it for \$11,000.

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Thank you for your consideration. Gerry Kunkle.



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DVJC Visits the UK for a Motoring History and “Race Retro” Tour

By: Bob (Where's Bob) De Lucia

Two intrepid DVJC members made another trip to the UK for motoring events along with three other fellow British motoring colleagues, including another two other Jaguar owners (XK8, and 2005 X-Type Estate 3.0). This has become an annual DVJC "tradition" for several members.

Upon an early 0630 arrival at Heathrow on 20 February, we added a new highlight to the trip, with a new show that we had never been to before, the "The London Classic Car Show", held at the Excel Centre on the east side Docklands section of London. This show included lots of London classic car vendors. There were many nice cars on display, including an impressive display of vintage E-Types, as well as E-Type replicas.

There was a continual rolling car show on the midway, which classics grouped by countries drove in.

The convention center itself had a very strange mix of activities as there was the largest Comic book convention in the UK going on at the same time. Many hundreds of participants dressed in appropriate outfits and costumes. Think "Big Bang Theory."

After being up 36 hours straight we finally crashed at our usual Holiday Inn in Kenilworth, about two hours north of London, after a fine pub dinner.

Sunday 21 February was the annual and now expanded MG/Triumph Parts Show at the National Agriculture Center in Stoneleigh. Once a Triumph-only show, to increase the dwindling

attendance, it merged with MG. Now thousands attend for all-Triumph (and MG) and it is now the largest Triumph show in the world for parts. It is also the focal point for UK Triumph car clubs displays. Since the five of us on the trip are also Triumph owners, this was a great attraction for us. This is also the same location for annual International Jaguar Spares Day just held this past March.



a great back-roads drive through typically winding one or two lane UK roads, with high hedges on each side of the mostly figure-eight route. To prove the point that it was, and apparently still is, a test route we saw a brand-new Jaguar F-Pace with red and white factory plates being driven on the route.

We also had time to stop at the Bugatti Trust, which is right next to the historic (and still in-use) Prescott Hill Climb.

That evening we had dinner with renowned classic-car author Graham Robson, a long-time friend. Among the many tidbits from him during our conversation, was that his next project will be a Works Cortina book until



Cosworth. Graham is the author of several Jaguar books; "The Big Jaguars"; "Jaguar XK8"; "Jaguar XJS"; "Jaguar D-Type"; "Jaguar." By the way, Graham had just picked up two weeks ago a new Jaguar XE Sports sedan that he showed us.

DVJC visits the UK for a Motoring History and “Race Retro” Tour

continued

On Tuesday morning, proving we actually had interest other than classic cars, we actually did a non-car adventure as we drove to the Royal Naval Museum in Portsmouth, to tour the “HMS Victory.” We only had a few hours to spare and we could see that Portsmouth deserved a day or two to visit on a future trip.

From there it was a drive through New Forest to visit National Motor Museum at Beaulieu. This is a great museum several of us had been to several times, but it continues to evolve and change exhibits. There were many great classic Jaguars on display.

On Wednesday morning, we made a visit to the Brooklands Museum, and of course checked it out for the “Downton Abbey” fans among us even though recent episodes mentioning Brooklands were actually filmed at Goodwood, which still has a working track, and a vintage classic-car show, hence the period dress. There is a fine collection of vintage racing cars there, as well as vintage aircraft, and not so vintage such as a Concorde.

DVJC member Dave Hutchison, also a Birkin Super 8 owner, managed to get us a private factory tour at the Caterham factory north of London (not the showroom). The Operations Manager gave us about a one-hour, delightful and very detailed tour walking through the factory floor, with full access to taking photographs. There, they manufacture about 500 per year, ranging from 600 CC to 2 liter engines.

We stayed in the delightful town of Windsor that evening.

On Thursday morning we picked up another colleague at Heathrow. Thursday was exciting as we got to have a private guided tour at Pinewood Studios, outside of London. This studio is not open to the general public. One of my long-time British friends works there. This is the home of all the “James Bond” films, as well as many other noteworthy films in its +70 years. The “Carry On” films were made there many years ago, etc. BBC TV shows such as “Birds of a Feather”, “Red Dwarf”, etc.

In addition to its many studios and buildings, Pinewood is building six more studios. The largest indoor studio in the world, the “007 Studio” is there though was (very) off-limits as the new “Star Wars” started filming there. Indeed Mark Harmon was in a building next to us working on “things”. Sets were being built on the back lots, and props were being made. Production and filming has begun there on “Episode 7” of “Star Wars” to be released in December of 2017.

That evening we had the pleasure of being invited to attend the monthly meeting of the local Coventry Triumph club. They even picked us up at the hotel! The event was very similar to our DVJC breakfast meetings as there are discussions of events, etc. They have a smaller club of about sixty members, but about twenty-five dedicated members were in attendance for the evening.

There was a new Jaguar F-Type, as well as a Triumph TR3 and TR4 in the parking lot on a brisk night. A few pints and a lot of interesting



DVJC visits the UK for a Motoring History and “Race Retro” Tour

continued

British motoring conversation. What was even more interesting was that several members had actually worked at the old Jaguar and Triumph factory and offices. We got many stories of the management and the factory.

On Friday, we attended day one of the three-day International Race Retro Show in Stoneleigh. This is a great show to visit for one, two, or all three days. Many parts, classic race cars, classic race car parts, rally cars, F1 cars, etc. They also have retired race drivers there every year, this year bringing Formula 1 Champion Damon Hill, son of the legendary Graham Hill. Also in attendance was Jaguar's old test driver Norman Dewis. I spoke to Mr. Dewis and he mentioned he was replacing his Jaguar XF Shooting Brake and picking up a new diesel Jaguar XE Sports sedan to drive around this year. Delightful old chap. At the Fire Engine Pub within the show, we also met several previous Brown's Lane Jaguar factory employees, and heard their interesting stories of the past.

That evening at our usual local pub, "The Virgin and the Castle" we ran into three older gentlemen that actually worked at the Coventry Triumph factory. One gentleman actually walked briskly home to get his iPad which had photos from Triumph racing in LeMans in 1962. Unpublished photos from his brother's private collection who was a race car driver for Triumph. A delightful time.

On Saturday, in addition to a morning visit to Race Retro again, we made a quick trip over to

the newly renovated British Motor Museum (previously known as the Heritage Motor Centre in Gaydon) to see the new renovations, and the Jaguar Heritage which had just opened two weeks ago. Maybe it was because they just opened, but the new building had a horrible layout of historic cars. It looked like a car-park, the way the historic vehicles were just jammed in there. One floor had various historic vehicles, and a large Land-Rover collection. The bottom floor was the historic Jaguar Heritage. They were also just sort of “thrown in” there. A far cry from the original Jaguar Historic Trust that we visited several times, which has since been torn down, once located across from the Jaguar factory on Brown's Lane. Certainly a disappointment to see such an iconic Jaguar classic car collection presented that way. Hopefully that will change in the future.

However the Jaguar display inside the original building is outstanding, with more historic Jaguars, Jaguar memorabilia, and Jaguar racing history. Very well-done there.

Also for those of you that have the museum's “Heritage Certificate”, there are now several versions, a new “Premier Certificate”, which includes a photo of your car, provided by you.

All in all, another great UK Motoring Tour. If you have any questions about any museums, or shows, and would like some suggestions just email me at yukon80@comcast.net.



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Jaguars owned _____
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Membership runs from January 1st to December 31st @ \$55.00, Members joining after July 1st pay \$35.00 for remainder of the year.

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