
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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October 2016

Jaguar Gathering at Nahodil's



The Delaware Valley Jaguar Club had their second Jaguar Gathering of Friends at the home of Melene and Robert Nahodil. In spite of the threatening weather in the Philadelphia area the conditions in Stroudsburg were quite pleasant. Attending the gathering were (L to R) Steve Cutcliffe, Barbara Love, Chuck Kitson, Dave and Rose Brown, Bill and Nancy Beible, Melene and Robert Nahodil, Tatiana and Dmitri Lubyshev, and Paul and Irena Merluzzi.



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 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

October 16, 2016
November 20, 2016
December 18, 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

October 14–16 ,2016

Pumpkin Run Rally (see pages 18–19 for forms)
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Kurt Rappold 610-358-4055

December 18, 2016

DVJC Business Meeting—Election of Officers
Concurrent with Breakfast Social (see p. 11)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477
Contact: Paul Merluzzi pawlym@aol.com Please RSVP

January 22, 2017

DVJC Annual Holiday Party & Awards Luncheon
William Penn Inn, 1017 DeKalb Pike, Ambler, PA
Contact: Mike Tate, mjtate1414@verizon.net

Other Interesting Events

November 5, 2016

Nations Capital Jaguar Owners Club Slalom (see p. 17)
Stonewall Jackson High School
8820 Rixlew Lane, Manassas, VA 20109
Contact: John Larson (jclars123@aol.com; phone 301-520-3620)



President's Mewsings *October 2016*

Watkins Glen – Part Deux

In the September Purr I mentioned that my lovely wife Irena and I were heading to the Finger Lakes region for our annual vacation. It was a great week with “bookend” races at the Watkins Glen track ... Indy Cars on Labor Day weekend and the US Vintage Grand Prix on the following weekend. Fellow DVJC member Kevin Fitzgerald was also there with a friend - be sure to read his wonderful article on page 14.

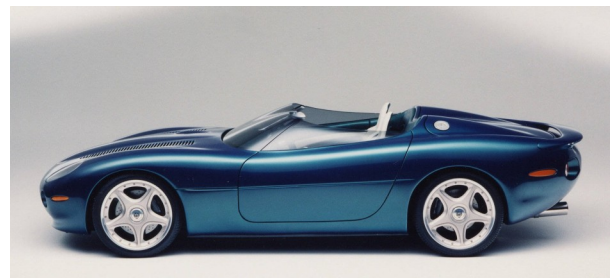
Our friends joined us for dinner at the Glen Motor Inn on the Saturday before Labor Day. Back in the day when the US Formula 1 Grand Prix was held at Watkins Glen for 20 years through 1980, the Glen Motor Inn, along with the nearby Seneca Lodge, was the “hangout” for many of the auto racing drivers and their teams. A pictorial history of the Glen Motor Inn and its intimate relationship with racing can be enjoyed in the lobby where autographed photos of past champions and famous sponsors are on display. On this particular evening, Dario Franchitti and Scott Dixon were having dinner with a few auto-racing journalists at the table next to us and Mario Andretti was dining with a friend two tables behind us. Mario was gracious in greeting us as we left after dinner and Dario walked a few of us out to the parking lot and chatted for a while. During past US Vintage Grand Prix weekends, it was not unusual to find Oscar Kovalski and Tony Adamowicz, former Can-Am, Trans-Am, and Formula 5000 rivals and friends bantering with each other and entertaining the guests. Tony, who is currently suffering from Stage 4 brain cancer, also drove for Jaguar in the IMSA GTP series.

Speaking of Jaguar, I mentioned in the September Purr that Jaguar was the presenting sponsor for the US Vintage Grand Prix this year and they had quite a presence at the event. In the paddock area they set up an autocross course where race fans could try their hand at running an F-Type through the course. At the other end of the track, near a section called the “boot”, race fans could put a Land Rover through its paces at a motocross

course. Jaguar also had a display of the current lineup, including the new F-Pace and XE. But the star of the display was a Jaguar that few people, including many Jaguar aficionados, have seen or even heard of ... the XK180.

The Jaguar XK180

Fifty years after Jaguar launched the XK engine and the XK120 sports car, the XK180 concept car was created to showcase the skills and talents of Jaguar designers, craftsmen and engineers. Inspired by the great Jaguar roadsters of the fifties and sixties, the Jaguar XK180 was hand-built in the Company's Special Vehicle Operations (SVO) workshops at Browns Lane in Coventry and first shown at the Paris Auto show in 1998. Although not intended for production, the concept car was based on a shortened version of the supercharged XKR convertible, which was introduced in 1996. The all-new bodywork, hand-made in aluminum, follows a styling theme that combines influences from past Jaguars - notably the D-Type and E-Type, with completely modern styling. The AJ-V8 power unit was modified to produce 450 horsepower and the brakes, wheels and suspension were upgraded to match the engine's performance. Jaguar built just two of the XK180 concept cars, one with right-hand drive and one with left-hand drive. The left-hand drive version displayed at Watkins Glen this year is number two, and made its debut at the North American Auto Show in Detroit in 1999.



The concept car featured a system of fingertip gear-selection by controls mounted on the steering-wheel, developed by Jaguar specially for this project – familiar in many sports cars today (including the F-Type), but a new concept in

1998. The detailed attention paid to the car's mechanical specification underscores Jaguar's philosophy that concept cars should not be just static showpieces but fully engineered vehicles. Many of the engineering features incorporated into XK180 have been road and track tested on a fully instrumented engineering prototype.

Building the Jaguar XK180 was an exercise in accelerated development. The concept car progressed from an idea to a running reality in a little over ten months. Skilled craftsmen from the Company's Special Vehicle Operations Department, working closely with a small group of Stylists and Engineers who could be spared from Jaguar's intensive New Model Development Programs, had just forty-two weeks to complete the concept car in time for the Paris Motor Show. Time and resources may have been limited, but energy, enthusiasm and pride were available in abundance, and the XK180 roadster can take its place alongside such illustrious forebears as the XK120 record-breakers, the D-Type and the XJ220.



First thoughts about the new car were influenced by the XK120 that established new speed records on a stretch of motorway at Jabbeke in Belgium in 1949. Just as the XK120's name came from its 126.448 mph top speed run at Jabbeke, the XK180 is named after its maximum velocity. The second influence was the Jaguar D-Type, whose superb styling cloaked Le Mans-winning performance in aerodynamic good looks. Working on the characteristics of these two historic Jaguars, it was decided that the new concept car should be derived from the supercharged XKR. The two men who would be responsible for conceiving and building it, Principal Designer Keith Helfet and Gary Albrighton, the Principal Engineer of Jaguar's Special Vehicle Operations

(SVO) Department, discussed the project with Chief Stylist Geoff Lawson and SVO Manager Mike Massey. The conclusion that was reached was that a shortened version of the XKR with a more powerful engine would be a fitting basis on which to start.

The XKR platform had been modified by SVO, with five inches cut out of its cockpit and provision for shorter front and rear body sections incorporated. While this was going on, Keith Helfet was working in the Styling Department on first designing the new body and then converting that design into a full-scale clay model. Mr. Helfet supervised the detailed modifications to the clay model, which would be used to create the tooling aids and molds from which the aluminum panels would be formed. For a production car, the clay would have been digitized in order to create tools, but such was the rush on this project there was no time - and no need to use such modern 'time-saving' methods for a one-off vehicle.

As the preparations for creating the body continued, SVO was creating an actual XKR to act as a test 'mule' for the shorter, more powerful, concept car. Since it had to be capable of being driven to the levels its modifications would make possible, the engineers wanted to evaluate the proposed chassis and engine changes in real world conditions. The 'mule' was a purposeful evolution of a standard XKR, equipped with a full racing safety cage that spoke volumes about its performance and purpose. Working from former shapes created on the basis of the clay styling model, Abbey Panels' craftsmen began to form every panel of the new car. They worked entirely by traditional methods, rolling and shaping the components using nothing more than skilled application of hand and eye.

The body began to take shape in early May, and by mid-June it was ready for painting. As in any Concept Car, color plays an important part in the overall design, and Keith Helfet's choice looked back to one of his favorite Jaguars, the D-Type. Helfet selected a paint that combines echoes of the metallic blue of the Ecurie Ecosse D-Type which won at Le Mans in 1957 with undertones

of green and gold. It is a color which would have been impossible to achieve in the days of the XK120, and is one of the most obvious signs of 90's technology in the new car.

By now the mule was racking up the miles necessary to test and fine-tune the engine and chassis modifications. All these modifications had been carried out by engineers at Jaguar's Technical Centre at Whitley, and they were designed to add power and performance which would match the car's image and heritage. Engine modifications increased the 370 horsepower available in the production XKR to an even more impressive 450, while racing suspension with adjustable dampers and larger brakes, wheels and tires ensured the extra power was well controlled. Using the handling circuit and the high-speed track at MIRA, the engineers began to fine-tune the modifications in order to come up with a specification the SVO workshop could follow when the time came to start building the car.

Meanwhile, Helfet and his colleagues began to work on the cockpit design, styled with a retro-influenced cloak over modern technology. Ergonomics were important, as were looks, but Helfet's design policy was also heavily influenced by tactile sensations. "I wanted everything you touch in the cockpit to be metal or leather," he explains. "It formed all my ideas about the instrument-panel, where I wanted the switchgear to have a look and - just as important - a feel of past Jaguar sports and racing cars." It took four weeks to design the interior and another two weeks to create the molds that would be used to form the necessary panels. It was now July, and the Paris launch date was less than three months away, but everything was coming together according to schedule, and final assembly of the car was under way under a cloak of secrecy in the SVO workshop.

While the body-men assembled the aluminum panels, the chassis specialists were building up the special components Whitley had specified to achieve the required handling. The specially-prepared AJ-V8 engine was installed by workers who had started at Jaguar when the six-cylinder XK power unit was Jaguar's mainstream engine,

while trimmers who had shaped the leather to cushion Royalty and Statesmen set to work on the racing seats and harnesses made necessary by the new cars performance. In the electrical department, work began on adapting switches with the style of the Fifties and Sixties to operate with Nineties technology. It was not an easy task, for even such an action as turning on the headlamps of one of today's Jaguars involves more electronics than were to be found in a complete XK120.

Working with outside Specialists who supplied such components as the wheels and the uniquely-shaped windscreen. SVO worked throughout July, August and the early part of September. By the middle of the month the car was ready to be photographed, and in the following week all the tiny detail jobs were completed before it was carefully loaded for transportation to the Paris Show where it immediately became the Star car of the show.

I am going to try to get the number-two XK180 to The Classics at Brantwyn next October. Cross your fingers!

Reminders

The Northeast Rally Club's 16th Annual Pumpkin Run in Millsboro DE will be held on October 14-16. For the entry form, go to www.northeastrallyclub.com or call Kurt Rapold at 610-358-4055.

Our monthly breakfast social at the Spring House Tavern will be held on October 16; see page 11 for directions.

Nominations for officers and directors of the DVJC must be made by November 30, 2016. Contact membership chair Ann Perry if you would like to nominate someone for one or more of the positions listed on page 16. Ann's contact information is 610-388-2421 and annsag@aol.com. Election of officers will be held at the Breakfast Social on December 18, 2016.

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



Roving Reporter - October 2016

By Michael Tate

"THE CLASSICS AT BRANTWYN 2016"

It must be October. There is a thick morning fog to start the day of Sunday October 2. No rain! Last year, at the same time, we were worrying about hurricane Joaquin which headed out to sea and left us alone. Paul Merluzzi, our Club President, is the organizer of this charity event for the Kennett Symphony who is starting its 76th Season. You will have worked out that it was founded in 1940 just before WW2 and was an all volunteer orchestra in Chester County. It has now evolved into Chester County Pennsylvania's only professional symphony orchestra. October 15th is the Opening Night Concert of its 76th season. It will feature the works of Sibelius, Shostakovich, Rachmaninoff, and featured Piano soloist Micah McLaurin (bet you could not spell that lol!)

We arrived at 11:30am, late for the 11:00am start. Paul had arranged for 27 spectacular cars to attend but 6 failed to show because of the weather. Last year 9 did not show. The arrivals are all lined up on the long drive that leads to a circular, grassed, roundabout in front of the very large premises of Brantwyn where the brunch would take place. Each car drives around the circle and is introduced by Paul. We were in time for the last third - but no matter as all the cars are parked for inspection on the spacious lawns at the rear of the premises. During this presentation a real treat for the onlookers is when waitresses carrying tall flutes of "Lamborghini Bellinis" offer these drinks. But tragedy! We saw the last waitress disappear with empty tray. Though I chased after her it was to no avail but I did get an encouraging smile!

There was a DVJC table reserved for the brunch. We were joined by Clara Saxton, Charlie Olson, Grace Smith, Steve Schultheis (who had his 1972 XJ 6 Saloon on show) and club friend Gene Epstein and wife Marlene (who paraded the "Peoples Choice award-winning 1960 Rolls Royce Silver Cloud II Convertible Sedan). Grace Smith has just

taken delivery of her F-Pace SUV. She loves it but it has a problem. Can you imagine Jaguar having a problem??? The Navigation system does not work. Well it's to be expected the XK120 did not have such a system. You had to find your own way around while changing gears manually. Jaguar are sorting out the software problem.

A 1927 Rolls Royce Phantom I owned by the Winterthur Museum shared second place with David Ventura's 1959 Jaguar Mark IX. David had gone the extra mile with this outstanding looking two tone car. He had an extension to the boot covered with a tablecloth with cutlery, glasses for wine, a bottle of wine, and so the occupants can eat and drink comfortably, two dining room chairs. This set-up drew a lot of attention. I had a Mark VII, this cars younger brother, but all I ever got was cheese. There were 4 Jaguars on parade. The XJ6, The MK IX, a 1963 Series 1 E-Type Coupe and a 1965 S-Type 3.8 saloon. This car intrigued me because it had a louvered bonnet. I had an identical car in 1966 but it did not have louvers in the bonnet. I mentioned it to John Rush, the owner, who said that his car had stamped inside that it was a car with USA specifications so that explained it. A Jaguar 420 saloon was one of the cars that used the weather as a reason not to turn up. I wonder if it was my old 420?

Mo (wife) got me a Bloody Mary as we surveyed the other assembled cars. It did me good - I knew it would! What a glorious sight on the fresh grass and flowers plus all the ladies in their finery. A 1938 Buick limited Edition Model 90 owned by Matt Grieco; a 1956 Lincoln Continental loved by David Moser; a 1956 Mercedes 300SL Gullwing Coupe in silver embraced by Marianne MacDunna (her late husband, Stuart, was the original owner and it was raced at Bahama Speed Week in 1960 by Formula 1 Champion Graham Hill). Also an extremely rare 1957 300SL Mercedes Rally Roadster in "pea green" had a constant crowd around it and I thought it was a contender for top award. I heard someone value it at \$3,000,000. Its dual

Roving Reporter - October 2016 (continued)

owners Robert and June Platz had prepared it to perfection. By the way the designation “pea green” is something I made up and not a Mercedes color!!; a 1958 Mercedes 220S Cabriolet cared for by James Sinclair; a 1958 Morgan Plus 4 Roadster British car lover Bill Jacobson; 1959 MGA Twin Cam, Don Scholl owns this rare white beauty; a 1961 Rolls Royce Silver Cloud Saloon. David Browne’s Roller completed the set of 4 RR’s with Dwayne Heckert’s 1989 Silver Spur Saloon. Dane Holland paraded his Series 1 E-Type Coupe; and Wayne Flegler showed his 1965 Porsche 356C “outlaw” coupe powered by a 3L 911 engine. Never heard of the “Outlaw” before.!!!; a 1967 Ferrari 330 GTC was accompanied by its owner Robert DiStanislao; Something very different was Lou Parrotta’s 1967 Lotus Mark 51 Formula Ford; Alex Chiaro was to bring his 1969 Alfa Romeo Duetto but because of the weather substituted his 1971 Alfa Romeo Montreal. Very nice to have the option!!! Steve Maconi is very fortunate to own a very rare 1972 DeTomaso Pantera to bring to the festivities; the last two cars were Ferraris. A 1982 512 BBi owned by Mike Tillson (of Radnor Hunt fame) and a second entrant for Steve Maconi - a 1986 328 GTS.

What a great array of vintage cars we were privileged to see through “Lamborghini Bellini” clear eyes. Promoted as “Brunch, Blues and Hot Cars”, we were also serenaded by The Terry Klinefelter Quartet featuring Roger Girke on guitar and vocals which provided peace and tranquility to the Proceedings. Congratulation to the Steering Committee starring Paul Merluzzi, Sandy Yeatman, Monica Buffington and Paul’s, lovely wife, Irena.

If you want to see next years “The Classics at Brantwyn 2017” then reserve Sunday October 1 2017.

WHICH IS THE BEST

- | | |
|--------------------------------|----------|
| 1 The Art Of Performance | Jaguar |
| 2 The Ultimate Driving Machine | BMW |
| 3 The Best Or Nothing | Mercedes |

Which is the best? No not out of those three but

out of the Jags I have owned? When making such a choice it is important, I believe, to judge each car in the period it was conceived. This morning I was studying a mug that son Gary gave me for Christmas. It is a normally sized white drinking vessel, good for tea or coffee or even beer if pressed but its wonderful outside circumference is adorned with photographs of 15 of the Jaguars I have owned. The beauty of such a gift is that not only is it good to hold beverages and as a constant reminder of these past beauties but a trophy that can be buried with me when I pass to that great Jaguar aquarium in the sky. I picked the word “aquarium” because I envisage a vast stretch of water where old Jaguars go to rest in the gentle swell of the waves and compete in races to out-do each other. Their exhausts disappear in a cloud of bubbles. Also my little white Maltese is there barking at each car as it passes. He looks good considering he has been gone for 18 months. He would be nearly 19 years old now. Old enough to visit a pub and have a beer. Hold on. I have just had a good idea. Perhaps I should put his ashes in the mug so he can be buried with it and become the heavenly driver of all those cars pictured.

Hence..... the expression “Lucky Dog!”

Enough of that! Which was best? I can’t do it so I will take a break..... after long reflection, considering where we were living with each car, what driving experience we had with each car, the winner is the red 1973 E-Type OTS V12. We were



living in a 17th century cottage in Henley-on-Thames, Oxfordshire, England in the early 1990’s.

Roving Reporter - October 2016 (continued)

Henley is one of the loveliest villages in England surrounded by old world pubs. So it was my good fortune, after traveling all around Europe in musty airplanes all week, to pull out this car, lower the hood and point the car towards our favorite pub. A wave to the neighbors and away. Before we actually moved in a rumor had circulated that an “American” was renting the house. What perplexed them was the fondness for Jaguars and the English accent. I never told them but I suspect (my lovely wife) Mo did. Driving this mighty car through the winding roads and beautiful countryside with a pint of cooling beer as a reward at the end of the trip. Two pints was a maximum allowed. Drinking and driving laws in Britain are very strict and the police were out there knowing the love of a mid morning pint on a Sunday by the English. A red V12 E-Type was like waving a red flag at them. I think they just wanted to look at the car. Early on I offered a drive in the car and after that they left me alone. Close to where we lived was a disused Royal Air Force (RAF) aerodrome (Mo told me how to spell that correctly. I put Airodrome. Well it’s logical). So to finish the drive, fortified by two pints, I put the red one on the end of the runway and let her rip. The runway had sprouted grass and other vegetation but the car soon reached over 100 and accelerated to speeds where it thought it was a Spitfire or a Lancaster bomber. I held on tight and it never took off. Fun with a glow on my cheeks and my hair blowing straight back I had no thoughts of those ex communist rulers in the Eastern Block that I was to meet the following week. In those Russian planes you could get a small cabin with port holes that had drapes to pull over them! 148 was the top mark I hit...frightened to death. Open top, no helmet, no fear, no lies. Wet pants!

Talking of helmets, as part of my downsizing, Alex La Roche, DVJC member, last week, purchased my authentic Jaguar Racing Helmet. Beautifully decorated with roaring Jaguar heads on either side it is a true part of Jaguar history. It now rests in Alex’s museum with the rest of my stuff that he now owns. I am delighted. I spent such a great effort collecting it all and that it has not been split up is wonderful and that Ana and Alex are now custodians could not be better. I can visit whenever I wish and so can my

children and grandchildren if they want. Thank you Ana and Alex.



So which do you think is the best out of these three:

THE ART OF PERFORMANCE
JAGUAR

THE ULTIMATE DRIVING MACHINE
BMW

THE BEST OR NOTHING
MERCEDES

They are all good and put over a clarion call. If I have to choose one I find that reluctantly BMW “The Ultimate Driving Machine” sends the best message. BUT the other day I was with Marte and John Murphy in Marte’s BMW and I mentioned it to John, who is my god as far as cars are concerned (well he built an electric XJ-13 replica single handed) He said “It is Not”. He said no more so I left it at that. “THE ULTIMATE DRIVING MACHINE IT IS NOT”.

Rest easy.

PLEASE DO NOT FORGET THE SILENT AUCTION

Delaware Valley Jaguar Club Breakfast Socials

October 16, 2016, 10:00 am
November 20, 2016, 10:00 am
December 18, 2016, 10:00 am

Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477
Phone 215-646-1788
www.springhousetavern.com

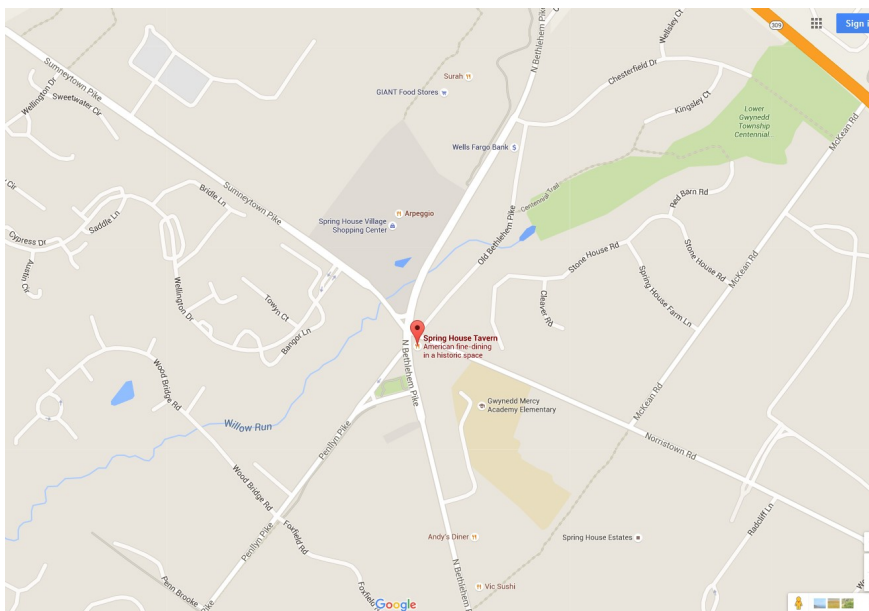
PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

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.

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.



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 . Contact Brian Craig at bhc166@aol.com and he will send you one. Ann will process your membership renewal as quickly as possible to insure your continued benefits with JCNA including your subscription to *The Jaguar Journal*.

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1971 E-Type Series III 2+2, silver. 14,000 original miles.

Car has been completely recondi-tioned over the years at Lindley Motors. It was repainted from bare metal and all elastomeric elements have been replaced. Recently, after a long storage, it was again refreshed with rebuilt carburetors, etc. by Jeff Dement. A great runner with excellent exterior and fine interior. Ask-ing \$40,000. Photos can be viewed at: www.flickr.com/photos/hardingdg/albums.

Contact Kurt Rappold 610-358-4055



Greetings from the Green Lane Growler

By Kevin F. Fitzgerald (photos courtesy of James G. Leyden, III)

Watkins Glen, New York, September 9-11, 2016. This past weekend, my buddy Jimmy and I took our annual pilgrimage to the Finger Lakes region of New York to attend the Sports Car Vintage Racing Association's (SVRA) Vintage Grand Prix, sponsored by Jaguar/Land Rover. Driving through the front gate, we were invited



Kevin after the slalom

to take part in the "Driving Experience."

The company spared no expense, supplying seven new Jaguars (including the F type) for the motoring public to test

drive. They set up a Jaguar autocross course (slalom) in one of the speedway parking lots and a Land Rover off-road driving course in the back end of the racetrack. (The latter was an extremely slow-moving driving experience with simulated hilly terrain, compared to the slalom experience I describe below.)

Jim and I first headed to the slalom driving experience. We filled out a short form, presented our driver's licenses, and off we went. After a 15-minute wait, Morgan Kavanaugh, one of seven Jaguar Performance



XK 180 concept car

Academy Driving instructors, announced he would be my "copilot." It just so happens he's a motorcycle racer best known for the ice-driving course he runs in Steamboat Springs, Colorado. With Morgan riding shotgun, we jumped first into a 340 HP V/6 XF sedan (MSRP base price \$47,400). Like a large Go-Kart track, the course was tight, with eight turns—some 80 degrees, some 120 degrees. Morgan instructed me to al-

ways look ahead and anticipate and to finish braking before I start turning. He encouraged me to drive the car hard and with quick acceleration.

Timidity was not the order of the day. I found this to be a perfect opportunity to literally man-handle a brand-new Jaguar XF. Friday was the only day for time trials for the slalom. I finished the course in 37.5 seconds, coasting a little until

I got the feel of the course.



64 E-type racing Jaguar coupe

But we weren't finished: Next, we climbed into a 550 HP supercharged V8 F-type coupe. This was one of three pace cars used

for the Grand Prix event on Sunday. With this kind of power, I was sitting in a race car more than a sports car. And for those of us who have this kind of disposable income (\$61,400+), the F-type is worth every penny.

I buckled up, adjusted the seat, put the shift lever into sport mode, and listened to Morgan announce "3-2-1, hit it!" And we roared off. "Look at the near cone! Brake! Hit it!"—these were his precise instructions. The 19-inch, low-profile, Perelli Cinturato tires kept the car almost glued to the pavement. I was 21 again with tires squealing and motor roaring. How many times in your life do you get to man-handle a racecar that isn't your own? The experience got my adrenaline going for sure. Truly exhilarating.



Davy Jones, racecar champion and event Grand Marshall

Greetings from the Green Lane Growler (continued)



Excitement awaits

On the second go-around with the F-type, my time dropped to 35 seconds. One of the top professional drivers (I think it was Davy Jones) once recorded 30.9 seconds in the slalom. Top amateur drivers do around 32.5 seconds, according to Morgan.

Jaguar's association with racing isn't new. This complimentary test drive of the new-model Jaguars is being done at racetracks around the country, like the Indianapolis Motor Speedway in June of this year. Reportedly 1,500 people took advantage of the experience this weekend at the Glen.

And yes—I returned for two more go-rounds on Saturday and two more on Sunday. My 15-minute wait turned into a 1-hour-and-15-minute wait this time, but it was well worth it. It gets in your blood. Morgan complimented me for fishtailing into a couple of corners (unlike my significant other, who would have been screaming her bloody/lovely head off).



Morgan Kavanaugh and Kevin

At the Glen, there were plenty of Jaguars to see, from the Friday night downtown rally to the car display show in the infield to the 64 E-type racing coupe on the track. Just outside the slalom area gate, Jaguar showcased an XK 180 concept car, one of only two built in 1998—a 4L supercharged V8 that puts out 450 BHP. Based on an extensively modified XK8 body, this 180-mph car with a low wraparound windscreen was intended to celebrate the golden anniversary of the XK 120. No test drive here, however.

Onto the winner's circle, 12:30 Sunday. Here I met and spoke to Davy Jones, the Grand Marshall of the Vintage Grand Prix; a very engaging chap. I told him I was writing an article for our newsletter, and he gave me his phone number to call if I had any questions. Mr. Jones seems to



Just before my second go-around

be the point man for the events Jaguar is sponsoring. His background is impressive: He set the qualifying lap record at the Indianapolis Speedway, won the 1990 "24 Hours of Daytona" driving a Jaguar XJR-12, won the 1996 "24 Hours of Le Mans," won Sebring, and was runner-up at the 1996 Indianapolis Speedway. But early in 1997, he crashed during an Indy 200 practice run at Walt Disney Motor Speedway in Florida and suffered a serious head injury. He was unconscious at the scene and briefly retired from racing. He now is heavily involved in promoting Jaguar and supervising its Performance Academy driving instructors like Morgan Kavanaugh. Both are personable, great guys.

The young lady pictured with myself below is Rose Coppola, who sang the National Anthem in front of the Winner's Circle Sunday. She's from Nashville and her rendition of the anthem was really uplifting. She nailed it, and I told her so. Her uncle happens to be a race car driver.



Rose Coppola with Kevin

The sights, the sounds, the smells, the conversations.... No better place to be.

Signing off for now, Kevin Fitzgerald

Preliminary 2017—2018 Ballot

Election of officers is an extremely important activity for the continued progress and healthy future of our club. Any active member may run for any office. Any member choosing to be included as a candidate, must contact Ann Perry (annsag@aol.com) prior to November 30th, 2016. The final ballot will be in the December 2016 *The Jaguar's Purr*. The December 18, 2016 Breakfast Social at The Spring House Tavern will also be a business meeting at which time nominations may be made from the floor and a final vote will be taken. We encourage all members to attend, nominate, and vote.

The following is a Preliminary Ballot for DVJC Executive Committee candidates for a 2-year term starting January 1, 2017 ending Dec 31st 2018:

President	Paul Merluzzi (incumbent running for office)
Vice President	Alexander Giacobetti (incumbent running for office)
Treasurer	Bill Beible (incumbent running for office)
Recording Secretary	Clara Saxton (incumbent running for officer)
Director of Membership	Ann Perry (incumbent running for office)
Director of Events	Mike Wolf (incumbent running for office)
Director of Events	Rich Rosen (incumbent running for office)

Save the Last Dance This Year for Jaguar

By John Larson, Nation's Capital Jaguar Owners Club

The Nations Capital Jaguar Owners Club inaugural slalom in July was a great success for all who attended. In response to that interest, and recognizing the recent emphasis on driving performance and enjoyment in the Jaguar Land Rover advertisements, NCJOC has scheduled a Fall Slalom for Nov. 5 at Stonewall Jackson High School in Manassas, VA (see attached flyer for details). The slalom site is just 150 miles from the DVJC slalom site, so you also get the side benefit of a day-trip in your Jag before the snow flies.

What a great way to enjoy your Jaguar and other driving enthusiasts on a fine fall day. The diminutive slalom course, measuring only 200 feet by 100 feet, lets you:

- • Practice brisk acceleration, firm braking and crisp cornering;
- • Run safely within the confines of the orange cones laid out on a parking lot;
- • Proceed at your own pace, just you, the car and the clock;
- Increase your pace as you gain familiarity with the course, Smooth beats Frantic.

You leave the slalom course wishing you had just one more turn. You get hooked.

Contact the NCJOC Slalom Steward, John Larson (jclars123@aol.com; phone 301-520-3620) with questions, and watch for the next email blast for registration forms that you can fill out at home and bring to the slalom.

WHY SLALOM:

The JCNA slalom course provides a convenient “mini-race course” experience to drivers of all ages with all types of cars. The entire slalom course fits into an area measuring only 200 feet by 100 feet. The JCNA slalom is also a family sport for parents, spouses, children and grandchildren as participants or spectators. We can practice our vehicle control and driving expertise in a safe, well-controlled environment free from the hazards of wheel-to-wheel competition with other cars. The game is just you and your car on the course against the clock. Most drivers may approach a maximum speed of 25 MPH, but only for one second before having to brake for the next turn. Cars compete within specified classes based on year and model, similar to but not identical with concours classes.



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

\$400 entry form, payment and insurance received by **Sept 28, 2016** \$_____

\$425 entry form, payment and insurance received after **Sept 28, 2016** \$_____

\$20 (I previously purchased a banner and want it to be displayed) \$_____

(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:

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

NAME _____ HOMETOWN _____

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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, 2016 (call 302-858-5111). The Atlantic Inn in Millsboro has not made any renovations and no longer supports our Rally.

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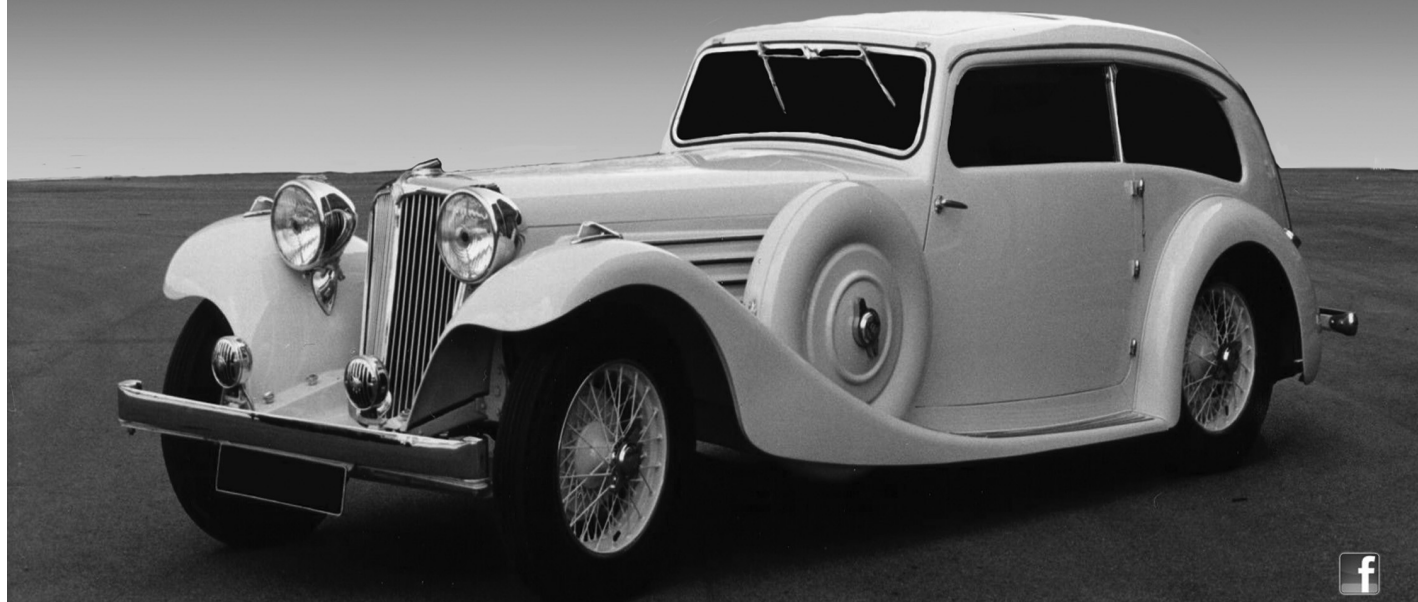
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