
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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December 2016

November DVJC Breakfast



We had an excellent turn out at the November DVJC breakfast. Shown above are Kevin Fitzgerald, Gary Feldman, Tom Shaner, Alan Brown, Max Sandler, Margaret Brown, Chuck Kitson, Kate Sandler, Don Scholl, Bill Beible, Gary Tate, Sue Trout, Mike Wolf, Michael Tate, Paul Merluzzi, Grace Smith, Charles Olson, Paul Trout, Mrs. Gerhard, John Gerhard, Michael Detzky, David Stanton, Pauline Craig, and Marlo Stanton. The December breakfast will be December 18, 2106, at the Spring House Tavern, at 10:00 am. This will also be our annual business meeting and election of officers. Please see page 12 for breakfast information and page 18 for the slate of officers.



NOTICE—It's time 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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JCNA Badge	\$30.00
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Packing & Postage	\$ 3.00

DVJC OFFICERS INFORMATION

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Treasurer	Bill Beible	610-223-1051	bill.beible@verizon.net
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Director of Membership	Ann Perry	610-388-2421	annsjag@aol.com
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Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise			

AREA COORDINATORS

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Montgomery County	Michael Wolf	610-964-1104	mwolf@boenninginc.com
Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Lehigh Valley	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
Regional States: Delaware	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

December 18, 2016

January 15, 2017

DVJC Breakfast Social (see p. 12)

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

Contact: Paul Merluzzi pawlym@aol.com Please RSVP

December 18, 2016

DVJC Business Meeting—Election of Officers (see p. 18)

Concurrent with Breakfast Social (see p. 12)

**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 (see p. 10)

**William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436**

Contact: Mike Tate, mjtate1414@verizon.net

May 19–21, 2017

Penn—York Rally

Beach Lake, PA

Contact: Kurt Rappold, kprappoldxksp@verizon.net

Other Interesting Events

January 26-29, 2017

Pennsylvania Auto Show

PA Farm Show Complex & Expo Center

2301 N. Cameron Street, Harrisburg, PA 17110

Contact: www.autoshowharrisburg.com

**January 28 to
February 5, 2017**

Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street, Philadelphia, PA 19107

Contact: www.phillyautoshow.com/



President's Mewsings *December 2016*

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

Business Meeting and Breakfast Social – December 18, 2016

Our Breakfast Social on December 18th will double as our Annual Business Meeting as required by our bylaws. In addition to the election of officers, we will have an update from our treasurer, Bill Beible, and a look ahead into 2017 club events. Regarding the election of officers, we can take nominations from the floor for any of the Officers and Directors positions.

PLEASE bring some Silent Auction items for the Holiday Party and make Mike Tate happy. Reminder the party date is January 22, 2017 – see page 10 for details).

“Classic” Purr

No doubt about it, this edition of The Purr is a “Classic” since it includes Mike Tate’s final “Roving Reporter” column. Mike will continue to contribute to The Purr from time-to-time, but the regular monthly column will now be authored by Paul Trout. I have known Mike for 14 years, ever since acquiring my first Jaguar, the XK-150 FHC, and joining the club in 2002. He has become a good friend and one of my favorite people of all time. Thank you, Mike, for your many years of service to the club, your friendship, and your British wit and *humour* (of which I can never get enough).

All-Electric SUV – I-Pace

The expertise and innovation that Jaguar is developing for their Formula E race cars (see below) is coming to the road in the second half of 2018. The I-PACE Concept is a preview of the first all-electric production car from Jaguar – a 5-seater performance SUV that delivers 516 lb-ft of instant torque, 400 HP and 0-60 mph in around 4 seconds. The I-PACE Concept is more than a concept. It’s a preview of the first production battery-powered car from Jaguar, launching their commitment to create electric vehicles that are also truly exciting driver’s cars. As well as investing in being at the cutting edge of zero-vehicle-emissions technology, Jaguar is helping drivers understand more about electric cars. Stay tuned.

Formula E Update

Jaguar’s racing history has several peaks and valleys – from the superb performances of C-types, D-types and the XJR-19 winning Le Mans racers, to the more recent doldrums of its failed attempt to crack into the winning circle in Formula 1 (with the celebrated clashes between Bobby Rahal and Niki Lauda). Formula E is the most recent of Jaguar’s engagement into international motorsport. Jaguar Land Rover – owned by the Indian industrial giant Tata – is racing to catch up with its competitors as the fast-growing, electric-powered car industry accelerates. It’s thought the racing car’s technology will be used as a blueprint for Jaguar’s electric car ambitions with a consumer model expected to be launched in 2018.

Jaguar Formula E landed a title sponsor and tech partner in Panasonic, who ironically also had a crack at F1 in the 2000s with Toyota, and left with little to show for it. The initial contract covers three years starting with the 2016/2017 season. Panasonic provides the head-up display units for Jaguar road cars, and is counting on significant tech crossover from Formula E into future electric vehicles. They also signed Adam Carroll and Mitch Evans as its driver line-up for 2016/2017. British racer Adam Carroll first came to prominence as a test driver for BAR-Honda F1. Now, with a World Champion title in A1GP, five wins in GP2, and recent success in World Endurance Series and European Le Mans Series, he has his sights set on the Formula E podium. New Zealander Mitch Evans competed in karting from the age of six and went on to win the New Zealand Grand Prix at age 16. Mentored by F1’s Mark Webber, the 21-year old won the 2012 GP3 Series, came second in class at Le Mans 2015 and is currently the driver to watch in GP2.

But Jaguar’s Formula E initiation has been tough as a late-comer (most of the other teams have two seasons under their belt), and it is the only team to fail to score a point in the first two 2016/2017 events. Jaguar knew the start would be rough and played down expectations ahead of its debut in October. But perhaps the reality of how tough its return to major international motorsport is going to be is now sinking in. Two races into the electric single-seater series’ 2016/17 season, the British manufacturer was still a distance from the leaders of the pack. In Round 1 (October 8, Hong Kong)

Adam Carroll finished 12th, 43.8 seconds off first) and Mitch Evans DNF. In Round 2 (November 11, Marrakesh) Carroll finished 14th, 49.0 seconds off first and Evans finished 17th. The best qualifying result was 14th, 1.33 seconds off the pole.

Celebrity Jags – Part 1

Clark Gable would eventually win over audiences and critics alike with his film performances, but his first Hollywood efforts were met with a less than enthusiastic response. Initially he was considered too rough to play romantic leads, but after undergoing grooming and training by his acting coach he came to epitomize the American ideal of masculinity and virility. Gable would make the top-ten box office list 16 times, win an Oscar for his role in Frank Capra's *It Happened One Night*, and is immortalized by his delivery of the line "Frankly, my dear, I don't give a damn," in *Gone with the Wind* - among the most quoted in the history of cinema. He also played a race car driver in *To Please a Lady* and was a true gear head who was already the proud owner of a Jaguar Mark IV Drop Head Coupe, among other fine cars in which he squired around the most beautiful leading ladies of the day. As he gained fame and fortune, he was able to afford the best and indeed he did. Some examples that entered his stable were the 1935 Duesenberg Model JN, a 1936 Duesenberg SSJ Speedster, a 1937 Ford Lincoln-Zephyr V12, a 1938 Packard Eight Convertible Victoria, a 1955 Mercedes-Benz Gullwing, and a 1956 Mercedes-Benz 300 Sc, in addition to the Mark IV DHC.

In 1948, the new Jaguar XK120 would be unveiled to the public at the Earl's Court Motor Show - and Gable was hooked. Originally intended as a limited-production model to raise interest for a forthcoming series of sedans powered by the same new dual-overhead-camshaft inline six-cylinder engine with hemispherical - or "hemi" - combustion chambers, orders for the XK120 immediately exceeded capacity. All XK120s had a sophisticated setup for the day including independent torsion bar front suspension,

semi-elliptic leaf springs at the rear, recirculating ball steering, and telescopically adjustable steering column. The six-cylinder engine displaced 3.4 liters and produced 160 bhp, and was said to be capable of 120 mph (hence the model name). Zero-to-60 mph took place in less than 10 seconds, quick for the day. Gable's first XK120 was one of the first customer cars to leave the Holbrook Lane production line in June, 1949. Built as a left-hand drive car it was exported to California in September 1949 to the Hollywood dealership, International Motors, where Gable purchased it. Gable authored an article, Titled *My Favorite Sports Car...*, in a 1950 issue of Road & Track magazine in which he described his attempt to reach the XK120's official 132 mph top speed. He managed to coax 124 mph out of his completely stock and unmodified car. The unpaid celebrity endorsement did no harm to the sales figures for the car, and the actor loved the model so much that he would go on to own three other XK120s.



One of the most interesting is the one gifted to him by the Indianapolis Motor Speedway owner at the time, Anton "Tony" Hulman, Jr., while the actor was in town filming *To Please A Lady*. He would keep it stored there, and amazingly, the car would only see use once a year in May when Gable, a race fan, would come back into town to see the Indy 500 race. Today, only 6,500 miles register on the odometer. Most celebrity cars change hands often, but not this one - it was hidden away for more than 40 years at one of the most popular places on earth for car enthusiasts and certainly was a favorite of Gable's.



In 2012 a Jaguar XK120 OTS, chassis No. 670003 now owned by Jeff Lotman of Los Angeles, was judged Best in Class in the Postwar Sports Open category at the Pebble Beach Concours d'Elegance. While winning Best in Class makes this particular XK120 significant on its own merit, it also stands above the others because it was the first XK-120 (left-hand drive aluminum body) owned by Mr. Gable.

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



Roving Reporter - December 2016

By Michael Tate

FINAL REPORT BUT NOT THE LAST

I have thought a lot about what I should talk about in this my final report as *The Purr's* Roving Reporter. In the end the decision was easy. "The many fine people I have been fortunate to meet through the Delaware Valley Jaguar Club."

When I took over as editor of *The Purr* way back in the last century the monthly edition consisted of two or three small pages.. I decided to expand it to its present content and Kit Racette joined me and later became editor. We agonized over using e-mail to deliver the word. We did it and it was accepted by the majority of readers which saved, through the years since, a stack of money. So much that the directors at their last meeting agreed that at the HOLIDAY PARTY on January 22, 2017 we would include a ticket for a free drink for every attendee. So send me your check for \$35 as soon as possible. See flier for details page 10.

Now back to Kit Racette. What a fine editor she turned out to be and extended her talents to organizing various functions like the one held at that famous old sailing ship, the four masted Moshulu, which is moored at Penn's Landing. I first met Kit through her husband Paul who drove up our driveway in Gwynedd Valley and said "I have one of those" pointing at my MK 2. And so was formed the DVJC sub branch which met every Wednesday in the local Drafting Room at Springhouse. Paul was a founding member. The Racette's have moved to Montreal but keep very much in touch and the Drafting Room has closed.

The one person to whom I owe a personal debt of gratitude is Brian Craig our current editor. Brian is a wonderful man, or should I say Po-

liceman? He is the chief of police at Swarthmore and is married to (the lovely) Pauline, sometimes known as Paulette. They accompany each other to all their Jaguar activities. Their first venture into Jaguars was an X-Type Sedan which was written off. They replaced it with a red XK8. Red of course. Such smooth taste. Each month Brian is the man who reads my stuff, corrects it and inserts photos of any cars I happen to mention. This latter action lends an air of professionalism to my work for which I am extremely grateful. Thank you Brian for everything.

Then there is, or should I say was, Fred Mack and his one owner white XK 120. a keen and knowledgeable Jag man who could tell a million stories. Fred left us this year but in his 105 years, just before the end, found time to sell his 120. It's no longer a one owner car. Shame!!

Kurt Rappold was always my hero. As President of the club for hundreds of years Kurt was, and still is, a dedicated Jag man. He is now driving a MK X amongst the many cars that he owns plus the 100 motor bikes. I am most grateful to Kurt because last week on November 5 at a meeting of the club directors he nominated me to be a member Emeritus. It was approved. Thank you Kurt I am "tickled pink." (Well they could do nothing else with me sitting there!!!)

Charlie Olson took over as club president from Kurt and served for eight years. Charlie worked hard at making the club enjoyable. For a short time I served as club Vice President under Charlie until I realized that with that title it was expected that you would become President one day. I did not want to do that. Charlie and I had our differences but remained friends. He has been very active in organizing the annual Concours and of course was responsible for

Roving Reporter - December 2016 (continued)

agreeing to hold the Jaguar Clubs of North America AGM here last year. A bold step!!

I always believe we should recruit and encourage younger club members. Two who have become a good friends are Alex LaRoche and his wife Ana. They invited us to their wedding 15 years ago. Lovely. They are perhaps the most dedicated of Jaguar people in the world with a variety of cars including a MK IV & a Mk V. And a “museum” of collectibles including every model Swallow, SS and Jaguar ever made. This is complimented by his collection of SS and Jaguar mascots. I am delighted that I have been able to contribute to his collections.

Someone who has always been there to drain my bank account and keep my cars running is Ralph of Cloverleaf Auto in Malvern. Always willing to be helpful and take on any task I threw at him. Only one stumped him. He could not make my 1934 SS1 Coupe go faster! But he made it look smarter by powder coating its wheels. Support Ralph. He does good work.

Paul Merluzzi, our club President, has become a good friend and is what is commonly known as a “petrol head.” He very likely has too many things on his plate (Irena, his lovely wife concurs). His stable of cars includes a 1957 Replica Porsche 356 Speedster, a 1969 E-Type Coupe, a 1995 XJS OTS, a 1979 Ferrari 308 GTS, a 1958 XK150 Coupe, a 2010 Mini Cooper Coupe and Irena’s sensible 2016 Volvo S 60. He runs our meetings professionally with both eyes on the clock. Talking of meetings I recall that when I first got involved with the management side of the club our meetings took place in one of the member’s homes. These included food and drink and some work. I believed a more business like environment would serve us better so got JLR Main Line to allow us to use their boardroom. Tak Papariello General Manager of this facility and Mike Smyth, President of the Group, have been most helpful in this regard.

Ef Adnopoz has been a good friend since meeting at a long ago rally. Ef has a red E-Type OTS which he keeps at his place in the Finger Lakes where Mo and I have been fortunate enough to spend a weekend.

Mike Wolf, a club director who with Rich Rosen have been responsible for organizing many club events. One in particular sticks in my mind when Mike organized a rally and I organized a lunch for the 50th anniversary of the E-Type. We had a record number of E-Types turn out. All registered as requested except at the lunch one couple turned up who did not think the request for them to register (so I could tell the hotel the numbers for lunch) applied to them. This resulted, rightly, for one couple, who were last to report to the event, to complain that there was no seating for them and say that they were one of the first to sign up. I sorted it out eventually but could have done without the unpleasantness it created.

This reminds me to state, yet again, we will not accept people at the door for the Holiday Party. Only people who have registered AND paid can enter. Again, as I have previously stated, in the past I have accepted people who phone at the last minute and say they will pay on the day. Two years ago two couples did this then did not turn up. As I had included them in the numbers given to the hotel it cost the club \$120. Yes - it is so good to get this off my chest and if I have hurt any ones feelings. GOOD!!!! Sorry to keep mentioning this... but...

Now two ladies who belong in the “lovely” category who I call friends. First Ann Perry who is the club Membership Chairperson who for years has done a magnificent job keeping track of our membership, collecting fees and transferring this information to Jaguar Clubs of North America. Ann also provides us with regular lists and details of every club member. It has been good working with you. Especially when you were able to provide entry into Long-

Roving Reporter - December 2016 (continued)

wood Gardens for me and my family. Again thank you. Secondly there is Clara Saxton, DVJC Secretary, who has faithfully reproduced the Minutes of our Directors Meetings for many years. Also Clara checks and completes all the score sheets, submitted by the Judges, at the annual Concours. For the past two years I have worked with Clara checking her arithmetic. I swear that she, on purpose, makes one error, and only one, each year just to see if I am doing my job! These ladies both own Jaguars.

Gerry Kunkle was always a steadying influence when he was Club Treasurer and an amazing Jag man traveling all over the country to events and keenly interested in local ones. I believe he just enjoyed driving his fleet of cars and talking about their merits

Steve Kress always greets me warmly when we meet. He seems to spend a lot of time in Florida now and Tom Jones was, and is, a keen member taking part in many rallies. He knew that I collected Jaguar Mascots and kindly gave me his walking stick with a Jaguar Mascot handle. Though I sold my collection to Alex I kept the walking stick. Most kind of you Tom. I would be remiss if I did not mention great friends who were the other three members of that early sub DVJC Drafting Room branch. Jim Shields is a long, long time member who has garages full of cars. He has acted as a Concours Judge many times. A year or two ago he was laid low with Lou Gehrig's disease and can no longer drive. He communicates by the written word and still shows a keen interest and enthusiasm in Jaguar. I must visit him soon. Sorry Jim. Then there was Dave Duckett, a world champion Blacksmith, who owned a couple of E-Types. A single dad, an Englishman, with two sons who seems to be constantly renovating his home! Bringing up the final member in this team in his SS 100 was my car god John Murphy who took off for Santa Fe and has recently returned. I asked him why he returned, he gave me a reason, but it was not the real one. I think the truth is, "he missed us." John was always changing his cars but I do know he now has the very latest hot Corvette

and that electric Jag replica I am always writing about. We have had some really good times with John and wife Marty including a voyage to Russia where we had the people in the GENTS in gales of laughter with me saying "The waters cold" and John reposting with "yes and deep as well."

Then there is wife Mo who has shared all our Jaguars with me and I recall she had our three kids, when they were very small, on the back seat of our MK 2 in 1962, no seat belts then, and they had driven her to distraction.... she snapped the gear change lever in half!. I never said a word. Eldest son Russell fell out of that car (back door) when he was very young and landed on his nose. No, luckily he did not damage the car!

Ken Ruocco and I had friendly competition in the Concours with our 420's. He always relegated me to second place. Alex Giacobetti, our present VP sends me great articles every week. He has some unusual cars in his garage in Philly.

Do you ever shop at Koehler's Jewelry shop in North Wales? Franklyn Koehler is a member with a Mk V and an XK150 and he and his wife are good supporters.

What more can I say....I'm done! Thank you all you lovely people.

Happy Holidays to you all or as we still say in England "Happy Christmas."

Noe LaFramboise I have not forgotten you or you Jim Sjoreen but you are both kindly helping me with the "Silent Auction" So until then.....

PS I have just 11/17/16 had lunch with Paul Trout who is taking my place to contribute to *The Purr*. Such a nice man with one wife, Susan, three sons, two Jaguars, 2006 X-Type Sedan and a 2001 XKR Coupe. Best wishes Paul



Delaware Valley Jaguar Club

*Please join us for our annual holiday party
and awards celebration.
Sunday, January 22, 2017*

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
corner of Rt. 202 and Sumneytown Pike*

*11:30 a.m.. Reception and Cash Bar
1:00 p.m. Buffet Brunch*

*\$35.00 per person
(includes one free drink ticket per person)*

*Please return number of people attending
and a check made payable to Delaware Valley Jaguar
Club by:*

January 15, 2017

*to:
Michael Tate
588 Wellington Square, Apt. 300
Exton, PA 19341
610-249-2208 or mjtate1414@verizon.net*

Buffet Brunch includes:

Hot and Cold Selections
including:

Scrambled Eggs
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Beef Stroganoff
Smoked Salmon
Salad

Delicious Deserts

and much more.

Delaware Valley Jaguar Club Breakfast Socials

December 18, 2016, 10:00 am

January 15, 2017, 10:00 am

February 19, 2017, 10:00 am

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

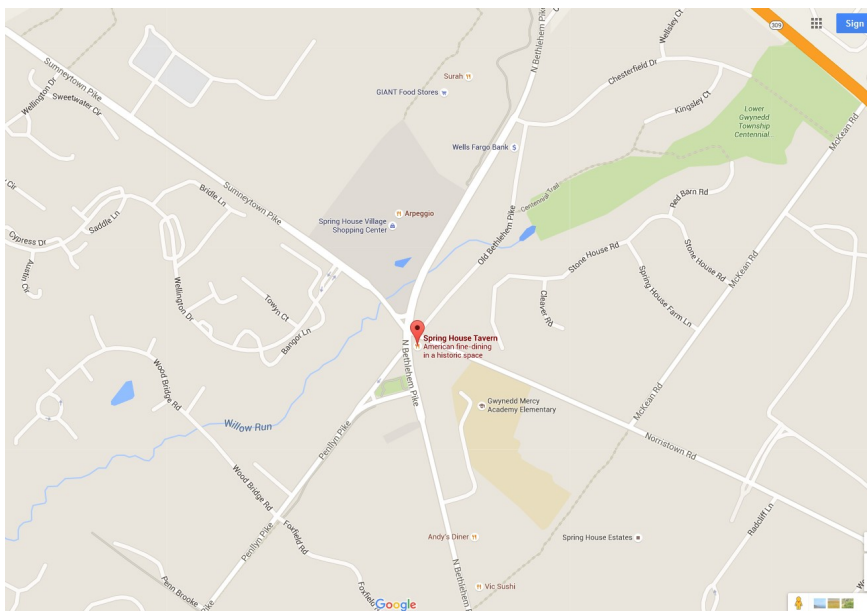
PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

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.



IT'S MEMBERSHIP RENEWAL TIME !!!

It's time to renew your DVJC membership. 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. Remember, those renewing prior to the January 22nd, 2017, Annual Banquet will be eligible for one of three free membership renewals. Winners will have their fee refunded. We hope to see you at events in 2017.
Your continued support is appreciated.

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Driving for Kids! 2016 America's British Reliability Run

By Bob DeLucia and Dave Hitchison - photos by Jeff Armstrong, Dave Hutchison, and Charles Frick

On a bright sunny Friday morning, about forty British cars including four Jaguars and their drivers gathered together at McKenzie's Pub in West Chester, PA, for the start of the 2016 America's British Reliability Run. Why a pub at 9:00am? Well, McKenzie's Pub was to be the planned destination of our 600-plus mile adventure, but more about that later.

Before a wheel was turned, a good deal of planning and support had already come together. Back in the early spring of 2016 the ABRR Planning Committee met at the Triumph Brewery in New Hope PA, and several times throughout the year to put together the ABRR for 2016. The ABRR Committee selected this year's charity, "The Synergy Project", a non-profit street Outreach Program for homeless kids in the 12-21 year old age range living in Bucks, Lehigh and Philadelphia Counties. "The Synergy Project" is a program of the Valley Youth House.

Last year this event, which has been sponsored since 2008 by the Delaware Valley Triumphs, and driven by several DVJC members, reached new goals as 32 "ABRR Teams" ran up into N.Y. State and raised over \$24,000 for "St. Christopher's Children's Hospital" in Philadelphia. This year's goal was to hopefully exceed last year's high water mark and so the work began. New destinations were selected and a new route was built. After several meetings the Oct 14-16 2016 date was announced and registration opened in early June, just after the DVJC and DVT's "Cars and Motorcycles of England" show at Oakbourne Mansion. Within a couple of weeks, registration reached its capacity and it was closed as it was capped at 40 cars. PEDC member Bob Canfield handled all the hotel and restaurant reservations and PEDC and DVT member Wayne Simpson had the placards produced, windscreen signs printed and he also assembled the Entrant packets. DVT members Dan and Sheri Tinsman had already proofed this year's run and assembled a great route book for all the teams. DVJC

member and DVT Director Bob De Lucia looked after the registrations, budget and thousands of emails to keep us all on track! DVJC member Dave Hutchison arranged the car collection visit, racetrack laps, restoration shop visit and brought in sponsors and car clubs to support our ABRR. All ABRR Teams reported their fundraising progress to the ABRR Webmaster, PEDC member Russ Sharples who kept the website current on a daily basis! Fundraising competition was brisk especially in the last weeks with a single team ultimately bringing over \$3,000, a new record!

Now back to Friday morning...Among the 40 British cars that had gathered was a 1949 Rover, (the oldest car) sponsored by "Hemmings Sports and Exotic Magazine" and a 1951 Jaguar MKVII sponsored by "Ragtops & Roadsters" that was recently mechanically restored to run the "Great American Race" next June. This was to be their shakedown run for the team, "Big Fat Grey Cat!" There was also a gorgeous red and black 1977 Jaguar XJ12C ("Team Jag Monkeys"), a 1974 Jaguar E-Type Roadster ("Team Ecurie Great Falls"), and our very own DVJC member Gerry Kunkle in a 1966 Jaguar XKE Coupe, ("Team DVJC Purrfect").

The parking lot was full, from Austin Healey through TVR. All ABRR teams were required to turn in their donations to DVJC and DVT members Joyce De Lucia and Charlene Hutchison before the run started. (Behind the scenes the tabulation of donations would take place over the weekend to be announced at the Sunday luncheon.) Representatives from "The Synergy Project", had their Synergy Jeep (which carries the supplies for the kids) and also their RV there for all ABRR entrants so they could take a peek inside and see how the program operates. Sunoco Racing was again our prime sponsor as they provided enough gas cards this year to cover the entire run for each ABRR Team! Hagerty Insurance was once again behind us to support us with their



Driving for Kids! 2016 America's British Reliability Run (cont'd.)

Roadside Assistance Program. Pete Cosmides from Motorcar Garage provided hats for everyone and once again Mike Engard from Ragtops & Roadsters drove the R&R chase van and trailer with a loaner car for the "just in case".

So, we were ready, right? After a quick drivers meeting, and before we left, "Team Taz" went out of the ABRR with a bad clutch! (They would later join us with their spare black Jaguar XK8). As always, Dan's route was superb as almost immediately we found ourselves on the twisting back roads of Chester County. After getting lost and found a couple of times (we were following our Fearless Leader!) and just before lunch, a "mishap" occurred as "Team Indecision" misjudged his stopping distance and ran into "Team Thana" from behind! Ouch! The classic Mini unfortunately crashed into a rubber-bumper MG Midget. Results...MG continued with barely a scratch (those rock/solid rubber bumpers!) Everybody was ok except for "one person's very badly damaged pride". Apologies were offered and it was quickly determined that with the classic Mini leaking coolant the R&R Support Van would be needed. The 2013 Mini that was the backup car, courtesy of DVT member Alan Anspaugh, was swapped for the 1964 Mini, an upgrade, so to speak! The cars were swapped out so quickly, much to the surprise of the 26 year old Maryland State Police Trooper and when he asked, "Does this happen often"? I replied, "No Sir. This is our first! He smiled and said "Carry on", and so we did. We arrived at our lunch a little late and met our host, George Bunting who's car collection we were about to see (but you won't, as he requested that we not put pictures online). It goes without saying, his 60 plus car collection was one of the finest that I have seen, that included AC

Shelby Cobra, Aston Martin DB, Acura, Austin Healey 3000, Bentley, BMW 507, Citroen, several Ferraris including a four cam 275 GTB, Jaguar E-Type and XK, Lancia, Mini, Mercedes Benz Gullwing, Porsches, a stunning Siata 208, a Toyota 2000, Volvo P1800, and Volkswagen Beetle to

name a few! After the tour of the car collection, we headed west towards Martinsburg, WV for our first overnight stay. Just before we arrived I received a message from "Team Rover America"

that they had a critical part failure in their 1949 Rover 75, back at the restaurant. It could be driven, but not in stop & go traffic nor could it make the upcoming hills. The decision was made for them return, via the main roads back to our starting point and arrangements were made to deliver to them another loaner car, my 2002 Miata. I

know, not British, but built in the "likeness of" and recently knighted! Dave and Dirk blasted down to Martinsburg arriving at 1:30AM to rejoin the run.



We awoke to sunny weather again on Saturday and after a short drivers meeting we headed towards Summit Point Motorsports Park. After watching Corvettes run a "track day" in progress on the Jefferson Circuit, we lined up two by two on the false grid of the Shenandoah Circuit. Motorsports Director, Chris White laid down the simple rules.

NO PASSING and NO SANDBAGGING... We were to follow him (in his friends' MGA), and basically enjoy yourself through the 2.2 mile, 22 turn road course that was designed and built by the late Bill Scott. Bill brought features from race-tracks around the world into the Shenandoah Circuit most notably the carousel from Nurburgring. We ran three laps (each a little faster) then we stopped by the bridge for our group photo and we had the opportunity to switch

drivers for another three laps! Smiles were abound after returning to the paddock as EVERYONE thoroughly enjoyed themselves! After a short break, we headed to White Post Restorations in White Post, VA. Yes, that's where many of us have sent our brake components over

the years. Proprietor W.R. Thompson gave us a great guided tour through the shop talking about the many projects under way. It was a very eclectic group of projects from Alfa, Jaguar, Stutz, and a Lincoln Continental to T-Bird.



Driving for Kids! 2016 America's British Reliability Run (cont'd.)

We soon hit the road again following the route (and some of us not) to arrive at our lunch stop near 3:00PM. The food was very good once again and we headed towards Chambersburg, PA for our second night. When we pulled into the Comfort Inn we were met by former Vintage Triumph Register President Blake Discher, the founder of the first America's British Reliability Run in Detroit in 2003. Blake joined us for dinner and shared some of his photos and experiences from the first six ABRRs that he organized and ran through 2008. Sunday, the final day started with some clouds and fog but was still dry as we headed east from Chambersburg. We initially ran through the foggy, twisting back roads of many beautiful state parks and eventually the roads turned into farmland and "Amish" country with many horse and buggies traveling back and forth on their Sunday drives. On one of the many isolated back roads the "Team Rover P6" made some horrible scrunching noises. It did not sound good and it was determined that the rear differential had seen better days. The driver, Robert Sayre motioned to us to just continue as he had things in hand, and obviously a plan. We later found out that Hagerty Insurance had come to the rescue and towed the car home to New Jersey. That's the first time that our Hagerty Roadside Assistance was used in the six years we have been running! Our journey led us via back country roads to McKenzie's Pub where we had started 3-days ago. Brunch and the ABRR awards (and an occasional glance at the Eagles game on TV), were in order. Awards were given to the top three fundraisers. Third place went to a new ABRR MGB Team, "Keep Calm and Carry On", Bill and Sandy Goble, who raised over \$1700! Second Place went to the "Birkin Boys" as Sumra Manning and yours truly drove my Super Seven and raised \$2650. First Place went to another first time ABRR Entrant, "Team Ecurie Great Falls", Al Hazard and Jeff Olson who came in from Virginia and brought in \$3360, a new single team record! Ten teams raised over \$1,000

each! That's a first also! We also have to thank Moss Motors, The Roadster Factory, Victoria British, and too many others to list here, for contributions and prizes that were awarded to our ABRR Entrants along with the top fifteen finishers who received additional gas cards from Sunoco! Our local and national British car clubs, Delaware Valley Jaguar Club, Vintage Triumph Register, Delaware Valley Triumph, AHSTC, TVR, LHVBC, Keystone and Philly MG Clubs who between all of them donated a total of \$2450 to the Synergy Project, another record! In total we raised \$35,538 for the kids! So if you ran the 2016 ABRR or contributed to an ABRR Team, take a bow. Great Job! If you didn't run with us this year, do consider joining us in 2017 as the ABRR Planning Committee just met and...We are running again in 2017! Date and location to be announced soon.

This year each ABRR Team drove 620 miles for a total of 23,560 miles in one weekend and yes we had our challenges this year as several cars failed to proceed, but we left no one behind! The Rovers didn't do well but the '51 Jaguar MK VII saloon performed flawlessly and is now ready to run the Great American Race! This year, we also brought new teams in from New England, Virginia and Michigan as "Team Jolly Jensen" had their 1976 Jensen Healey transported in and out from Michigan and they flew in to participate! I think it's safe to say that we met our 2016 goals and again raised the bar. We all had a great weekend, made new friends and best of all we ALL came together for a good cause, as the placard says, we were "Driving for Kids".

We are currently working on more ABRRs for 2017 that will include Colorado, New England and Virginia! Please stay tuned and visit our website at www.britishreliability.org and like us on Facebook to hear announcements about future dates of America's British Reliability Run!



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)

The Jaguar Land Rover North America, LLC JLR Private Offer Program has been extended to March 2017.

Jaguar Land Rover North America is pleased to announce the updated Organizations & Clubs Vehicle Purchase Program.

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

Land Rover

Model Year	Model	Trim Level*	Amount
2016 / 2017	Discovery Sport	All	\$750
2016 / 2017	Range Rover Evoque	All	\$1,000
2016	Range Rover Sport	All	\$1,000

* Subject to vehicle availability. SVR models excluded.

PIN numbers (which are required to take advantage of the above discounts) may now be obtained by you via the link below. Employees must log-on to the website using their company email address which will grant access to the site.

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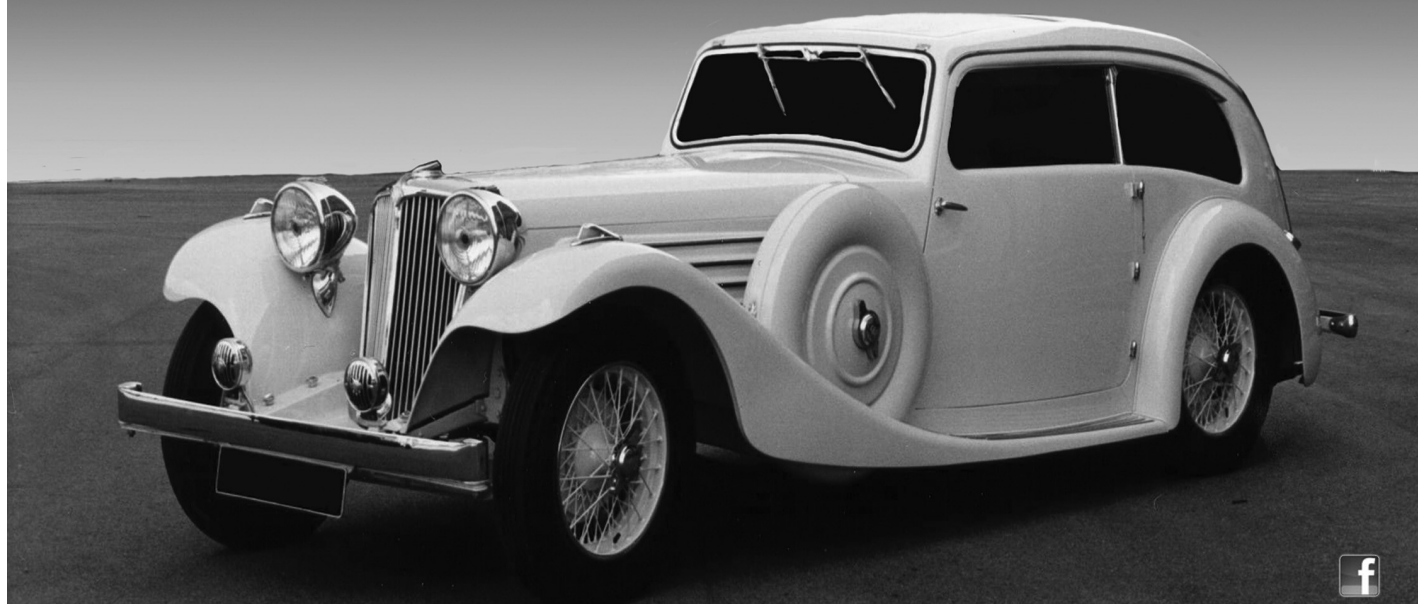
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