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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*January 2017*

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## DVJC Officers 2017—2018



Paul Merluzzi—President



Alex Giacobetti—Vice President



Bill Beible—Treasurer



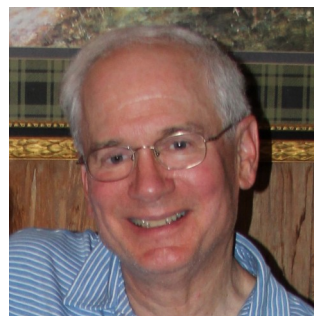
Clara Saxton—Secretary



Ann Perry—Membership Director



Rich Rosen—Director



Mike Wolf—Director

See Page 19 for the minutes from the 2016 General Business Meeting.



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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Quarter \$ 85 / year; \$20 / issue  
Business Card \$50 / year

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### MEMBERSHIP RATES

Single/Family  
\$55.00 per year

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DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

### DVJC OFFICERS INFORMATION

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Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise			

### AREA COORDINATORS

Chairman	Charles Olson	215-757-2028	cwolson29@comcast.net
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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

**January 15, 2017**  
**February 19, 2017**  
**March 19, 2017**

**DVJC Breakfast Social (see p. 14)**  
**Spring House Tavern, 1032 Bethlehem Pike,**  
**Spring House, PA 19477**  
*Contact: Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com) Please RSVP*

**January 22, 2017**

**DVJC Annual Holiday Party & Awards Luncheon (see p. 12)**  
**William Penn Inn, 1017 DeKalb Pike,**  
**Ambler, PA 19436**  
*Contact: Mike Tate, [mjtate1414@verizon.net](mailto:mjtate1414@verizon.net)*

**May 19–21, 2017**

**Penn—York Rally**  
**Beach Lake, PA**  
*Contact: Kurt Rappold, [kprappoldxksp@verizon.net](mailto:kprappoldxksp@verizon.net)*

**June 3, 2017**

**DVJC Annual Concours d'Elegance (detail coming)**  
**Pre-registration required for Champion, Driven and**  
**Special Divisions**  
**Oakbourne Mansion, Westtown, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.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](http://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/](http://www.phillyautoshow.com/)*





## President's Mewsings *January 2017*

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

### Happy New Year

As I begin my second term as your president, I am thinking about what a great club we have. We all came together initially because of the Jaguar marque – but what keeps us together are the friendships we make and the personal enjoyment we get from club activities. That is what makes me feel I am having a “Jaguar Kind of Day” – see Paul Trout’s first column on page 7.

We have several activities planned for the new year; the following lists the events through the summer:

Officers and Directors Meeting, January 14, 8:30am, Jaguar Main Line dealership.

DVJC Breakfast Social, 10:00am, January 15, Spring House Tavern (see page 14).

DVJC Holiday Party, January 22, 11:00am, at the William Penn Inn. See page 12 for details. PLEASE contact Mike Tate ([mjtate1414@verizon.net](mailto:mjtate1414@verizon.net)) and let him know if you have some Silent Auction items for the Holiday Party.

DVJC Breakfast Social, 10:00am, February 19, Spring House Tavern (see page 14).

JCNA Annual General Meeting, March 17-19, Vancouver, British Columbia. See page 22 for details. More information is available at: <http://www.jcna.com/annual-general-meetings/jcna-59th-annual-general-meeting>

DVJC Breakfast Social, 10:00am, March 19, Spring House Tavern (see page 14).

DVJC Breakfast Social, 10:00am, April 16, Spring House Tavern (see page 14).

Penn-York Rally, May 19-21, Beach Lake

PA. There will be more information in upcoming issues.

DVJC Breakfast Social, 10:00am, May 21, Spring House Tavern (see page 14).

DVJC Concours d'Elegance at the Cars & Motorcycles of England Car Show, June 3, with the Delaware Valley Triumph Club. There will be more information in upcoming issues.

Jaguar Gathering of Friends, June 10, West Chester home of Paul & Irena Merluzzi, noon to 6:00pm. Details will follow in future editions of *The Purr*.

DVJC Breakfast Social, 10:00am, June 18, Spring House Tavern (see page 14).

DVJC Breakfast Social, 10:00am, July 16, Spring House Tavern (see page 14).

Rally/Dinner/Concert, August 19, 2:00pm. Gimmick Rally followed by Dinner at the Stone Barn Restaurant and a concert by the Kennett Symphony at Longwood Gardens.

Jaguar Gathering of Friends; date, time, and place TBD. Hopefully based in Delaware.

In addition, our Event Coordinators Mike Wolf and Rich Rosen are working on a couple of driving activities – stay tuned.

Our Breakfast Social on December 18<sup>th</sup>, which doubled as our Annual Business Meeting as required by our bylaws, was well attended (40+ people). The minutes are posted on page 19. In addition to the business meeting and breakfast, we celebrated Alex Giacobetti's 70<sup>th</sup> birthday with a cake supplied by his lovely wife Teri. Alex's tenure as a DVJC member is one of the longest – he joined the club shortly after it was founded in the mid 1960's.

### Succession Planning

As stated in one of my earlier columns and at the recent business meeting, I am concerned about the succession planning (or lack thereof)

for officers and directors of our club. I have formed a Governance Committee (Alex Giacobetti, Charlie Olson, and Mike Tate) whose tasks will include, but not be limited to, succession planning. The route to effective governance involves finding the best people to serve in leadership roles. Like any guidance directed at complex group dynamics and leadership roles, views of what constitutes good governance can be subjective and may change from time to time. I see this committee continuing indefinitely with a decision-making cycle that corresponds with our 2-year cycle for election of officers and directors. All matters pertaining to governing our club will be open to the committee, including a review of the by-laws. I will be putting together a draft charter for the committee for discussion at our January 14 Officers and Directors Meeting.

### Formula E Update

Panasonic Jaguar Racing finished the second race of the Championship in Marrakesh in November by seeing both drivers successfully complete the longest race distance in the history of the series. Racing in the heart of Marrakesh old city, Adam Carroll and Mitch Evans crossed the line in 14th and 17th places respectively, after 33 laps and a total of 60 miles. Both Panasonic Jaguar Racing drivers came into the pits on lap 18, one lap after many of the other teams, thanks to efficient energy management by the team. Evans entered the pit lane ahead of Carroll, but it was Adam who exited in front after an electrifying car swap in the garage.

The circuit provided many challenges for the drivers. Following a lock-up on his qualifying lap, Adam started the race from 20th place, but through positive energy management, a fast pit stop and some great race craft, he gained six positions to finish in 14th. After the race, he said, "The team is improving with every session. As we go into the break, we have a lot of great learnings to implement for the next race in Buenos Aires." Mitch's race was compromised when he was hit by another driver which put him out of track position. "Fortunately, I managed to gain back some positions before I kissed the wall towards the end of the race, after a lock-up when I was trying to save some energy. The main thing is that we now

have further data to analyze and digest during the gap to the next race," he said.

James Barclay, Team Director of Panasonic Jaguar Racing, agreed there were many positives to take away from the race. "Ultimately, we didn't maximize our potential in qualifying, but we know we had a faster car than the times showed. We had no reliability issues throughout the weekend, which is reassuring for our new team, and we were moving forward up the grid. We also made some good improvements on team operations after lessons learned in Hong Kong, which is positive for Panasonic Jaguar Racing as a team."

The series now takes a mid-season break, before returning with the Buenos Aires ePrix on February 18 at the Circuito de Puerto Madero. Argentines love motorsports, as witnessed by the number of successful drivers they have produced for Formula 1, Indy Cars, and other racing series. A statue of one of their most renowned drivers, Juan Manuel Fangio and his title-winning Mercedes-Benz Formula 1 car, resides just a short distance from the race circuit - an illustration of the transition from the past to the future of motorsport and electric racing.

During the break, all the Formula E drivers will be in action at the first-ever VISA Vegas eRace at the



Consumer Electronics Show (CES) in the Las Vegas on January 7, where they will take part in a virtual race around a specially designed track incorporating the famed Las Vegas Strip. There's a million-dollar prize fund, but they'll have to beat the

10 of the world's best simulated-racing experts who will qualify from the Road to Vegas Challenge to get their hands on the big prizes.

The series is experimenting with several innovative ideas to energize its fan base. One of these is FanBoost, the unique fan interaction concept that allows fans to vote for their favorite driver to receive an additional power boost in the race. This has inspired Formula E's teams and drivers to reach out to their fans, creating a level of dialogue unrivalled in other racing series.

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



## Speaking of Things Jaguar - January 2017

By Paul Trout

### A Jaguar Kind of Day?

During a delightful lunch with our Roving Reporter Mike Tate, we were, among other things Jaguar and not, discussing DVJC President Paul Merluzzi's suggestion at the end of his President's Mewsings... *"It's a Jaguar kind of day."* What is a Jaguar kind of day? The obvious answer is... a day when you drive your Jaguar. Without question; when you get to drive your Jaguar, you are having a Jaguar kind of day. But, are there other ways to have a Jaguar kind of day? Although we drove to lunch in my Subaru, spending a couple of hours talking mostly about things Jaguar over a couple of pints with Mike, I was certainly having a Jaguar kind of day. Having owned some 24 Jaguars and driven many more, it is quite safe to say Mike Tate has enjoyed a lifetime of Jaguar days.

Paul Merluzzi, coiner of the phrase, has also had many Jaguar Kind of Days, many in his gorgeous BRG XK-150 FHC. Apparently he has been having them from the time he laid eyes upon an XK-150 OTS in 1961. Seems there might be a connection. Paul also suggests that nothing gives him the feeling of a Jaguar Kind of Day more than participating in DVJC club activities and spending time with the many friends (and their favorite felines) he has made over the years. I couldn't agree more. Along those same lines, our Green Lane Growler, Kevin Fitzgerald offers that a Jaguar kind of day is a day that is as magical as a Jaguar. A powerfully gorgeous day with exhilarating feelings.... a "Jaguar State of Mind". I can relate to that as well.

But the question of what else makes a Jaguar

kind of day persists...

Musing upon the question at a recent DVJC Breakfast Social with Purr editor and all around jack of many trades Brian Craig we both agreed that there are times that we both like to just stand in the garage and look at our Jaguars. Brian's beautiful red XK8 and my XKR have those flowing lines that just inspire a Jaguar kind of day. In my case, as with some club members, I am fortunate to have a second Jaguar in my garage. My wife Sue, who has actually been a Jaguar owner longer than me, has a black X-Type (her second) as her daily driver. You may remember it from an article I wrote some time ago. Hers from new, the X-Type now has in excess of 100k miles on the clock and still gives her that "Jaguar feeling". So, whenever I walk through the garage between our two cats, I feel a Jaguar kind of day coming on. Often, as Sue leaves to attend to errands, volunteering, etc., I stand at the window and watch that lovely black Jaguar motor up our long drive and head on down the road and smile; knowing at that moment we are both having a Jaguar kind of day.

Later, I had a chance to talk with Dave Browne about his E-Type restoration in progress. Enthusiastically sharing several photos of its current state and outlining progress and plans, Dave left no doubt of many Jaguar kind of days in his shop, spanner in hand. A long journey of a restoration can be quite rewarding in itself, however I am quite certain Dave is looking very much forward to the prize at the end. When he is sitting behind that wood rimmed steering wheel, looking down that long green bonnet with sound of that XK under it, he will most assuredly be

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

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having a Jaguar kind of day.

At one point during that same breakfast social I looked out the window at all of those beautiful Jaguars lined up in the car park and was reminded of how “Jaguar sightings” can inspire a Jaguar kind of day. I was remembering how, as a boy, I used to take a much longer route than necessary when walking home from the local swim club. The detour was in hope the garage door would be up at this one special house. A brand new 1962 E-Type coupe, in primrose, lived there. Usually I would just see the rear of the car with those two pipes that I knew made such a great sound. On the rare occasion, it would be parked in the drive and I would chance a closer look. While not labeled as such at the time, pretty sure I was having a Jaguar kind of day. To this day, I still slow for a peek when I drive past that house even in the knowledge that car and driver are now long gone.

Driving about, usually in my Subaru (which has a Union Jack license in the front because it is our only non-British car), I am always keeping a keen eye for a “Jaguar sighting.” When I have one, a quite involuntary smile comes across my face. A couple days a week, on an otherwise boring trek, I pass a medical complex where, on most days, a black XF is parked. As I pass I smile knowing the owner has already had a Jaguar kind of day. I’m disappointed when it isn’t there. Recently I was on a busy piece of congested four lane I spied a silver XK a few cars ahead of me. Naturally I did my best lane dance to catch up and get a closer look. Turned out it was a rather tatty XKR coupe. Clearly it had been “ridden hard and put away wet” more than once, but it still had that Jaguar beauty about it. We exchanged a nod as he exercised some of those horses under the bonnet and disappeared. I smiled knowing he was having a Jaguar kind of day; and now so was

I.

When I sit at my desk and look up from the keyboard, my field of vision is filled with bits of British car memorabilia and photos from my racing days. Center stage is filled with a couple of scale model XKR coupes, in black. They bring a smile to my face reminding me of the real one sitting in my garage. That in mind, I’m pretty certain that any time Alex La Roche walks down the steps to his Jaguar memorabilia and scale model Jaguar museum filled with Jaguar sensory overload; he is surely having a Jaguar kind of day.

Having been car guy, gear head, petrol head, motorsports enthusiast for as long as I can remember, I read a number of motoring publications every month. With each, the first perusal is for Jaguar related articles (quite easy in the Jaguar Journal). They are savored first and then again in context with the rest of the publication. It’s the same thing with Face Book; my slow scroll through family and friend photos, recipes, political crap and cat videos comes to a stop with a smile as a Jaguar photo or article appears and I’m having a Jaguar kind of day.

As you can see, whether driving, sighting, admiring, restoring, reading about a Jaguar or just spending time with your DVJC friends in a “Jaguar State of Mind”, there are many ways to have a Jaguar Kind of Day. I’ll bet you’re having one right now.

### Jag Bits

**Ring Sightings** – As some of you may know, a portion of the storied Nurburgring race course in Germany is used by many auto makers to test new models. Spy photos and videos of zebra striped camouflage painted cars surface from time to time to fuel speculation of things in the works. I’ll be keeping you posted as Jaguar related sightings are re-



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

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ported.

### F-Pace “R”



A wickedly fast V8 F-Pace has been spotted more than once roaring around the Ring. This seems to be some confirmation of a future high performance addition to the F-Pace line. Much like the Porsche Cayenne which has been known to turn 911S lap times, could Jaguar have a soccer mom's F-Type up their sleeve? More on this as it unfolds...

### XF Sportbrake



Remember the X-Type Estate? That was the “station wagon” model of the X-Type back in the middle of the last decade. Mike Tate has one and Alex and Ana La Roche have two, if I remember correctly. It looks like Jaguar is going to give the estate wagon another try. The term Sportbrake is a clever variation of Shooting Brake. Originally the term Shooting Brake was used to describe vehicles for carrying shooting parties. Later, coach built

luxury station wagons known as “shooting brakes” were built on various Aston Martin and Jaguar chassis.

A heavily camouflaged XF Sportbrake has been spotted circling the Ring several times over the past couple of months.

The long roof XF has already been confirmed by JLR for introduction “sometime next year”, perhaps with a debut at the Geneva auto show in March. There has been no indication of potential availability in the North America market, but we can hope. Impact on F-Pace sales in Europe may be the determining factor in that decision. Additionally, several sources within JLR have indicated there are no plans for an XE Sportbrake. That seems unfortunate.

### Rare Sales

#### 1989 XJR-10



The Jaguar XJR-10 with the most wins is for sale at Taylor and Crawley. After winning the World Sportscar Championship in '87 and '88, and taking outright wins in the 24 Hours of Le Mans and 24 Hours of Daytona in 1988 with the V12 XJR-9, Jaguar and Tom Walkinshaw Racing began work on a smaller, lighter turbo 3.5-litre V6 for 1989. It was unfortunate timing, because the FIA introduced new regulations for the World Sports car Championship requiring a 3.5-litre naturally aspirated engine. However, the

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

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turbo motor was perfectly suited for the IMSA GT Championship that became the XJR-10's playground. This chassis XJR-10 389 put its drivers on the top step of the podium no less than four times, the most of all the XJR-10s. Price: POA = Somewhere in the range of "If you have to ask the price, you probably can't afford it".

### E-Type Lightweight

Number 10 of 12 lightweight E-Types built



in period by the Jaguar factory will be for sale at Bonhams auction in Scottsdale this month. Chassis S850667 was shipped from the factory to Bob Jane in Australia in October 1963. It won the Australian GT Championship in the same year. In May 1964 it was shipped to Europe to compete in some

endurance events. It returned to Australia later that year and its racing career was concluded in 1966. In 1980 the car was sold for a shocking \$80k. Currently displaying less than 4,000 original miles on the clock, chassis no. S850667 has been fastidiously maintained by just three caretakers over the course of 53 years. All of the original stampings, body tags, and related rivets remain intact, and the car has never been disassembled or restored. Considering that the factory alloy engine-block replacement was supplied in period, and that the factory modifications such as the installation of the Le Mans fuel tank were undertaken by Brown's Lane in May 1964, this car is basically a time capsule of its configuration as originally raced. Here's your chance to own one of the most celebrated Jaguars ever and you don't even have to go to Scottsdale. You can bid over the phone...

Price Estimate - \$7.5 – 8.5 Million

That's all for this month.  
Enjoy your Jaguar,  
Paul

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## CLASSIFIED

### 1961 Jaguar Mk2 for Sale \$28,000



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

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



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

Call Gerry Kunkle 610 867 6955  
or e mail him at [agkunkle@aol.com](mailto:agkunkle@aol.com).



# CLASSIFIED

## For Sale: 1984 Jaguar XJ6 Vanden Plas



**Champagne Gold/Cream w/ 45,000mi. 2 Owner  
(receipts since 2000).**

**All original except respray & Dayton's. Fair weather  
driven only. Scored JCNA Driven Class 9.993/10 in  
2016. Books, Jack, Mats, Stock Wheels, Pirelli's. Flawless Interior & Chrome, Updated  
R134 A/C. Sun Roof.**

**Settling Estate. \$15,000**

**610-721-9778 or [leo.kob@villanova.edu](mailto:leo.kob@villanova.edu)**



## 1960 Jaguar Mark IX Saloon

**Poor to fair condition. Red leather interior. Needs body work, new  
tires, rear window.**

**In Swarthmore, PA. Make an offer. (610) 328-9876.**



## **1972 XJ6**

**Invited and shown at Brantwyn show in DE  
For sale at \$13,500 o/bo.**

**Was seen at DVJC Sunday breakfast 3 months ago by many  
of the members.**

**Excellent original condition with no damage to seats, wood,  
dash or headliner.**

**Paint like new and period correct Dunlop elite white wall tires.  
Available to see and drive in West Chester ,Pa.**

**Service work guaranteed at \$50-85 per hour and used and  
new parts available.**

**Contact: Steve Schultheis, 610-353-8770, [ssschultheis@ssresource.com](mailto:ssschultheis@ssresource.com)**



## **1993 XJS**

**For sale at \$11,800 o/bo to anyone in the  
club 74k mi.**

**Like new.**

**New Michelin tires.**

**Wind blocker screen behind frt. Seats-flips  
down if not in use.**

**No wear on seats ,dash or wood.**

**Stored in West Chester, Pa.**

**Mechanic for any service work will be guar-  
anteed at \$50-85 per hour and parts available new or used.**

**Contact: Steve Schultheis, 610-353-8770, [ssschultheis@ssresource.com](mailto:ssschultheis@ssresource.com)**







*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  
Belgian Waffles  
Tilapia Piccata  
Beef Stroganoff  
Smoked Salmon  
Salad

Delicious Deserts  
  
and much more.

# Delaware Valley Jaguar Club Breakfast Socials

**January 15, 2017, 10:00 am**  
**February 19, 2017, 10:00 am**  
**March 19, 2017, 10:00 am**  
**April 16, 2017, 10:00 am**

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

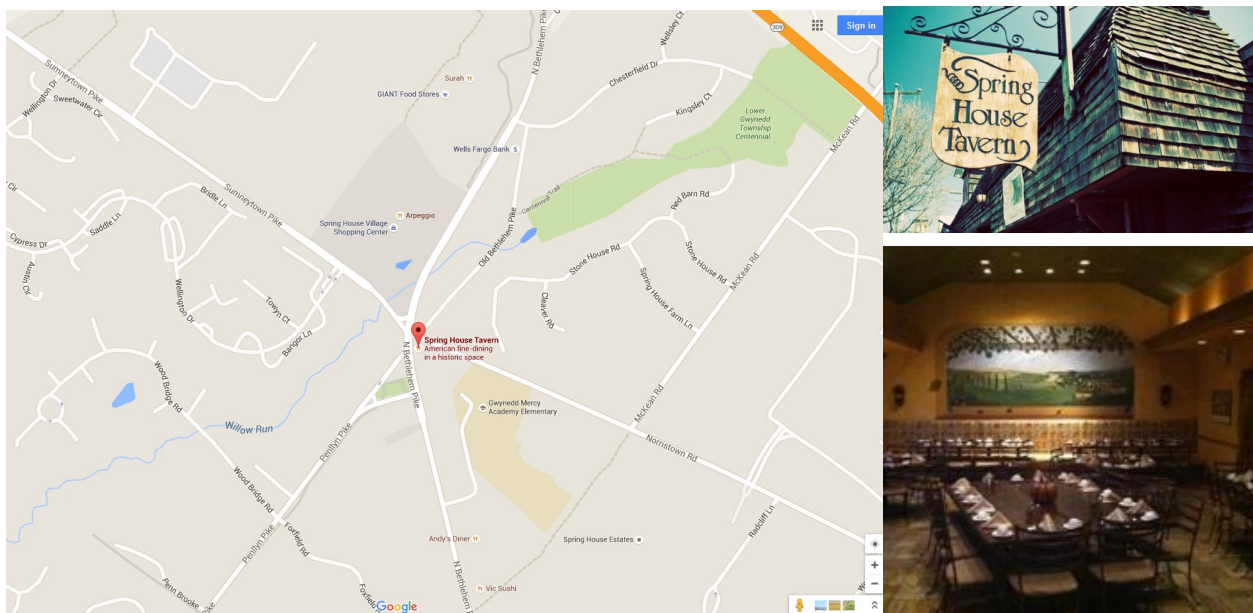
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## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto: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.  
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## Greetings From The Green Lane Growler

By Kevin Fitzgerald

### Feature Car: Jaguar Mark 2

In 1999, Kathy and I attended a buffet dinner at the Great Britains Jaguar dealership in Willow Grove, PA, for the unveiling of the Jaguar S type. That year marked the 40th anniversary of the Mark 2 sedan. The S type came with very sleek body styling and all the modern updates and improvements. Great car.

Six years earlier, in 1993, the Japanese automaker Nissan unveiled the Mitsuoka Viewt. Most people have never heard of this car, let alone seen it. Look vaguely familiar?



Yes—it's styled after the Mark 2 saloon, but it's a super-mini, retro-styled hatchback possessing the Japanese manufacturing hallmarks of economy, simplicity, and efficiency. Unmistakably a copy of the Mark 2, yet different enough. Like the man says, imitation is the sincerest form of flattery.

In 1959 with the newly restyled Mark 2, Jaguar founder Sir William Lyons continued to insist on affordability, but imbued his product with greater performance, luxury, and styling, reflecting the advertising maxim "space, pace, grace." The Mark 2 was perhaps the world's first performance/luxury sedan. About 85% of production was earmarked for export "across the pond." With 84,000 units purchased, by the end of its run in 1967, the Mark 2 was a new kind of "cad's car," purchased equally by senior executives and car enthusiasts. It epitomized the freedom of the Swinging Sixties. If you had champagne taste and a beer pocketbook, your car was a Jaguar.

The same 3.8-litre engine of the Mark 2 also powered the Jaguar E type. The powerful prewar

racing Alfa Romeos of the late 1930s inspired Claude Bailey, Bill Heynes, and Walter Hassan in 1946 to build a strong, durable XK engine with a similar double overhead cam (DOHC) configuration. The same XK engine was used in Jaguars for almost 30 years. The Mark 2 with a 3.8 litre engine went from 0 to 60 mph in 8.5 seconds, enabling it to achieve a top speed of 125 mph, winning the Silverstone production car race every year.

In the early 1960s, Mark 2 saloons were raced under the John Coombs team and driven by top Grand Prix drivers like Sterling Moss, Graham Hill, Bruce McLaren, and Roy Salvadori. The first European touring class championship was won by Peter Nocker driving a Mark 2. From 1960-63, Mark 2s won the Tour de France four times in a row. Also in the early 60s, *Auto Car* magazine (the world's oldest car magazine) reported, "Very few cars set out to offer so much as the 3.8 litre Mark 2 and none can match it in terms of value for money. In one compact car, an owner has *gran turismo* performance, town carriage manners, and luxurious family appointments." Featuring a Connolly leather interior and burl walnut dash, this medium-sized sports saloon was nicknamed the Baby Rolls. Four-wheel disc brakes were standard and with the 3.8 litre version, you got a positraction rear—a limited slip differential perfect for racing. And with a 9:1 compression ratio, this car could move. An early 1960s advertisement in England called it "the motorcar accused of conduct unbecoming a sedan." In 1963, George Harrison of the Fab Four traded his Ford Anglia for a Mark 2—the first "posh" car any Beatle owned. The entire world was about to witness the British invasion.

For most people in England, recovery from World War II was slow and painful. Some Brits were looking for the fast track to the good life. But in America in 1963, Camelot was in full swing. Shiny new Jaguars were all the rage. A new car, a new house, and money in the bank represented the good life. And no one sung about it better than Tony Bennett in his hit song "The Good Life." Here are some of the lyrics:



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## *Greetings From The Green Lane Growler (continued)*

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It's the good life, full of fun, seems to be the ideal...

It's the good life, to be free and explore the unknown.

Today at 90 years old, Bennett is still going strong. Amazing.

Powered by the 3.8 litre engine, the Mark 2 sports saloon quickly earned a reputation in the early 60s as the preferred car among Britain's criminal class. By 1961, the constabulary were buying fleets of Mark 2s just to keep ahead.

In the early morning hours of Thursday, October 8, 1963, approximately 16 robbers (actual number still unknown) were about to "explore the unknown." They successfully executed Britain's Great Train Robbery. Merely by turning the railroad track lights from green to red, they were able to board the Royal Mail Train, headed from Glasgow to London, after conductor Jack Mills stopped the train to investigate. The robbers overpowered the employees, boarded the train, and uncoupled the valuables car from the main part of the train. Then they forced Mills to drive the train to Bridego Railway Bridge, where they unloaded 120 mailbags containing 2.6 million pounds (\$40 million in today's money) into two waiting Land Rovers.

The robbers then headed to their planned hideaway at Leather Slade Farm in Buckinghamshire 27 miles away. They divided the money equally among themselves, with smaller sums for associates who weren't present. In later interviews with the police, the robbers said that the morning after the heist, a group of them were seated around a table playing Monopoly with their ill-gotten gains. Listening to the radio and singing the strains of "The Good Life," they heard a report that the police were searching for them within a 30-mile radius. (Apparently, the robbers had warned train employees not to move for half an hour, leading the police to speculate their hideout was a half hour's drive from the scene of the crime.) When the robbers heard that radio broadcast, they decided to flee, leaving behind incrimi-

nating evidence, empty mailbags, and fingerprints, which the police already had on file for some of them.

Years later, a number of the robbers wrote books about their experience, trying to cash in a second time. The mastermind of the group, Bruce Rey-



nolds, described in an interview his plan to use exclusively Mark 2 Jaguars as getaway vehicles. He quickly abandoned the idea because of the obvious

attention a fleet of Mark 2s would attract. Shortly after he was questioned and released by the police, who lacked sufficient evidence to arrest him, he fled to Mexico.

Not to be outdone, the British police were already employing Mark 2s to patrol the motorways. Within 2 months, half of the robbers had landed in jail. There are very clear photographs of a handful of them, with coats over their heads, being chauffeured in Mark 2 police cars.

In Britain, the Great Train Robbery consumed the public's attention for decades. The public was enthralled with the Crime of the Century. For many of the criminals, the crime left a legacy that became a curse, especially for their wives and children. For them, the Good Life was an illusion.

One robber voluntarily gave back his portion of the take, leaving it in a telephone booth for the police to pick up. However, much of the stolen money went unrecovered. Apparently, three robbers were never captured. The police never learned the identities of two of the robbers. One person (named Boles) was wrongly convicted. Robber Ronnie Biggs went on the lam for 36 years after escaping from jail in 1965 and living the Good Life. He fled to Australia and then Rio de Janeiro. In



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## *Greetings From The Green Lane Growler (continued)*

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2001, he voluntarily returned to Britain, where he was prosecuted and sent to jail; he was released in 2008.

One of the robbers was kidnapped by his friends, who stole his money. Another was murdered; one committed suicide and one attempted to take his own life. Unbelievably, some of the robbers, when brought to court, paid their lawyers with their stolen proceeds. Seven robbers cashed in when they collaborated on a book in 1979. Most were unrepentant and tried to bask in their notoriety until they died.

Before many of the robbers were captured, British tabloids ran headline stories about the crime every day. The Crown and Scotland Yard were outraged. Britain's Chief Judge wanted to make an example of these "brazen criminals." They received a combined sentence of 321 years, which averaged about 30 years each. The press had a field day. They couldn't get enough of the story. The public also was outraged—not by the crime itself but because they thought the sentences were too harsh. After all, no one had carried a gun, no one had been shot. (However, the train conductor, 58-year-old Jack Mills, was seriously injured after being coshed over the head.) Also, the stolen mailbags contained 2-, 5-, and 10-pound notes on their way to the incinerator. For many Brits struggling to get by, the Great Train robbers were folk heroes. A few decades later, the Mark 2 was well-known as the car driven by fictional TV detective Inspector Morse.

Back in 1975, I sold a 1960 Mark 2 driver for \$1,250. I'd bought it 3 years earlier for just \$750. And in the early 80s, excellent Mark 2 examples sold for \$6,000. At that time, they were considered reliable yet stylish workhorses.

In the late 80s, when the classic car market really accelerated, a rare, specially modified Mark 2 Coombs car with a 4.2 liter engine sold in England for the equivalent \$138,000. This was one of 40 genuine Coombs racing sedans with extensive performance upgrades, bonnet louvres, etc. These cars were



equipped with 9.5:1 high-compression pistons and put out 280 British horsepower (BHP), compared to the production model's 220 BHP. They are the most coveted of the entire Mark 2 family.

Fast-forward to 2014: Enter Ian Callum, a very respected Jaguar designer wanting a perfect Mark 2 for himself. He set about commissioning Greg Beacham of Classic Motor Company (CMC) of Bridgnorth, Shropshire, England, to reconstruct his dream car. CMC had planned to sell only 11 new resto-mods. At least 200 Mark 2s have been delivered to customers with an upgraded XJR supercharged V8, in-bonnet louvres, air scoops, larger tires, ABS brakes, traction control, and guaranteed 0-to-60 mph in 6.0 seconds. Price tag: 300,000 pounds.



This past August, Kathy and I traveled to Altoona, PA and visited Lenny's Classic Car Collection (LCCC), an over-the-top, marble-floored car museum filled with E types, Ferraris, and Aston Martins. Owner Lenny Fiore also features a 1963 Mark 2 resto-mod—an absolutely gorgeous, completely updated 99-point Concours car. Price: Not for sale. The museum is a must-see.

Do you remember the late 1980s? E type prices almost doubled overnight and then quickly settled back down. Last year, rare original-condition Concours Mark 2s were appraised at up to \$72,000 according to the Hagerty Price Guide. Let's see if this price holds.

But the ups and downs of the car market don't really matter if you cherish your car and enjoy driving it. Motoring down a deserted country road early on a Sunday morning in a Mark 2, the world's first luxury performance sedan, with steering wheel in one hand and a cuppa Joe in the other—that's living the Good Life.

Wishing everyone peace, love, and joy in 2017.

Signing off for now, Kevin Fitzgerald

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## DVJC Business Meeting 12/18/2016

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OFFICERS/DIRECTORS ATTENDING: Paul Merluzzi, Alex Giacobetti, Ann Perry, Mike Wolf.

ABSENT: Bill Beible, Clara Saxton, Rich Rosen.

MEMBERS ATTENDING: Alan Brown, Margaret Brown, Max Sandler, Kate Sandler, Michael van Vlijmen, Kevin Fitzgerald, Chris Huber, John Gerhard, Karen Gerhard, John Shirlaw, Bruce Russo, Gerry Kunkle, Ella Jane Kunkle, Kurt Rappold, Tom Shaner, Jim Shields, Charlie Olson, Grace Smith, Chuck Kitson, Jim Sjoreen, Denise Sjoreen, Gary Feldman, Pauline Craig, Brian Craig, Teri Italiano, Irena Merluzzi, Mike Tate, Gary Tate, Leo Kob, Marti Kob, Don Scholl, Paul Trout, Sue Trout

Guests: Gunnar Sjoreen, Alex Giacobetti Jr.

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President Paul Merluzzi called the meeting to order at 10:15am.

### **Election of Officers**

Paul presented the slate of candidates – all of whom are incumbents running for re-election:

Paul Merluzzi – President  
Alex Giacobetti – Vice President  
Bill Beible – Treasurer  
Clara Saxton – Secretary  
Membership Director – Ann Perry  
Director of Events – Mike Wolf  
Director of Events – Rich Rosen

Paul called for nominations from the floor. With no new nominations presented, Paul suggested that we dispense with the ballot. Instead he asked for a motion to accept renewal of the terms of the slate of candidates. Tom Shaner so moved and Jim Sjoreen seconded. The motion was unanimously passed.

### **Finances**

Paul presented a brief financial summary prepared by Treasurer Bill Beible (attached). The P&L through 11/30/2016 shows Gross Receipts of \$20,200 and Expenses of \$17,400 for a surplus of \$2,800. The Financial Position as of 11/30/2016 shows a cash balance of \$32,800 and Total Assets of \$33,100. The club is in excellent financial shape. At the last Officers/Directors meeting it was unanimously approved to use a portion of these funds to benefit participating members by partially underwriting club activities (e.g., free drink at the Holiday Party, underwriting a portion of the Jaguar Gatherings of Friends, etc.).

### **Governance**

Paul formed a new Governance Committee, with initial members being Alex Giacobetti, Charlie Olson, and Mike Tate. The primary goal of the committee is to develop a succession plan for Officers and Directors. Paul will present a charter for the committee at the January Officers & Directors meeting.

### **Cars & Motorcycles of England (CMOE) Concours – June 3, 2017**

Charlie Olson will co-chair the event with Jim Sjoreen and he is looking for volunteers to help with the planning and execution. Paul stated that the Delaware Valley Triumph Club (DVT) is hosting a national

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## **DVJC Business Meeting 12/18/2016 (continued)**

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meet next summer and has asked the DVJC to handle all sponsor and vendors activities for the 2017 CMOE.

### **Membership**

Ann Perry gave a membership status report and asked for all to renew memberships as soon as possible. This year the club will run a raffle – all who have renewed by the date of the Holiday Party (January 22, 2017) will get their names thrown in the raffle pool. Three names will be drawn at random and will get their annual dues refunded.

### **Social Events**

Paul stated that we will continue the social events along with the sanctioned events this year and possibly invite other car clubs to participate. Paul and Irena will host a Jaguar Gathering of Friends at their home in the Spring and Paul will try to recruit another Gathering in the Fall – possibly in Delaware. Paul will repeat the Rally/Dinner/Kennett Symphony event in August.

Mike Wolf reported that he is working on an event with Grace Smith – a tour to Liberty State Park in Jersey City, NJ. Mike is also working on a tour to Great Falls of the Passaic in Paterson NJ. Both are urban sites which makes planning a tour route a challenge.

### **Sanctioned Events**

Kurt Rappold reported on two excellent rallies this past year. The most recent, the ‘Pumpkin Run’ in Millsboro DE in October, covered 596 miles in three days. The event raised \$6,800 for the Millsboro Fire Company and \$500 for the Police Department. Brian & Pauline Craig came in first, followed by Tom & Nancy Jones in second, and Bill & Nancy Beible in third. The Spring ‘Rally Round the Erie Canal’ in May showed similar results with Brian & Pauline taking first place and Tom & Nancy taking third.

The Spring Rally in May 2017 will be based at Beach Lake in the Poconos. Call Kurt if you are interested in participating.

### **Holiday Party**

Mike Tate reported on the status of the Holiday Party on January 22, 2017 at the William Penn Inn. The price is held at \$35/person with the added bonus of a free drink. Mike is in need of silent auction items – last year the auction raised almost \$2,000.

### **Adjournment**

The meeting was adjourned at 10:45am, after which we wished Alex Giacobetti a Happy 70<sup>th</sup> Birthday with a beautiful cake supplied by his wife Teri.

Respectfully submitted.  
Irena Merluzzi (for Clara Saxton)



## Highlights of the DVJC Business Meeting 12/18/2016



Membership Director Ann Perry updating the club on membership.



President Paul Merluzzi conducting the business meeting.



DVJC members were glad to see long time member Jim Shields in attendance.



Concours chairman Charles Olson reported on upcoming Concours.



Mike Tate reported on the upcoming Annual Holiday Party.



President Paul Merluzzi and immediate past President Charles Olson.



Jim and Denise Sjoreen celebrated Gunnar's break from college.



Kurt Rappold updated the club on rallies past and future.



DVJC capacity crowd for the business meeting.



Alex Giacobetti celebrated his 70th birthday with wife Teri and Alex Jr.



Members brought out their cherished Jaguars in spite of the weather.



Ask Mike Wolf.



Director Mike Wolf reported on upcoming events.

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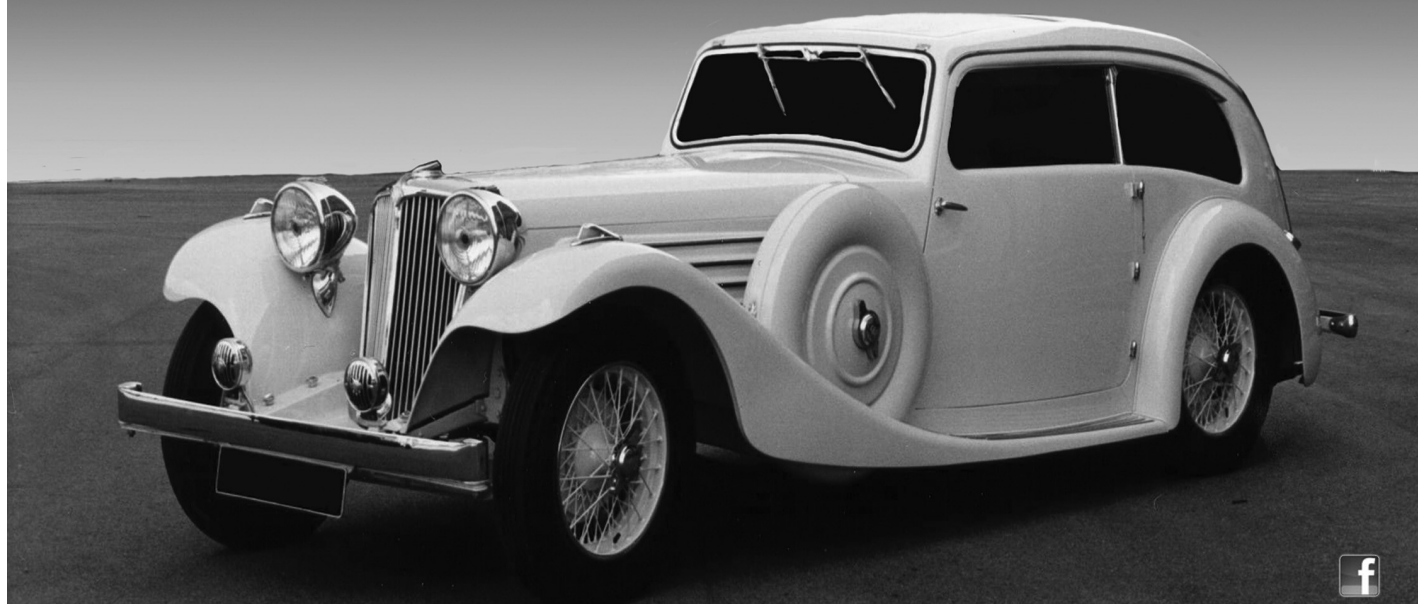
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