

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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February 2017

2017 Annual Holiday Party



The Annual Holiday Party of the Delaware Valley Jaguar Club was held at the William Penn Inn on Sunday, January 22, 2017. 71 people attended and enjoyed a wonderful brunch, information provided by club officers and directors, and an interesting and informative presentation by John Murphy about his passion for electric powered vehicles. The silent auction and raffle contributed to making the outing a success for the club.



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
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

DVJC OFFICERS INFORMATION

President	Paul Merluzzi	610-696-3221	pawlym@aol.com
Vice President	Alex Giacobetti	215-465-4857	agiacobetti@abglaw.net
Treasurer	Bill Beible	610-223-1051	bill.beible@verizon.net
Secretary	Clara Saxton	484-390-0310	sxt2@aol.com
Directors	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
	Mike Wolf	610-964-1104	mwolf@boenninginc.com
Director of Membership	Ann Perry	610-388-2421	annsjag@aol.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@verizon.net
Awards	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Concours Chair	Charles Olson	215-757-2028	cwolson29@comcast.net
Head Judge	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Technical Advisors	Jim Shields		jim_s1@verizon.net
	Steve Kress	215-953-5227	jaguarsteve@verizon.net
	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise			

AREA COORDINATORS

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

February 19, 2017

March 19, 2017

DVJC Breakfast Social (see p. 15)

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

*Contact: Paul Merluzzi pawlym@aol.com **Please RSVP***

April 30, 2017

DVJC Outing to Northern New Jersey (see p. 11)

**Great Falls of Passaic National Historic Park &
Liberty State Park**

Contact: Grace Smith, paquiltmaker@comcast.net

May 13, 2017

Delaware River Tour (save the date)

Pennsylvania and New Jersey (details pending)

Contact: Rich Rosen, rosen244@verizon.net

May 19–21, 2017

Penn—York Rally (see pp. 19-21)

Beach Lake, PA

Contact: Kurt Rappold, kprappoldxksp@verizon.net

June 3, 2017

DVJC Annual Concours d'Elegance (see pp. 13-14)

**Pre-registration required for Champion, Driven and
Special Divisions**

Oakbourne Mansion, Westtown, PA

Contact: Bill Beible, bill.beible@verizon.net

June 10, 2017

Jaguar Gathering of Friends

Home of Paul & Irena Merluzzi, West Chester, PA

Contact: Paul Merluzzi, 610-696-3221, pawlym@aol.com

Other Interesting Events

February 18, 2017 to

March 12, 2017

AC Cars Retrospective

Simeone Foundation Automotive Museum

6825 Norwitch Drive, Philadelphia, PA

Contact: www.SimeoneMuseum.org

May 6, 2017

Lewes British Motorcar Show

Lewes Terminal, Cape May—Lewes Ferry

Lewes, DE

Contact: Mike Tyler, 302-645-7572



President's Mewsings *February 2017*

**From the Semi-Palatial Offices
of the Delaware Valley Jaguar
Club ...
A Happy Holiday Celebration**

Thank you to Mike Tate for arranging another successful Holiday Party at the William Penn Inn last month. The weather cooperated and everything went along smoothly. Thanks to all who helped make it a success, especially Jim and Denise Sjoreen who managed the silent auction and the quartet of raffle basket designers/contributors (Irena Merluzzi), Sue Trout, Pauline Craig, and Kate Foster. The auction and raffle raised over \$1600 for the club. It was great to welcome John and Marte Murphy back to the area (they never left the club despite living in Santa Fe for a few years) and learn what fomented John's passion for electric vehicles.

I hope you are happy to learn that we will be back at the William Penn Inn next January 21st for our next Holiday Party.

We have several competitive and social events coming up soon. Check them out on page 4 and **PARTICIPATE!**

Formula E Update

Speaking of electric vehicles, Panasonic Jaguar Racing will be competing in Round 3 of the Formula E Series in Buenos Aires Argentina at the Circuito de Puerto Madero on February 18. The practice, qualifying, and race will be telecast on Fox Sports GO and Fox Sports 2 channels. Adam Carroll and Mitch Evans will seek to improve on their 14th and 17th places, respectively, at Marrakesh. Not far from the track is a statue of Argentina's most renowned race driver, Juan Manuel Fangio, who is mentioned in Kevin Fitzgerald's article later in this issue. Fangio is considered the greatest Grand Prix driver of all-time by many racing aficionados (though Michael Schumacher fans may argue the point).

John Fitch and Pierre Levegh

Kevin Fitzgerald's article in this issue of The Purr is a must-read, especially if you are unfamiliar with the tragic events of the 1955 Le Mans race

in which 82 people were killed – most of them decapitated by flying race-car debris. Mercedes Benz dropped out of racing for 39 years after the tragedy, since the car that caused most of the carnage was a Mercedes 300 SLR driven by Pierre Levegh. My six degrees of separation from that race comes from knowing John Fitch, who was Levegh's alternate driver in the race. As you may know, the 24-hour race requires that each team have at least two drivers who work in shifts during the race. It was common practice in the 1950's to have two drivers. The Le Mans crash occurred 10 minutes before John was to take over the car. Back in the day, before we had instantaneous communications, there was initial confusion about the accident and Fitch's wife Elizabeth was notified that he was in the car at the time of the crash. Actually, he was in the Mercedes trailer after a coffee with Madame Levegh, just behind the pits. When they heard the explosion, Fitch told Madame Levegh, *"Wait here, I'll see what's happened."* Finding everything in chaos, he assisted several people who were in distress and then returned to the trailer. He later recounted, *"I suppose my grim face must have told it all, for I didn't have to speak. Madame Levegh nodded slowly. 'I know, Fitch. It was Pierre. He is dead. I know he is dead.'"*

The incident sparked his lifelong interest in safety innovations for racing and highways. As a matter of fact, his greatest legacy may be motor sport safety, as well as pioneering work to improve road car safety. He invented the Fitch Inertial Barrier, a cluster of plastic barrels filled with varying amounts of sand that progressively slow and cushion a car in a crash. Devised in the 1960s and commonly positioned at exit ramps and abutments along interstates, the barrier is believed to have saved more than 17,000 lives. His patent for that invention is one of 15 he owned, almost all for improved safety in motorsports and highway driving.

John Fitch was the first American driver to be invited to join the Mercedes Benz factory team for whom he was driving in 1955. I got to know him through the Vintage Sports Car Club of America (VSCCA) of which we were both members. He lived in Salisbury, in northwestern Connecticut, near Lime Rock Park where many

President's Mewsings

February 2017 (continued)

of the VSCCA track and rally events were based. Often, he would meet us mid-rally at a lunch break and sign autographs or regale us with stories from his racing days. He was a true gentleman in every sense of the word and spent much of his time and treasure on making racing (and automobile driving in general) safer after the Le Mans accident that took the life of his friend Levegh and dozens of others. Even into his 90s, Fitch was still a racing and safety consultant, and appeared at historic events.

In his most notable year, 1953, Fitch and co-driver Phil Walters, defeated the powerful Aston Martin team, in the 12 Hours of Sebring, in a Chrysler-powered Cunningham C4R, much to the surprise of the English team's manager, John Wyer. He thought he had the race won, *"I never imagined anyone would beat us. Especially not Americans."* It was the first Sebring victory for American drivers in an American car. Fitch competed in many European races that year and was named *"Sports Car Driver of the Year"* by Speed Age magazine. In addition to again racing a Cunningham C4R and Cunningham C5R for the Cunningham team, competing in European rallies in a Sunbeam-Talbot for the Sunbeam team, and racing a Porsche 356 at Nürburgring, he also competed in the Mille Miglia in a Nash-Healey for the factory team, the Aix-les-Bains Grand Prix in a Cooper Monaco for the Cooper team, the RAC Tourist Trophy race in a works Frazer Nash, then made the first of two starts in World Championship Grand Prix, failing to finish the Gran Premio d'Italia in a HWM-Alta at Monza, and took his rookie test for the Indy 500 in a Kurtis-Kraft-Offenhauser but did not qualify for the race. However, whilst racing a Cunningham C5R, Fitch survived a frightening 140 mph end-over-end crash during the 12 Heures Internationales de Reims.

In 1959 he co-drove, with Edgar Barth, a factory Porsche 718 RSK in the 12 Hours of Sebring to second in class and fifth place overall. He continued to race with his friend Briggs Cunningham in his **Jaguar D-Type** and **Lister Jaguar**, along with a Corvette for Chevrolet's Bill Mitchell, and a Cooper Monaco.

Later in life, John continued to drive in vintage racing events, particularly VSCCA events at Lime Rock Park, as well as at Goodwood Festival of Speed and the Monterey Historic Automobile Races. He did, amazingly, return to official automotive competition at 87 years of age in 2003 and again at age 88 in 2005, when he was once again teamed up with a now 50-year-old Mercedes-Benz 300 SLR owned by Bob Sirna. This time he was at Bonneville Salt Flats in an attempt to break the land speed record (170 mph) for the sports car class. The attempts failed due to the fuel injection pump which limited the top speed to only 150 mph, but the team vowed to return the next year. With characteristic self-deprecating humour, John noted that he had driven those cars faster than that in the rain, at night, on a road, with 60 other cars. This was easy, according to him, because he was going in a straight line with no one else around him. The extraordinary event is documented in a film by Chris Szewo entitled *A Gullwing at Twilight: The Bonneville Ride of John Fitch*. I have a DVD copy if anyone would like to view the film.

More amazingly, at age 70, he did set a speed record – for driving backwards, reaching 60 mph, at Lime Rock Park, the track he helped build decades earlier.

John passed away in 2012 at the age of 95 from Merkel cell carcinoma, a rare skin cancer. I feel honored to have known him. He was an extraordinary gentleman, inventor, pilot, entrepreneur, as well as a top race car driver. His glamorous life included driving race cars as fast as anybody in the world, including his sometime partner, Stirling Moss. He shot down a newly introduced German Messerschmitt jet from the sky in World War II, raced yachts, and built his own sports cars. Eva Peron, the legendary Evita, kissed him after he won the 1951 Grand Prix of Argentina. His humble response to why he did all these dangerous things ... "I've always needed to go fast."

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



Speaking of Things Jaguar - February 2017

By Paul Trout

Continuation Cars Keep Surfacing

It started with Carroll Shelby and his AC Cobras. In the late 80s when the price of original Cobras started to skyrocket, Shelby Automobiles, Inc. began producing "Continuation Cars" which were built using a combination of "left over", reconditioned, and new parts. These cars were given chassis numbers starting with CSX 4000, continuing where the last original 427 S/C chassis number of CSX 3560 left off. In 1991, using a loophole in the California Motor vehicle regulations, Shelby was issued "duplicate titles" for the forty three 427 Cobras out of the 100 that were originally serial numbered in 1967, but never built. Hence an additional forty three 1967 Cobras were built and sold as actual, original 1967 Cobras. These cars sold for about \$7000 in 1967; in 1991 they were selling for \$550k+. So, in the case of the 427 Cobra you could have four seemingly identical cars sitting side by side with vastly different values. First is the replica car which would be worth \$30-60k depending upon how close to the original it is. Next would be the Continuation 427 CSX 4xxx with a value of \$90-170k. Then we have the "Duplicate Title" 427 CSX 35xx currently valued at \$160-300k. The real prize, in the event you have a time machine and \$7000, is the pre CSX 3560 427 Cobra S/C. CSX 3169 sold in 2015 for \$1.6M. There's nothing like the real thing. If you like Cobras, and who doesn't, make a point of catching the "AC Cars Retrospective" at the Simeon Foundation Automotive Museum. The exhibit is there for three weeks starting February 18, 2017.



Just to clarify the somewhat gray difference between a Replica Car and a Continuation Car; neither is original, having been built after original production ceased. A Replica Car is generally one built by someone or a company other than the original manufacturer. A Continuation Car is built by the company that built the original car, generally with either existing unsold or built chassis numbers or with new chassis numbers continuous with last production numbers. So where is Jaguar in all of this?

In May of 2014, Jaguar's Heritage division announced it would produce the six 1964 Lightweight E-Type Jaguars that had not been built in 1964. The Lightweights, as they were known in the day, were hand built competition versions of the E-Type roadster with aluminum bodies and alloy engine blocks. They were 250 Lbs. lighter than the standard car with well over 300 BHP on tap. The Lightweights were formidable competition cars indeed. Jaguar registered chassis numbers for a production run of 18 in 1963. Only 12 were built and sold to privateer racing teams. They were driven by some of the top names in racing at the time; Graham Hill and Jackie Stewart among them. Those chassis numbers which were not built came to be known within Jaguar circles as the "missing Six".

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The ‘Missing Six’ are now being hand built to exacting 1964 specifications at Jaguar’s Heritage workshop at historic Brown’s Lane in Coventry. Since the chassis numbers were homologated with the FIA in 1963 they are all eligible to compete in FIA sanctioned historic racing events as period cars. The cars are utterly gorgeous and are priced at One Million UK Pounds or about \$1.2M, a bargain considering the twelve originals are each worth about \$5M. They are all sold. Sorry if you were interested. As of May 2016, three have been delivered.

But there is more....

Following the favorable publicity from the Continuation Lightweight E-Type production, Jaguar Heritage found another continuation opportunity. In March of last year they announced that nine 1957 Jaguar XKSSs would rise from the ashes of the famous Brown’s Lane fire of February 1957. In 1956 Jaguar had made the decision to withdraw from factory-backed racing and, therefore, had a few D-Type chassis sitting around in the shop. William Lyons came up with the inspired idea of converting them to street cars to be sold to wealthy Americans. The conversion from D-Type to XKSS was to be completed with rather limited changes. Essentially a taller windscreen was added, a passenger side door was added and the strip of bodywork separating the seats was re-

moved. The XKSS was truly a race car for the street. A production run of 25 was slated and 16 had been completed and moved from the service area. On February 12th 1957 fire raged through the factory destroying the nine remaining XKSS chassis along with 300 other Jaguars nearby. The 16 that survived were sold as planned. The most noteworthy owner was none other than “The King of Cool”, Steve McQueen. As you might imagine, with only 16 examples built, they have significantly increased in value over the past 60 years. Rarely, if ever, does one come up for sale, but if one did it would undoubtedly sell for somewhere around \$10-18M. The McQueen car, presently the crown jewel of the Peterson Collection, is valued somewhere around priceless. So, with story in hand, back to the continuation cars.

Following the announcement last March, a team of 18 engineers from Jaguar Heritage began the task of recreating the XKSS. They borrowed two unrestored examples and digitally scanned each one. Not surprisingly, as they were hand built converted race cars, each was a bit different. So, there was a bit of “somewhere in the middle” involved. Lacking NOS (New Old Stock) parts availability, the Jaguar Classic engineers are fabricating almost everything. By fortunate chance an original and unused D-Type engine block, still in the greased paper wrapping, was found in a London parts warehouse. It is being used to create the die cast for new D-Type blocks. The 3.4 liter six with three twin choke Weber carbs produces 250 BHP. By today’s standards that may not seem like a lot, but in 1957 it was, and with the XKSS weighing only 2015 Lbs. the combination allowed very spirited performance indeed. The nine cars will be available in five original color choices; Old English White, British Racing Green, Black, Red, and Gray. The only deviation from original specification will be a fuel cell of more robust material for

Speaking of Things Jaguar - February 2017

safety reasons. Hand built with an estimated 10,000 man hours each, these will in every way be...brand new 1957 XKSS Jaguars! By the way, even at a tab of \$1.7M each they are all sold. Sorry again..



JLR will surely gather miles and miles of valuable PR from both the Continuation Lightweights and XKSS projects, but there is another reason why this may be important to we Jaguar Gearheads. To quote the Director of Jaguar Land Rover Classic, Tim Hannig, "...the intention here is not an economic one. This is a labor of love, a quest to create a missing part of Jaguar's heritage. As with the Lightweight E-Type program, it has allowed us to master so many capabilities with respect to the D-Type and XKSSs that any type of restoration that now goes through our hands will be to a standard no one else can achieve."

So, this continuation thing that started with the Anglo-American AC Cobra has been further refined by the Pinnacle of British Motor Racing, Jaguar, and it seems to be catching on....

In December, Aston Martin announced a special series of 25 Continuation "Track Only" DB4 GT models will be built to lightweight specification. There were 75 DB4 GTs built between 1959 and 1963. Of the 75, only 8 were to lightweight specification. Making 340 BHP at the rear wheels with an aluminum body, these were, in their day, the fastest passenger cars in Britain. Built to celebrate Aston Martin's victory at Le Mans at the hands of Roy Salvadori and Carroll Shelby (how's that for coming full circle), the DB4 GT was a winner in its racing debut at the

hands of Stirling Moss. The DB4 GT Lightweights will be built in the newly refurbished Aston Martin facility in Newport Pagnell.



First delivery is slated for Q3 2017. With a production run of only 25, I'll bet they will go fast...in more ways than one.

I can't help but wonder what the next continuation car might be. Perhaps the fabled Jaguar XJ13, or maybe the Ferrari 250 GTO since we all know Enzo only built 39 of the 100 he homologated with the FIA. I'll keep an eye out and start saving my pennies.

Jag Bits

Correction from Last Month

Within my discussion of "A Jaguar Kind of Day" I mistakenly reported "Dave Brown" having many "Jaguar Kind of Days" during the restoration of his BRG E-Type. Actually it is Alan Brown who has been enjoying that particular E-Type restoration journey; not Dave. My apologies to Alan for not attributing the beautiful E-Type and all of its restoration effort to him. My further apologies to Dave Browne for, perhaps, setting some expectation that there might be a beautiful BRG E-Type lurking in his garage along with his other Jaguars.

Speaking of Things Jaguar - February 2017

F-Pace Awards

Lately, when attending a DVJC breakfast Social, I've looked forward to seeing Grace and Charlie arrive in Grace's beautiful blue F-Pace. Based upon her enthusiasm when talking about it and the smile on her face when she drives it, I can tell she just loves it. Apparently so do quite a few other women around the world. In November the Jaguar F-Pace was voted **Women's World Car of the Year** by a global panel of judges. Not only was the F-Pace voted winner in the Crossover/SUV category; it was voted **Supreme Women's Car of the Year**. Women's World Car of the Year is the only car award in the world voted for entirely by women. The voting process is rigorous. Judges submit their personal short list and this year 294 cars were nominated by 17 judges from 14 countries. A master list is drawn from these choices and judges vote for their preference from the 32 cars in six categories that made the grade. Judges vote again from the list of six category winners to determine the Supreme Winner.



In January the F-Pace was named **"Pathbreaking SUV of the Year"** at the Luxury 100 Reveal Awards. The award was in acknowledgement of the capabilities of the F-Pace as a performance SUV with the DNA of a sports car. This recognition follows being named **Auto Express "Car of the Year"** and **"Best Premium SUV"** by **Telegraph Cars**, as well as **Best SUV of the Year**

within the Scottish Car of the Year awards. On top of all of those accolades, on January 9, 2017 the **UK Car of the Year** awards announced the Jaguar F-Pace as **"Best Large Crossover"**. The UK Car of the Year judging panel is made up of 27 of the UK's leading motoring journalists, with representatives from publications including Top Gear, Auto Express, Autocar and Car. The F-Pace was praised for having "show stopping" looks, sports car handling and "best-in-class residual values". John Challen, Managing Director of UK Car of the Year, summed it up best, stating "Jaguar has arrived in the crossover market and set a new benchmark. The F-PACE is imposing and impressive in equal measure and offers an almost luxury-level interior. A joy to drive and to spend time in."

With more than 25 major global awards in its first 10 months it is not surprising the F-Pace is Jaguar's fastest selling model ever. Well Bought, Grace!



Update on the E-Type Lightweight for Sale

As reported Last month a Lightweight E-Type was coming up for auction at Bonhams in Scottsdale. While falling a bit short of the pre-auction estimate, the hammer fell at \$7,370,000 thus making it the most expensive E-Type ever sold.

That's all for this month. Enjoy Your Jaguar!

Paul

DVJC Outing to Northern New Jersey

Sunday, April 30, 2017

Great Falls of the Passaic National Historic Park
& Liberty State Park

Round Trip Chartered Bus - BYO Picnic Lunch



View of Lower Manhattan from Liberty State Park



Great Falls of the Passaic River – 77 feet high

Site of nation's first planned industrial city

Chartered Bus - \$45.00 per person

Leaving from Plymouth Mtg Mall at 9 a.m. with a second stop in N.J. TBD

We need your RSVP with a check to DVJC by March 30, 2017 to:

Grace Smith

401 Westbury Drive

Souderton, PA 18964

215-996-9897

email: Paquiltmaker@comcast.net

Unless we get at least 40 people to register in advance,
we will travel by personal cars but the trip is not exactly “Jaguar Scenic.”

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.



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.



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, sschultheis@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 guaranteed at \$50-85 per hour and parts available new or used.

Contact: Steve Schultheis, 610-353-8770, sschultheis@ssresource.com





A JCNA Sanctioned Concours d'Elegance

and an all British Marque judged Motorcar Concours

Pre-registration required for Champion, Driven and Special Divisions

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

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

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

Contact Bill Beible, Concours Registrar at 610-223-1051:
e-mail: Bill.Beible@verizon.net

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

Registration Form , Division and Classes on reverse side

The Oakbourne Mansion, 1014 South Concord Road, Westtown, PA 19382

(www.oakbournemansion.org)

Champion Division Classes	Driven Division Classes
C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) C2/120: XK 120 (1948-54) C3/140: XK 140 (1955-57) C4/150: XK 150 (1957-61) C5/E1: E-Types, Series 1 (1961-67) C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) C7/E3: E-Types, Series 3 (1971-75) C8/SLS: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) C15/XK: XK and XKR Coupe and Conv. (2007-On) C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) C17/PN: Preservation Class (more than 35 years old) C18/PN: Preservation Class (20 to 35 years old) C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) C20/F: F-TYPE (2013-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.	D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 D2/E1: E-Types (1961-67) D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) D4/E3: Series 3 E-Types (1971-75) D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) D11/XK: New XK and XKR Coupe and Conv. (2007-On) D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1 D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) D15/F: F-TYPE (2013-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.
	Special Division Classes S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition S2/MOD: Modified S3/REP: Replica (non-production, Jaguar powered)

Classes can be viewed at the JCNA Web site at: www.jcna.com/sites/default/files/files/Apx_D_Competiton_Classes.pdf

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

Registration Form for DVJC Concours d'Elegance 2017

*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration. **Registrations received after June 1, 2017, will be entered as Display class.**

Name _____ Phone Number _____

Year _____ Model _____ Class _____ Body Type: _____ Color _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ Club _____ VIN _____

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

Make check payable to: DVJC Send to: Bill Beible, 805 Rosewood Drive, Chester Springs, PA 19425.

Release statement: I hereby agree to the car(s) described in the 2017 Concours d'Elegance on June 3rd, 2017. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, The DVJC, and the Oakbourne Mansion sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed _____ Date _____

Signature of Jaguar Owner

Delaware Valley Jaguar Club Breakfast Socials

February 19, 2017, 10:00 am

March 19, 2017, 10:00 am

April 16, 2017, No Breakfast (Happy Easter)

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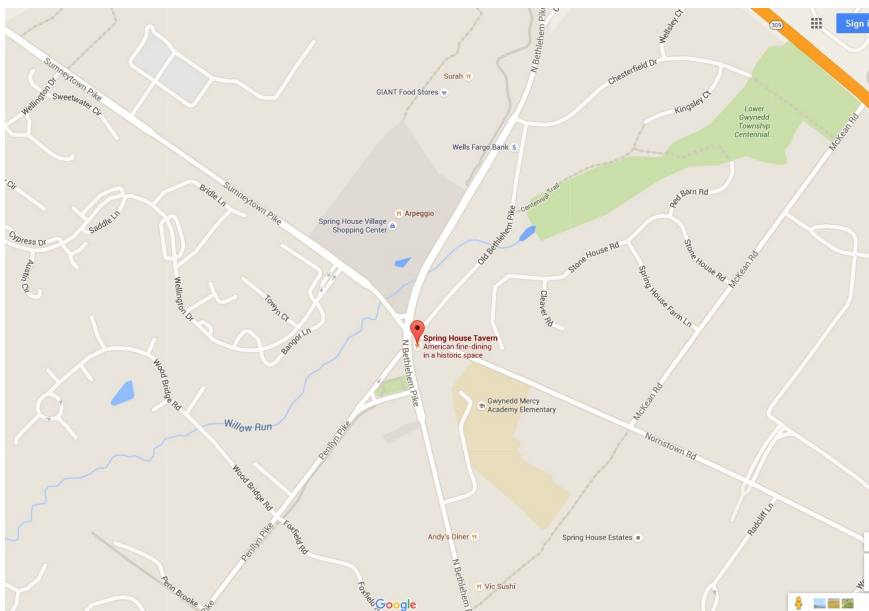
Driving directions from the Pennsylvania Turnpike:

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.

For further information contact *Charles Olson 215-757-2028 cwolson29@comcast.net*



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. We hope to see you at events in 2017. Your continued support is appreciated.

Welcome New Members

Walter Lawson, Exton, PA



DVJC member Gary Feldman drove in the motorcade for Vice-President Michael Pence's visit to Philadelphia last week, on January 26th. It was the Vice-President's first trip on Air Force Two. It wasn't the first motorcade that Gary drove for. He drove for President George W. Bush for the 2001 Army-Navy game and in 2004 for his reelection campaign, Senator John McCain, and Candidate Donald Trump.



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Greetings From The Green Lane Growler

By Kevin Fitzgerald

In early January, I took a trip to the Simeone Museum in Philadelphia with my sister Mary, an accomplished photographer. I wanted to get close-up photos of two cars the museum is showcasing—a 1952 C type Jaguar and a 1956 D type. We met with the museum's curator, Kevin Kelly. A restorer by trade, he gave us a spiel on both cars, pointing out some of their revolutionary features and a little history. He noted that the C type and D type were built primarily for Le Mans, the prestigious 24-hour endurance race held annually in France. The C type, he said, won in 1951 and '53, and the D type won in '55, '56, and '57.



Jaguar C Type at Simeone Museum.

The founder and designer of Jaguar Cars, Sir William Lyons, set his sights specifically on winning Le Mans more than other racing venues, like Sebring or Nurburgring. For him, big victories translated into big sales. At the Simeone Museum, Kelly explained that the C type was equipped with a special oil cooler. It also carried state-of-the-art Armstrong shocks (hydraulic dampers), rack-and-pinion steering, a torsion bar in front and, interestingly, mounting points for two ignition coils. The second coil was the replacement in case of failure from excessive heat (a common occurrence). Although



Jaguar D Type at Simeone Museum.

disc brakes would come later on the D type, the C type had drum brakes made of aluminum, which cool faster than standard cast-iron brake drums, because aluminum conducts heat better and reduces brake fade.

The combination of beautiful sleek cars plus brutal speed has always been the formula for disaster. On June 11, 1955, more than 250,000 spectators witnessed the thrill of victory turn into the agony of injury and death at Le Mans. In this endurance race spanning an 8.3-mile



1955 Crash at LeMans.

course, some cars approached speeds of 180 mph—but unfortunately, Le Mans in 1955 was an antiquated track, built 32 years earlier for cars that averaged 60 to 70 mph. In the '50s, many motorcar manufacturers had works-cars and racing teams to showcase their marques' performance potential on tracks around the world. On this beautiful June day, a Mercedes Benz SLR (car # 20) driven at 150 mph by Frenchman Pierre Levegh crashed into a retaining wall. It exploded, killing Levegh and 83 spectators and injuring an estimated 120 more.



Casualties at 1955 crash.

Even though 28 deaths had occurred at the 1928 Italian Grand Prix, in the intervening years not much thought was given to safety features and precautions. Many drivers felt it was better to be thrown from a car in a crash than to be buckled in and killed in the burning wreckage. The '55 Le Mans race is considered the worst catastrophe in automotive racing. One incredible fact: The race continued for another 21.5 hours. The crash happened at 6:30 pm, and almost all the cars continued until 4 pm the next day. Later, many people asked why the race wasn't halted right away. French officials said ambulance crews needed to get to the injured and keep the spectators where they were and not clog the roads.



Pierre Levegh

Who was to blame? An official inquiry concluded the accident was nobody's fault—"just bad luck." But it's my belief and that of a few other journalists that the driver who won the race caused the crash. This was Mike Hawthorn, the 22-year-old driver of the long-nosed D type Jaguar. Hawthorn initially admitted he was responsible, telling three people he'd caused the crash and stating "my career is over." But he later changed his story to implicate Lance Macklin, the Austin Healy driver. Some people allege that Macklin, in trying to avoid rear-ending Hawthorn's car, was out of control when turning to the left in Levegh's



Mike Hawthorn

Greetings From The Green Lane Growler (continued)

path. Another possible factor: Where Levegh's car collided with Macklin's Healy, the track started to curve to the right.

Apparently, the time line goes like this: Mike Hawthorn, Britain's "Golden Boy," driving the D type, had been signaled by his pit crew for several laps to come in. At the last moment, he suddenly cut in front of Macklin's slower Austin Healy 100S to get to the pit area. This caused Macklin to veer to his left to get out of Hawthorn's way; Levegh, driving the Mercedes at 150 mph, had no time to react. In hitting the left rear of the Austin Healy, Levegh launched his Mercedes into the air over the track barriers. Just seconds before hitting the Healy, Levegh had tried to signal his Mercedes teammate, the great Juan Manuel Fangio, to watch out. Levegh was thrown out of the car; his skull was crushed and he died right there on the track, in front of his wife. The Healy had served as a ramp, catapulting Levegh's car into the grandstands, crashing into a concrete stair wall, and tearing apart the car. The hood spun wildly and reportedly acted like a guillotine to decapitate spectators. The Mercedes somersaulted for about 85 yards. Its engine broke loose, knocking people over like a huge bowling ball. Racing fuel ignited its body (made of super-light magnesium) and the burning metal showered the spectators. To make matters worse, rescue workers poured water onto the flaming wreckage, increasing the blaze. Extinguishing the inferno took almost 2 hours. Miraculously, Macklin, the Healy driver, survived the crash.

At 2 am, both Stirling Moss and Juan Fangio of the Mercedes team retired their cars, not so much out of respect for the dead but because Mercedes management ordered them to. Mike Hawthorn in the D type went on to win the race in the absence of Moss and Fangio, his two closest competitors. The French press never forgave him and circulated a photograph of him smiling during the champagne celebration. It was well known he was an excellent but very aggressive driver. He died just 4 years later at age 29 on the Guilford Bypass in England drag-racing a Mercedes. The controversy over whether Hawthorn or Macklin caused the accident continues to this day.

Some other bits of information to keep in mind: For the first 2 hours of the fateful race, Fangio driving a German car and Hawthorn in a British car were battling for the lead, neck and neck, breaking one lap record after another. It was World War II on the race track. Hawthorn had grown up in England and was a teenager during the Blitz. He hated the thought of los-

ing to a German car and was determined to beat Mercedes (which he called "kraut cars") at all costs; that seemed to be well known. Less well-known was that Hawthorn had kidney disease and had been told he had only a few years to live. He might have had a death wish, which came true on the Guilford Bypass in 1959.

Next time you go to a race, keep in mind what could happen and why safety is paramount. Seat belts, roll bars, mandatory fencing, and suitable track barriers would have prevented the 1955 Le Mans tragedy. But even with today's safety improvements, the combination of aggressive driving, incredible speeds, and slow and fast drivers sharing the race track makes racing one of the most dangerous sports in the world.

Though Mike Hawthorn added the Le Mans '55 to his list of racing victories, historians overwhelmingly confer the title of the greatest racecar driver on Juan Manuel Fangio ("El Maestro")—who never raced Jaguar C or D types. His preferred marques included



Juan Manuel Fangio

Mercedes, Maserati, Alfa Romeo, and Ferrari. Fangio drove a C type in a demonstration run in 1951 but never competed in one. He succeeded in winning the World Championship of Drivers

five times and lived to the ripe old age of 84. Just to survive this incredibly dangerous sport was a victory in itself. Volumes have been written about Fangio. (In a future column, I'll talk more about Hawthorn, Fangio, and the world of racing.)

A final thought: Many people are drawn to racing because of the inherent danger. Sir Stirling Moss, O.B.E., who was on Fangio's Mercedes team with Levegh, commented on the role of danger when he compared racing to cooking: "In racing, danger is a very necessary ingredient... You can cook without salt, but it doesn't have the flavor."

Signing off for now, Kevin Fitzgerald

Jaguar Cubs at Elmwood Zoo

By Mike Wolf

On Sunday, October 18th, 2015, 23 DVJC members, kids and friends toured the Elmwood Park Zoo, in Norristown, PA.

Our purpose was to meet two adult Jaguars - Zean (male) and Inka (female). On Tuesday, January 31, 2017 the Zoo announced the birth of two cubs.

This is great news, considering Jaguars are considered a "near-threatened" species in the wild. A gender reveal event for the cubs will be held on Friday, Feb. 3, 2017 at noon.

Elmwood Park is currently working on a new exhibit that will house the jaguars. The "Trail of the Jaguar," slated to open this spring. Perhaps our Club should schedule a return visit – to see the new exhibit, the parents AND the new cubs.



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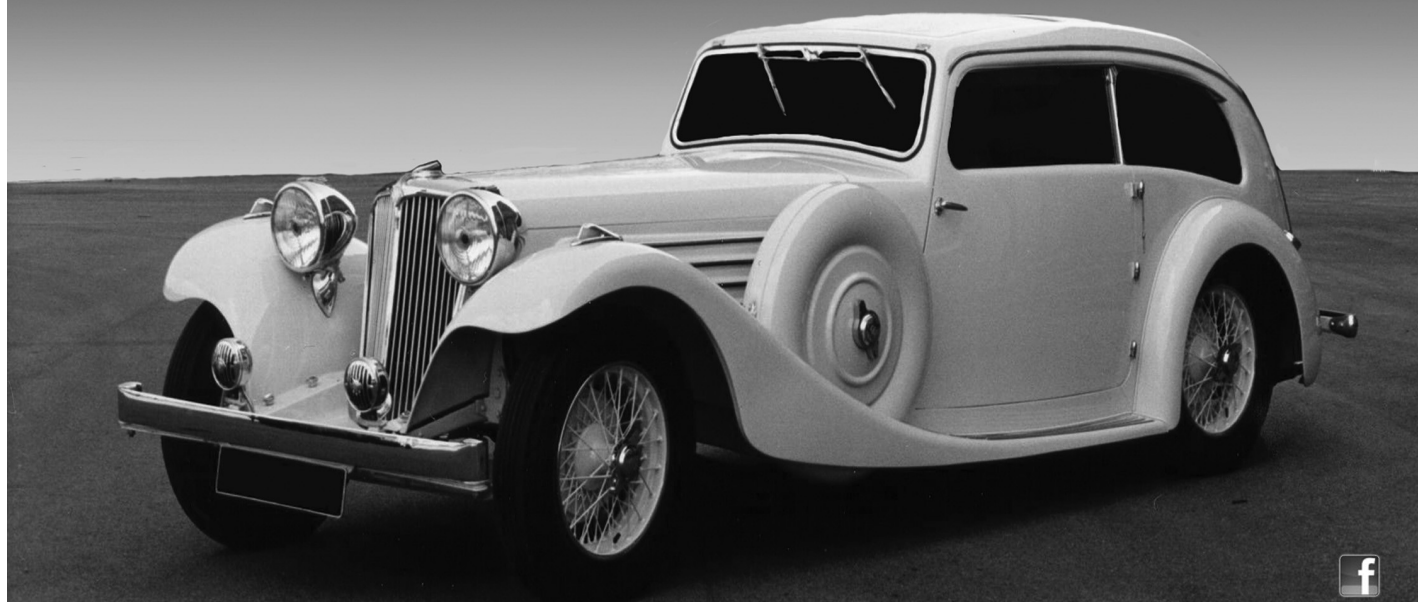
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Editor : Pauline and Brian Craig
323 lodge Road
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