
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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March 2017

DVJC February Breakfast Social



Who would have thought a day in mid February would be perfect weather to bring out your Jaguar (or Ferrari). The February 19th Breakfast Social of the Delaware Valley Jaguar Club was a beautiful day for a drive and brought out 24 members of the club to the Spring House Tavern. Shown above (l to r) are Mike Detzky, Gary Feldman, Karen Gerhard, John Gerhard, Kurt Rappold, Pat Rapphold, Ella Jane Kunkle, Gerry Kunkle, Chuck Kitson, Steve Schultheis, Grace Smith, Charles Olson, Leo Kob, Martha Kob, George Koehler, Pauline Craig, Franklyn Koehler, Ken Ruocco, Bruce Russo, Kevin Fitzgerald, Margaret Brown and Alan Brown. Brian Craig was on the other side of the camera and Tom Shaner was inside paying the bill. Hopefully the weather will be as inviting at the next breakfast on March 19th. Hope to see you there.



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.

Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
President's Mewsings	5
Speaking of Things Jaguar.....	8
Back In Time	11, 17
DVJC Outing to North Jersey.....	12
Classifieds	13
DVJC Concours Flyer	14-15
DVJC Breakfast Socials	16
Membership Renewal Reminder	17
Penn York Rally Flyer	18-19
JCNA 2017 Annual General Meeting.....	20
Susquehanna Valley Concours	21
JLR Private Offer Program	22

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Jaguar Main Line and Jaguar Willow Grove.....	23
American Collectors Insurance	24
Lindley Motors	24
Welsh Enterprises	24
Union Park Jaguar.....	25
SNG Barratt	26
JC Taylor	26
West Chester Jaguar	27
Ragtops and Roadsters.....	28
XKs Unlimited.....	28



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Upcoming DVJC Events

**March 19, 2017
May 21, 2017**

DVJC Breakfast Social (see p. 16)
**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. 12)
**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. 18-19)
Beach Lake, PA

Contact: Kurt Rappold, kprappoldxksp@verizon.net

June 3, 2017

DVJC Annual Concours d'Elegance (see pp. 14-15)
**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

May 6, 2017

Lewes British Motorcar Show
Lewes Terminal, Cape May—Lewes Ferry
Lewes, DE

Contact: Mike Tyler, 302-645-7572

May 27, 2017

Susquehanna Valley Jaguar Club Concours d'Elegance
Sunset Lane Park, York, PA

Contact: Dave M. Hershey, 717-792-5271



President's Mewsings *March 2017*

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

...
How do we compare?

As the Northeast Regional Director on the JCNA Board, Dennis Eklof is expected to periodically contribute an article for the Jaguar Journal with news about the region. The last time he did this, he published information on the membership statistics and locations of the clubs in the Northeast. In an upcoming edition of the Jaguar Journal, Dennis will publish an article highlighting the high level of club activities in the region. The article will look ahead to the 2017 event calendar for the Northeast and emphasize how fortunate we are to have so many active clubs, lots of interesting events and venues, and all within relatively small distances that allow many opportunities for cross-club exchanges and attendance. He will also include a section on the major Non-JCNA club events that contribute to our abundance of things to do with our cars, e.g. American British Reliability Run, British Invasion, Saratoga, Hemmings Jaguar Day, etc.

While putting together the DVJC information for Dennis, I had the opportunity to compare our event calendar with those of the other eleven clubs in the region. We are near the top in total activities, and I am happy to say that was due to the increase in social activities we have had over the last few years. In addition to our well-attended monthly Breakfast Socials, it pleases me to no end that members like Kevin Fitzgerald & Kathy Goldberg, Robert & Melene Nahodil, Grace Smith & Charlie Olson, and Alan & Margaret Brown have stepped up to organize and host events. I am looking forward to another year of making new friends, strengthening the bond with existing friends, and enjoying our favorite marque while participating in a variety of DVJC activities.

Speaking of events, we have the bus tour to Liberty State Park and Great Falls of Passaic National Historic Park on April 30, the Delaware River Tour (with the Triumph Club) on May 13, and the Penn-York Rally on May 19-21. The latter is a three-day event with a stop at a scenic waterfall during the Saturday lunch break. See page 18—19 for contact informa-

tion and details.

Formula E Update

The Jaguar team is making steady, but very slow progress in the Formula E series. In their third race (the Buenos Aires ePrix on February 17) since joining the series, it looked like Mitch Evans would claim Jaguar's first points in Formula E after starting seventh and running solidly in the top 10 for the first two-thirds of the race. But the New Zealander picked up a five-second time penalty for speeding under a full-course yellow (caused by team mate Adam Carroll, see below), and he finished 13th after having to save energy in the closing stages. Adam Carroll, was never in contention and finished 17th. Carroll had a tough event, struggling with the set-up throughout and then sparking the early caution when his car failed to launch, though he got going just in time to avoid falling a lap down. Mitch Evans's seventh-place start was the best qualifying performance by the Jaguar in its debut Formula E season.

Carroll, the first driver that Jaguar signed last summer, will concentrate on the Formula E program in 2017. "I won't do WEC (*editor's note: World Endurance Championship*) this season, it's decided," said Carroll. "I will concentrate on Formula E. My 100 percent focus is on doing the best possible job here at Jaguar, and it is where I want to be this year and hopefully for longer to come too. I really believe we are building something good here, and I am really committed to the program."

Sebastien Buemi took victory in the Buenos Aires ePrix to become the first driver to win three Formula E races in a row. The Renault e.dams driver kept Jean-Eric Vergne at arm's length in the second half of the contest to open up a 29-point lead at the top of the drivers' championship. His nearest challenger Lucas di Grassi led the early part of the race from the pole, with Vergne and third-place starter Buemi in hot pursuit. Di Grassi and his Abt Schaeffler FE02 was no match for Vergne's Renault-powered Techeetah entry or Buemi's factory machine and he slipped from first to third.

As I was watching the Buenos Aires race on FS-2, I was reminded of the comments by DVJC member Paul Trout (author of the "Speaking of

Things Jaguar" column later in this issue) and my good friend Charlie Beck. They said they are having a difficult time with Formula E because of the silence. Paul suggested each car should have a lightweight amplifier that generates the racing "noise" we are all used to. I tend to agree – there is nothing like the sound of pulsating air exhausting from a high-compression racecar engine to remind us how exciting and dangerous this sport really is. Those of us who have the disease will probably miss another sensory experience while at the track during a Formula E race – the wonderful smell of racing oil.

In January, the Jaguar team tested current Williams F1 driver Felipe Massa, who was expected to complete a final F1 season for the team. The Brazilian had expressed an interest in the all-electric formula ever since he visited the first London ePrix in 2015. Although Massa had officially retired from Formula 1, Williams convinced him to return in 2017 to replace Valtteri Bottas, who will reportedly head to Mercedes for 2017 following Nico Rosberg's surprise decision to quit the sport as world champion.

Speaking of WEC, Audi announced that it is pulling out of WEC and ending its eighteen years of racing at Le Mans after this season. The Audi LMP1 program was dominant at Le Mans, bringing home 13 titles along with the WEC drivers' and manufacturers' titles in 2012-13. The reason? They have decided to focus their racing efforts in Formula E in 2017.

The next Formula E round will be in Mexico City on April 1, 2017.

Autonomous Automobiles

I have been a Systems Engineer and Automation Specialist for the last 49 years. My projects include the integration of hardware, software, and services to provide a system that meets the needs of my clients' automation requirements. Back in the late 1960's and early 1970's I worked on some of the very first industrial computer control systems in the country. It still amazes me what we could accomplish with such minimal resources. Prior to that era, much of the industrial process control was done manually, possibly with the aid of pneumatic controllers that were set up to maintain pressures, temperatures, flows, lev-

els, and other process conditions. But productivity, quality, and safety were mainly the responsibility of the human operators. Since then the technologies have evolved, but so have the challenges. For example, the advanced technology has brought about advanced threats (e.g., hacking) and spawned new industries (e.g., cyber security).

Regardless of the control technology used (human or otherwise), the main objective of any control system is to follow a set of standard operating procedures to produce a product that is on-spec; along the way, it must handle any exceptions that would cause an excursion in quality or safety. I have worked on the automatic control of PTFE (Teflon ®) reactors where the addition of a catalyst and heat produces a volatile reaction which could leave a crater the size of your house if it becomes out of control. Likewise, an industrial or utility steam boiler (some of which are several stories high) could puff out its casing if over-pressured or send a water hammer through 1" steel piping/vessels if the water level is not maintained. And I am sure I don't have to remind you of the Chernobyl disaster in Russia and the near disaster at Three-Mile Island. My point is that handling the exceptions in the type of automation projects on which I have worked is often many times more difficult than handling the standard operating procedure (i.e., the set of steps) to produce a product.

When I think about applying automation to produce a fully automatic (autonomous) automobile, it blows my mind. In this case, the primary standard operating procedure is what you would look up on MapQuest or Google Maps (i.e., turn left at the intersection, go 5.8 miles and turn right, blah, blah, blah). That is straightforward. Of course, the standard operating procedure must be followed within the law, some of which vary from location to location. That adds complexity, but is still manageable. But the exceptions that can and will come up are mind-boggling – not to mention the technology that must be available and installed in every car and on the streets, highways, byways, and infrastructure that could interact with automobiles. The National Transportation Highway Administration (NHTSA) is mandating vehicle-to-vehicle (V2V) systems that will take control of braking, steering, etc. when two cars seem about to collide or to mediate, e.g., at four-

way stops – but that seems to just scratch the surface. The proposed mandate would require all new cars and light trucks to have dedicated short-range communication systems that transmit and receive basic messages about the vehicles' speed, location, braking and other data. This will allow cars to "talk" to other vehicles on the road and to infrastructure equipped with the systems. The proposed rule also has privacy and security requirements on vehicle data transmissions.

Of course, the reason for the push to autonomous cars is the increasing number of vehicle crashes and traffic-related deaths. Last year, there were 6.3 million U.S. vehicle crashes. In October, the NHTSA said U.S. traffic deaths jumped 10.4 percent in the first six months of 2016. The jump follows a spike in 2015, when road deaths rose 7.2 percent to 35,092, the highest full-year increase since 1966.

So maybe I am overthinking the whole thing because of my professional background and experience – recalling the late nights and seemingly endless days of startup and commissioning efforts to get a production line behaving properly under full automatic computer-based control. Or maybe I am getting old and obsolete (which I dreaded for most of my career) and cannot envision the huge transformative technologies that will come. Or maybe, since I have been a car-guy since I was a kid, there is something negative about taking away our individualism and turning us into perpetual passengers.

But I can't help thinking about the exceptions (think of those you ran into over the past week). As a simple example, consider that the law says that you cannot cross a solid line in a 2-way road. What happens when you encounter a "men-at-work" diversion, or a fallen tree limb, or a large dead animal, or a stalled car, or ...? My guess is that many, if not most, of the exceptions we encounter and overcome as human drivers involve breaking a law (crossing a double line, being forced to go down a one-way street, making a left-turn against a 'no left-turn' sign because the road to the right is blocked). Simple human decisions, but again just scratching the surface. How does the autonomous car react differently to a gentle leaf falling from a tree and a rock or metal object that could penetrate your windshield? Also, if there is a set of infallible algorithms to which the autonomous cars adhere, what will happen dur-

ing the transition when they share the roads with humans who are unpredictable and at times irrational?

Of course, standards organizations will get into the picture – some will remain part of the process and some will fall by the wayside as has been the history in my profession. Recently the NHTSA adopted the Society of Automotive Engineers (SAE) classification of six levels of autonomous driving capability. The categories cover zero driving automation (level zero) to fully automatic driving (level five). For more information, see Peter Crespin's [Blowin' Smoke](#) on page 4 of the latest Jaguar Journal.

Incidentally, Roborace, an electric driverless car racing series which is currently still in development, had their first "real race" last month, driving two "DevBots" on the same street circuit at the Buenos Aires Formula E race. The two cars made their way around the track at a cautious yet respectable pace, with the "winner" reaching a top speed of 115 mph. Unfortunately, the losing car didn't fare so well, getting itself into an accident and taking itself out of the race.

The championship presented the event as the first "race between driverless cars", but the event was still very much a test exercise and the DevBot development cars don't represent the final form these driverless racecars will take. They still have a cabin for a driver but neither car's cabin was occupied during the event, and while the cars have been tested on street circuits before, this was the first time two cars were on track at the same time. So it looks like this was indeed the first "race" on an actual racing circuit.

The crashed car apparently was pushing itself a little too hard on one of the turns and hit one of the barriers, but unlike in normal racing there was no need to worry about the health and safety of the driver in this instance. Roborace tweeted about the crash: "Devbot 2 while pushing the boundaries of AI had a racing incident on track, leaving DevBot 1 to win. No drivers were harmed though".

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



Speaking of Things Jaguar - March 2017

By Paul Trout

The McLaren Connection

A few weeks ago at a DVJC Breakfast Social I was sitting and chatting with Charlie and Grace; always a great pleasure. While discussing visits to the Amelia Island Concours event, Charlie related his experience with and impression of the very exotic, powerful and fast McLaren GT. I could tell it left a lasting impression on him. While not quite Jaguars, McLarens are amazing automobiles; true exotics with a racing heritage as rich, if not as long as Jaguar. McLaren is best known today for its Formula One racing program which dates back to the early sixties. Since their first race in 1966, McLaren Formula One cars have won 182 Grand Prix races, given their drivers twelve World Drivers Championships and collected eight Formula One Manufacturer Championships; an impressive record indeed.

In the sixties and seventies McLaren was best known in the US for their domination of the Can-Am race series. Can-Am was as close to an all out, unrestricted race series as you could get. The cars were required to have two seats, four tires and four fenders to cover them; no other restrictions. The choice of chassis and engine type/size was unrestricted. Many, including myself, still feel it was the greatest form of road racing the world has ever known. The cars weighed about 1300 lbs with anywhere from 700 to 1000+ BHP and they were beautiful monsters on the track. Having attended a few of the races as a boy, I can tell you there is no sound like the first turn at the start of a Can-Am race. Losing out to John Surtees in a Chevy powered Lola T70 in 1966, the McLaren Team went on to win the Can-Am Championship in

1967, 68, 69, 70, and 71.

In 1972 Porsche showed up with the brutish 917/10 making 918 BHP with Mark Donahue driving. Porsche won six of nine races that year and took the championship from McLaren. For 1973 Porsche further developed the 917 into the 917/30 with a turbo-charged flat twelve making 1200 to 1500 BHP. The 917/30 was capable of 240 MPH! Porsche won six of eight races that year. Porsche dominance marked the death knell for the Can-Am Series; 1974 was the final year. It was great while it lasted. Despite the two year dominance of the mighty Porsches, most still visualize a bright orange McLaren when Can-Am is mentioned.



My personal experience with Can-Am goes a bit beyond watching the races and reading about them in Road & Track. Fifty years after watching a Can-Am race at Watkins Glen, I was there again as a vintage racer with my MGB-GT. It was my first season and the car had not yet been completely sorted out. By midday Saturday I was sidelined with terminal engine failure. At dinner that evening I sat with some fellow racers; one of whom owned a former Can-Am Lola T70. Sensing my boyish enthusiasm for Can-Am he invited

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

me to stop by his spot in the garage the next morning to look the car over. That next morning I got one of the greatest thrills of motorhead life! No, I didn't get to drive the Lola T70, but I did get to start it and warm it up. It is hard to describe the feeling, the sound, and the emotion, but I still get a huge smile when I think of it.



Back to the McLaren connection....

Twenty years after dominating Can-Am, McLaren Cars built a rather unique road car. The McLaren F1 was built in 1994 as a road car with a unique layout; the driver was seated in the middle with passengers seated on either side slightly to the rear. With only 64 road cars built, they were a very highly sought after exotic. George Harrison even owned one. In addition to the road cars, there were 28 F1 GTR competition versions built. Here is where Jaguar and McLaren share some racing heritage. In 1995, with the F1 GTR, McLaren joined a very exclusive club of which Jaguar was already a member; Le Mans winner. The F1 GTR not only won the 1995 24 Hour race, but also finished 3rd, 4th, 5th, and 13th. Returning the next year, back to back victories eluded them, finishing 4th, 5th, and 6th and in 1997 they finished 2nd and 3rd.

While both Marques winning Le Mans is a fair connection, there's more....



Long before the McLaren F1 and its Le Mans victory there was a Jaguar connection with Bruce McLaren himself. As some of you may know, Bruce McLaren was a race driver long before McLaren cars existed. In 1952 at age 14, Bruce entered a local, Auckland, New Zealand, hill climb. By 1959 he was in Europe driving for the Cooper Formula One team. In that year, he won the US Grand Prix and became the youngest driver (22 years, 104 days) to win a Formula One race; a record that stood until 2003. In 1963 Bruce founded Bruce McLaren Motor Racing Ltd. and in 1966 fielded a Formula One team as manufacturer, owner and driver. McLaren Racing is still a contender in Formula One racing today. Also in 1966, Bruce, with Chris Amon, drove a Ford GT-40 to Ford's first Le Mans victory. In 1968 Bruce won the Belgian Grand Prix at Spa in a McLaren; he was both driver and manufacturer. In June of 1970 while testing one of his Can-Am race cars, the M8D, at the Goodwood circuit in England, Bruce lost control at high speed, crashed and was killed at age 32. In a little over ten short years of international motor racing Bruce McLaren not only achieved a very impressive record of victories and championships, but he left a legacy that today includes McLaren Racing, McLaren Cars and McLaren Applied Technologies.

In 1960 on Jaguar's journey from the D-Type/XK-SS to the E-Type, the first E-Type prototype, the E1A, was constructed. It was built as a road car and extensively tested out

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

of the public's eye. Sir William Lyons always felt that his cars were best tested and developed under racing conditions, so a second prototype was constructed; the E2A. The E2A was raced at Le Mans in June with Walt Hansgen and Dan Gurney as drivers. It was second fastest in practice and believed to be the fastest down the Mulsanne strait. Unfortunately, during the race it was plagued with engine problems and was retired. After Le Mans it was shipped to the US to compete in the US Road Racing Series. Lofty England, who ran Jaguar's works racing program in the 50s and 60s was a close friend of Bruce McLaren. Lofty arranged for Bruce to drive the E2A in the Pacific Grand Prix. Subsequent to that race, Bruce also raced some of the very early build E-Types in the UK for Peter Berry Racing and Briggs Cunningham. So impressed with the E-Types, Bruce convinced Lofty to sell him a factory race prepared RHD E-Type roadster (Chassis #15) and a factory race prepared 3.8 MkII (Chassis #14) for his personal cars.



But there is even more..

If you read Paul Merluzzi's "President's Mewsings" you know that Jaguar presently fields a team in the FIA Formula E racing series. Formula E is an open wheel race series somewhat similar to Formula One, but with the cars totally electric powered. There is a bit of a McLaren connection there as well. In the inaugural Formula E season all of the car's electric power trains were supplied by McLaren Electronic Systems. Also

McLaren Applied Technologies has been chosen to supply the new extended range batteries for the Formula E seasons 2018-2020. This will double the current distance range of the cars, thus eliminating the current need to change cars mid-race. Next season the Jaguar Formula E car will have a substantial piece of its power train supplied by McLaren. So, McLaren and Jaguar both won Le Mans, Bruce McLaren competed in Jaguar racing cars, including one of the E-Type prototypes, and his legacy technology company is soon to supply the power source for Jaguar's current racing endeavor. I would say that makes for a pretty strong connection between the Marques. No wonder Charlie was so taken by the McLaren GT.

Jag Bits

XKSS to cross the block at Amelia Island

As mentioned last month in the article on Continuation cars, rarely does a Jaguar XKSS come up for sale. It has been more than ten years since an XKSS came up for sale. This March XKSS chassis #716 will cross the auction block at the Gooding Amelia Island event. Chassis #716 received a concours level restoration about ten years ago and is finished in a deep British Racing Green. If interested, the pre-sale estimate is \$16-18M. While this will most likely fall short of the becoming the highest price paid for a Jaguar at auction, it should easily place second behind the D-Type that sold last year for \$21,780,000.



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

Coming Soon – XE SVR

While it has been rumored for some time, it appears JLR Special Vehicles Operations (SVO) is close to revealing their latest high performance Jaguar. Most likely the Jaguar XE SVR will have a 500hp supercharged V-8 driving all four wheels through an eight speed automatic gearbox. That power train should propel the smart mid-sized sedan to 60 mph in less than 4 seconds, compared to the current XE S whose 336hp does that in 5.1 seconds. That kind of performance will put the XE SVR in the same class with the Audi RS4, Mercedes AMG C63 and the BMW M3. Sources close to JLR indicate the XE SVR is presently being tested in Northern Spain, with potential debut at the Geneva Motor show in March. There are also indications that an F-Pace SVR might not be far behind. Can't wait!



The Germans are coming

It would seem that Jaguar will be getting some Teutonic company in Formula E. Audi who has dominated the World Endurance Championship over the past decade, winning eight of the last eleven Le Mans races, has announced it is withdrawing from the WEC to focus on Formula E. That is Big! Currently teamed with ABT Schaeffler, it is expected that Audi will field a full works team next season. BMW's current relationship

with Andretti is also expected to move to a full works team as well. Mercedes recently announced intention of a full factory effort in Formula E's fifth season as the teams move to the single car per driver format. According to Formula E CEO Alejandro Agag "This is a great endorsement of how Formula E is leading the way for motorsport that is truly relevant for the automotive industry and how it is inspiring the next generation of electric vehicles." Seems we might be returning to "Race on Sunday; Sell on Monday" with electric cars...

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

Paul

Back In Time



Paul & Irena Merluzzi - 2006



Ann Perry - 2005

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:

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email: Paquiltmaker@comcast.net

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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.



2007 XK Convertible

78,000 miles, all service records since car was purchased. All service performed by Jaguar dealers. Car has been garaged and never driven in winter weather.

Asking \$17,500

Contact Geoff Thornhill
(267) 825-1157



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



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, ssschultheis@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

March 19, 2017, 10:00 am

April 16, 2017, No Breakfast (Happy Easter)

May 21, 2017

**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.

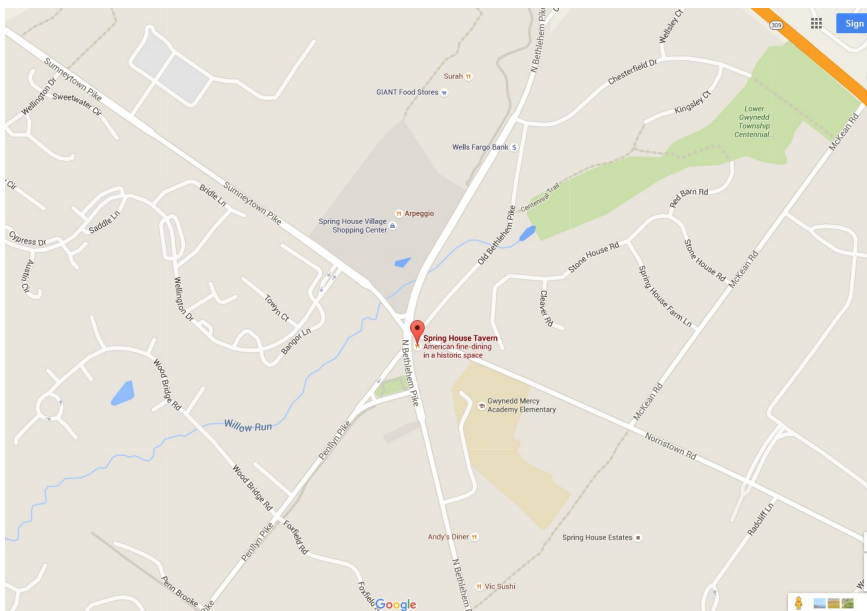
Driving directions from the Pennsylvania Turnpike:

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.

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.

Back In Time



Mike Tate—2005



Alex LaRoche—2004



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We have the knowledge to repair or rebuild every system in your car. Whether you want to show your car at Amelia Island, compete in grueling rallies, race at LimeRock, do a slalom, go for a long ride in the country or just deliver your children safely to school, we have done it

Show us your current car club membership and get a 5% discount



Give us a call if you want your British, European or American Classic, regardless of age repaired and worked on by people who have the skills, training and above all knowledge to do the job right.

We have been there, done that—walk the walk and can talk the talk!



NORTHEAST RALLY CLUB PENN-YORK 2017

CAROL RUTLEDGE

25 MAPLE LANE

TYLER HILL, PA 18469

MAY 19 - 21, 2017

CLASS (circle one) PRO SOP ROOKIE
(PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience)

***DRIVER** _____ Phone # _____ Polo Shirt Size _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

***NAVIGATOR** _____ Phone # _____ Polo Shirt Size _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

***VEHICLE** make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

*** IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE
DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.**

Please list your assigned number _____

**IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED
TO YOUR VEHICLE.**

(OVER)

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

\$400 entry form, payment and insurance received by **April 29, 2017** \$_____

\$425 entry form, payment and insurance received after **April 29, 2017** \$_____

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

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

We would like to visit the falls. Yes____ **# of tickets**____ **No**____

MAIL ENTRY, CHECK(Payable to Northeast Rally Club)AND INSURANCE TO:

NORTHEAST RALLY CLUB, C/O CAROL RUTLEDGE, 25 MAPLE LN, TYLER HILL, PA 18469

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

NAME_____HOMETOWN_____

NAME_____HOMETOWN_____

HOTEL INFORMATION

We have a block of rooms at The Central House Resort.

The phone number is 570-729-7411.

The address is 81 Milanville Rd, Beach Lake, PA 18405.

Be sure to ask for Northeast Rally Club rates.

Make your reservations early

WE ALWAYS WELCOME ROOKIE TEAMS

JCNA

AGM



March 17-19, 2017
Vancouver, BC, Canada

Susquehanna Valley Jaguar Club
10th Annual Concours d'Elegance
TITLE SPONSOR - JAGUAR LAND ROVER HARRISBURG
May 27, 2017

Concours d'Elegance entries are open to all Jaguar owners. Entries in all Champion Division classes, all Driven Division classes and all Special Division classes are judged according to JCNA rules approved for the current year.

Rules require only that your entry is a Jaguar, or Jaguar replica, with a Jaguar engine. Entries may cross over between Divisions, but points awarded in one division become invalid when crossing over to another division.

Registration Information

Last Name First Name MI JCNA Number

Address State Zip Code

() () _____
Daytime Phone Evening & Weekend Phone JCNA Club Affiliation

_____ Do you plan to trailer your Jaguar? _____ Yes _____ No

Email Address

Car Information:

Year	Model	Body Style	Color	Champion/Driven (Class)	Display	Class
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

Registration Fees:

Pre-Registration Fee: (Must be received before May 1, 2017)
\$40 per car entered in Champion, Driven or Special Division \$ _____

Registration Fee: After May 1, 2017 and non-JNCA members
\$45 per car entered in Champion, Driven or Special Division \$ _____

Total: \$ _____

Please make check payable to Susquehanna Valley Jaguar Club and mail to:

Dave M. Hershey, Concours Registration
3009 Quail Lane - York, PA 17408
717-792-5271

Directions and Host Hotel

For directions to Sunset Lane Park Google 2465 Sunset Lane York, PA. Park is directly across street. <http://tinyurl.com/sunsetlanepark>

Host hotel will be Wyndham Garden Hotel (Phone: 717-846-9500)

Release of Liability: JCNA Events Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate should be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Susquehanna Valley Jaguar Club 2017 Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., the Susquehanna Valley Jaguar Club and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Owner

Date

NOTE TO PARTICIPANTS: Entry to the show field will be at 8 a.m. Rags-down will be at 10 a.m. Awards presentation on the field will be at approximately 2 p.m. We will have an informal dinner Friday night at 6PM at Fender Z Grill & Pub (Inside Wyndham Garden York).

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.

Eligible Vehicles and Incentive Amount

As a special incentive for being a member of JCNA, we are pleased to extend an exclusive offer on the purchase or lease of a new 2016 or 2017 Jaguar or Land Rover vehicle. This opportunity is available through March 31, 2017 and is only offered to preferred friends of the Jaguar and Land Rover brands. After all, power has its privileges. See the terms and conditions below for more information regarding this incentive.

Jaguar

Model Year	Model	Trim Level*	Amount
2017	XE	All	\$1,000
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.

<http://jlrprivateoffer.com/>

This is a perfect time to purchase a new Jaguar/Land Rover.

ALL-NEW JAGUAR F-PACE

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IT'S A JAGUAR



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The all-new Jaguar F-PACE blends legendary Jaguar performance and luxury with practicality. On top of distinct looks and an available 380 hp V6 engine, the F-PACE has room for five and plenty of storage. Added capabilities include Instinctive All Wheel Drive* and advanced driver-focused technology.† And, the F-PACE is protected by Jaguar EliteCare, our Best-In-Class coverage with complimentary scheduled maintenance for up to 5 years or 60,000 miles.*

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Main Line 325 E. Lancaster Ave, Wayne, PA 19087

215.447.7644 WG 610.979.1404 ML

jaguarwillowgrove.com jaguarmainline.com

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THE ART OF PERFORMANCE

Model Shown: 2017 F-PACE First Edition. Supply of 2017 F-PACE First Edition is very limited. European license plate shown. †This feature is not a substitute for safe and attentive driving, nor can it overcome all extreme circumstances. Please consult the owner's manual or your local authorized Jaguar Retailer for more details. †All prices shown are Manufacturer's Suggested Retail Price. Excludes \$995 destination/handling charge, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your local authorized Jaguar Retailer for details. Jaguar Retailer or approved lender may rescind or amend this offer without notice. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, visit JAGUARUSA.COM, call 1.800.4.JAGUAR or visit your local Jaguar Retailer. © 2016 Jaguar Land Rover North America, LLC



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Sunday: Closed



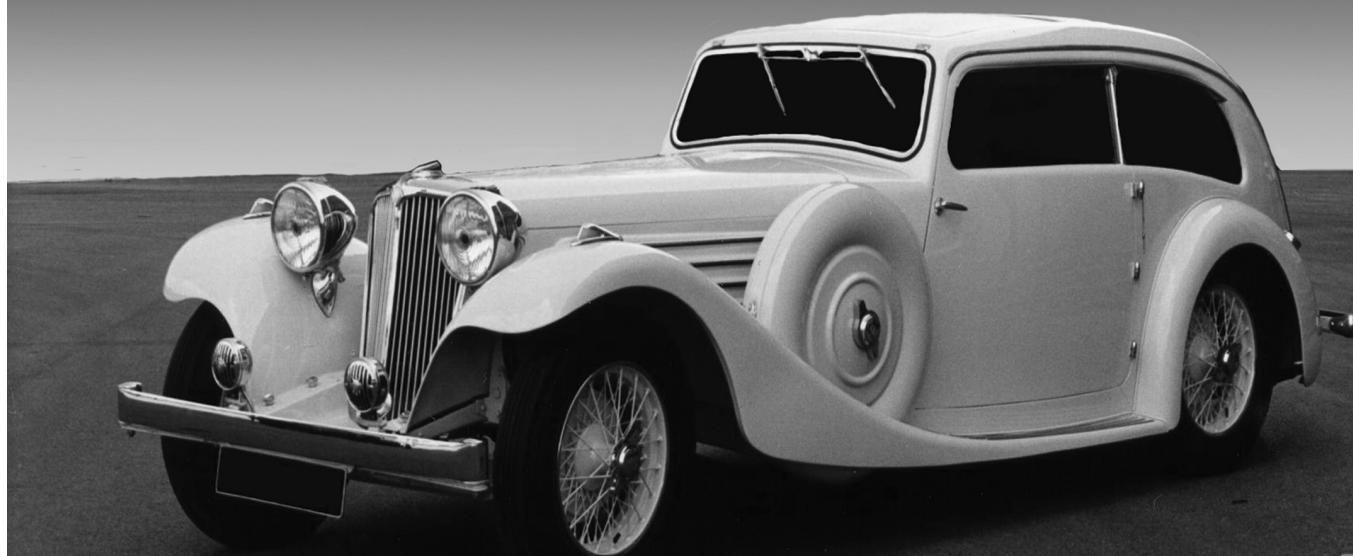
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Total Manufacturer's Suggested Retail Price includes \$995 destination/handling charge and may include optional equipment but excludes tax, title, license, and retailer fees, all due at signing.
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THE JAGUAR'S PURR BY THE DELAWARE
VALLEY JAGUAR CLUB
Editor : Pauline and Brian Craig
323 lodge Road
Philadelphia, PA 19128-4418

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