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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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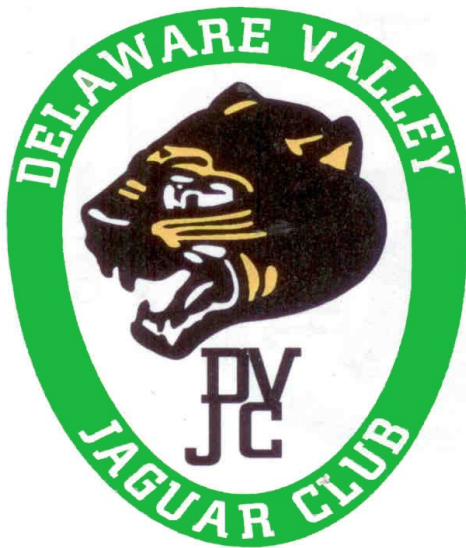
*April 2017*

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## DVJC Recognized at JCNA AGM



Kurt Rappold, Delaware Valley Jaguar Club, is pictured on the left accepting two (2) awards presented by outgoing JCNA President George Camp. At the awards dinner on Saturday evening President Camp recognized Tom and Nancy Jones and Brian and Pauline Craig with the Fred Horner Sportsmanship Award. See Bill Beible's AGM report on page 13 and Congratulations on page 29.



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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Full Page \$300/ year; \$45 / issue  
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Quarter \$ 85 / year; \$20 / issue  
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Members' ads free of charge  
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DVJC Badge	\$10.00
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
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	Mike Wolf	610-964-1104	mwolf@boenninginc.com
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Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise			

## AREA COORDINATORS

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Montgomery County	Michael Wolf	610-964-1104	mwolf@boenninginc.com
Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Lehigh Valley	Gerry Kunkle	610-861-0844	<a href="mailto:agkunkle@aol.com">agkunkle@aol.com</a>
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

**May 21, 2017  
June 18, 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. 10)**  
**Great Falls of Passaic National Historic Park &  
Liberty State Park**

*Contact: Grace Smith, paquiltmaker@comcast.net*

**May 13, 2017**

**Pre Mother's Day Run (see page 11)**  
**Yardley, PA to The Ship Inn, Milford, NJ**

*Contact: Rich Rosen, rosen244@verizon.net*

**May 19–21, 2017**

**Penn—York Rally (see pp. 17-18)**  
**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 27, 2017**

**Susquehanna Valley Jaguar Club Concours d'Elegance**  
**Sunset Lane Park, York, PA (see page 24)**

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

**July 9, 2017**

**British Invade Gettysburg**  
**British Motorcar and Motorcycle Show**  
**The Ourlet Shoppes at Gettysburg**

*Contact: <http://www.lancomgclub.com/big.htm>*





## President's Mewsings *April 2017*

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

...

### **Celebrate**

The Fred Horner Sportsmanship Award commemorates Fredric S. Horner, who was Executive Secretary of the JCNA in the British Leyland years from 1970 until his retirement in 1979. After his death in 1995, this award was established in 1996 by vote of the delegates at the AGM in San Francisco. Fred's focus was on participation and he promoted club events as family outings – a time to enjoy Jaguar cars and fellow members. That is a theme that our club has been focusing on for the past few years, as witnessed by the 'Jaguar Gatherings of Friends', monthly breakfast socials, rallies, and tours that have been organized by members and directors. We have a great club because we have great people as members, and I enjoy our social gatherings.

This year our club was honored to have two of our member-couples earn the Fred Horner Award which was accepted by Kurt Rappold in their absence at the recent AGM in Vancouver, B.C. Please join me in congratulating Tom & Nancy Jones and Brian & Pauline Craig who tied for this national honor. Well done!

It is worth noting that Past President Kurt Rappold was a previous winner (twice!) of this award.

### **A Reminder**

Our first sanctioned event of the year starts with the Spring Road Rally at Beach Lake, PA on May 19-21. Come and join in the fun; make it a get-away weekend or mini-vacation. It is a time-distance rally whereby you are given a set of instructions to pass checkpoints and complete the course in specified periods of time. Each car has a Driver and Navigator and is given a booklet of detailed instructions, including guidelines on computing your speed to avoid timing deviations.

The Spring Rally is followed closely by our Concours d'Elegance in conjunction with The Cars and Motorcycles of England Show at the Oakbourne Mansion on June 3. We need help in a

few areas including judging and parking duties. Be on the lookout for an E-Blast soliciting your help.

### **Our Darkest Chapter**

Regardless of which side of the fence you are on with respect to Trump's immigration initiatives, the article in the March 20, 2017 issue of Autoweek titled 'Our Darkest Chapter' is worth the read. February 19<sup>th</sup> marked the 75<sup>th</sup> anniversary of Executive Order 9066. Signed by President Franklin D. Roosevelt ten weeks after the attack on Pearl Harbor, it authorized the removal of persons from prescribed military areas in the western United States. A forced relocation of people of Japanese ancestry to ten so-called internment camps followed. The attack had inflamed fears of disloyalty, and potentially sabotage, by people of Japanese descent. The government's pre-emptive move was to herd, without due process or a declaration of martial law, some 120,000 men, women, and children into concentration camps. Two-thirds of them were born in America to immigrant parents, yet labeled as enemy aliens, given identification numbers, and essentially deported within the borders of their own country.

The article takes a unique slant in that it focuses on some of the most influential Japanese mechanics, racers, and customizers who were caught up in this wave of racial intolerance and subsequently had their lives and careers interrupted. They were all part of, or would eventually be part of, the newborn car culture that had California as its epicenter.

### **Formula E Update – First Points!**

A multi-car accident in the closing stages of the Mexico City ePrix on April 1, 2017 almost caused Mitch Evans to retire and would have cost Jaguar its breakthrough Formula E result. But Evans finished fourth and team-mate Adam Carroll finished eighth as the team celebrated its first points finish since joining the electric single-seater series this season. Both drivers ran inside the top 10 throughout the race, but were caught up in the multi-car incident triggered by Nico Prost hitting Nick Heidfeld with just over three laps to go. Evans, who was seventh at the time, braked to avoid Heidfeld's spinning Mahindra and got rear-

ended by Felix Rosenqvist. Evans at first thought he was out of the race, the normal result of major hit like he suffered. But miraculously he could continue. The accident delayed Prost and allowed Evans to move to fifth, and the New Zealander inherited fourth when Jerome d'Ambrosio ran out of energy on the final lap.

Getting fourth in only their fourth race in the series is a massive highlight, and a double-points finish, with Carroll finishing eighth, is very special. Carroll led Evans for two-thirds of the race after outqualifying his team-mate, but dropped behind him after the final safety car and was ninth at the time of the accident. He was delayed by Rosenqvist continuing with the front of his Mahindra crumpled and lost places to Daniel Abt and Jose Maria Lopez, but still finished the race in eighth. The result moved Jaguar off the bottom of the teams' standings at the expense of the Venturi team.

Lucas Di Grassi won the Mexican ePrix with a bold strategy play in an accident filled race while title rival Sebastian Buemi finished outside of the points after winning the first three races of the season. After suffering a disastrous qualifying session Di Grassi started from 15th and things didn't improve when the race got underway as Maro Engel piled into the rear of his Abt Audi. With his chances of victory looking slim, Di Grassi pitted to fix the damage to the rear of his car, exit-

ing in last place. Now having nothing to lose, the team pitted Di Grassi on lap 18 of 45, knowing that he would take the lead once others pitted - but that saving energy would be critical. With a third less energy in his battery, the Brazilian driver masterfully managed his power and crossed the line two seconds ahead of Jean-Eric Vergne.

In other news, BMW has officially registered its own factory team with Formula E for next season. Having partnered with the Andretti Formula E team this season, BMW registered and was accepted by the FIA. BMW has contributed actively as official vehicle partner from the word go and has left its mark on the series.

The 2018-19 season will mark the debut of the redesigned Formula E chassis from Spark Racing Technology and a new standard battery from McLaren Applied Technologies – meaning the mid-race car change won't be necessary.

The fifth round of the championship will be in Monaco on May 13. Formula E begins a three-race tour of Europe before heading to the United States in mid-July for the first New York ePrix.

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

### *Back In Time*



Paul Racette, Brian Craig, Mike Tate and Jim Shields at a test drive of the new XJs, at the Summit Point Motorsports Park, West Virginia, May 2003.



Alex LaRoche competing in the Pumpkin Run Rally, Millsboro, Delaware, October 2004.



## Speaking of Things Jaguar - April 2017

By Paul Trout

### It's Jaguar!!

Recently I was alerted by our Roving Reporter that there was an item on ABC news regarding the case against Seth Williams. Apparently Williams had been given a 1997 XK8 convertible valued at approximately \$4600. The gift was not the point of the alert. Seems the news announcer reported the gift as a **"Jag-wire"**! Well beyond the usual faux pas of pronouncing Jaguar without a "u", "Jag-wire" is a major infraction worthy of whistles and yellow flags! I suspect Mike may have or, at least considered, contacting ABC. After some humorous email exchange, I was reminded of a recent encounter .....

While at the checkout counter of my local big box apothecary a nice young man operating the cash register that required no math skills looked at me and asked "You like Jag-wire?". Taken by surprise by this unusual inquiry, and as I was about to ask whether Jag-wire had something to do with wireless technology, he said "I like Audie". Now further confused, my mind thinks "Does he mean the storied WWII hero whose name is also applied to beds that fold into the wall?" Before I could get that out, I hear "A4, A6, A8". Hmm, now he's talking about roads in the UK. About to say "Sorry, I don't speak a word of English", I instead decided to just smile, pay and end this moment of mutual confusion. When I got out to my car I realized I was wearing my Jaguar hat and the young man was talking about Jaguars and Audis in some rather extreme mispronunciations. I drove home thinking of Mike Tate at the Holiday Party helping us to properly pronounce the name of our favorite marquee, reminding us of the letter "u" and leading us

in the proper pronunciation of Jaguar in unison until we all got it right.

While Jaguar is quite commonly mispronounced as "Jagwaar", almost to the point of acceptance, the marque is not unique in that capacity. Despite years of me saying "Porsha", my older brother still refers to his 911 as a "Poorsh". I must admit, however, it wasn't always "Por-sha" to me. As a boy in the 6<sup>th</sup> grade waiting for the morning school bus, I looked forward to admiring a blue "Porshay" coupe that would pass by every day. It wasn't until several years later that I was enlightened to the correct pronunciation. I had just fitted 1500cc Porsche motor in my 1960 Volkswagen and stopped into SPOR-TUNE, the local sports car repair shop to show it to the mechanic. SPORTUNE specialized in Saabs. In fact the owners eventually went on to become the East coast distributors for Saab and the building now houses Lindley Motors – Jaguar Specialist. SPORTUNE's chief mechanic was a Dutch fellow named Hans Rhemrev, who eventually became a fairly successful BMW dealer back when 1600s and 2002s were new. Hans was an SCCA racer with a homemade Modified Saab powered sports racer he named "The Banshee". My gearhead friends and I used to enjoy chatting with him and soaking up his mechanical insight. When you walked in to the shop, Hans would usually roll out from under a car with grease up to his elbows, slandering the lineage of some uncooperative part. So, anyway.... I pulled into the lot announcing myself through the center pipe of the extractor exhaust system and Hans rolled out saying "Sounds like a "Por-sha". By this time, I was, at least saying "Poorsh", so I said "Yep, there's a "Poorsh" motor back there."



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

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Before he even looked under the engine cover, he, quite adamantly, corrected me in his Dutch accent, “Por-sha!, Por-sha!, Por-sha!; Not Poorsh!” I probably learned a few other things from Hans, but I never forgot that one and Porsche has been “Por-sha” ever since. Porsche has actually had a couple of ad campaigns both in print and TV media explaining the proper pronunciation of their name to the unenlightened.

My Dad was a master of automotive mispronunciation. I remember him being quite fond of his “Tie-oda Crolla”. That Toyota was the replacement for his “Volts-wagon”. He also had a “Ree-nalt Daw-feen”. I’ve tried to ensure this trend did not continue in my family; my oldest son has been properly pronouncing Lamborghini since he was four...and we all put “u” in our Jaguars.

### **Provenance, it works sometimes....**

Back in August at the Mecum Monterey auction a rather tired looking 1989 XJ-S coupe sold for \$27,500. With only 11,386 miles on the clock, it did not present well at all. It looked tired. The alloy wheels were pitted, the headliner was sagging, window rubber was dried out, interior wood trim was loose and masking marks were visible from a re-spray. A number three at best, this XJ-S was worth about \$9,500. So, why did this XJ-S hammer at almost three times its value? It once belonged to Frank Sinatra. Actually this was the second XJ-S that Ole Blue Eyes owned. In 1975 Frank married for the fourth and final time. As part of the wedding he and Barbara Marx exchanged cars along with their vows. He gave her a Rolls-Royce Silver Shadow and she gave him a British Racing Green XJ-S Coupe. Frank apparently really liked the car because he purchased another very similar XJ-S in 1989. He used this car as his regular driver when in Palm Springs until his death in 1998. It was sold as part of

his estate sale.



California DMV documentation certifying it was purchased and owned by Frank Sinatra and his personalized plates “FAS II” were included in the sale.

At \$27,500 was the seller pleased with the sale? I suspect not. This same car sold for the exact same price, \$27,500, at the Barrett-Jackson Las Vegas auction one month before. Typically cars sold at Monterey auctions will bring a substantial premium over similar cars sold at other auction. Looking to leverage the low price paid at Las Vegas with the usual Monterey premium and knowing that this car changed hands in 1998 for \$178,000, I suspect the seller had high hopes for a quick profit. Not the case here. It seems “Once Owned By....” Has a “Sell By” date.

### **Jag Bits**

#### **Jaguar Back in Sports Car Racing?**

Recently Jaguar recruited Paul Humphrys, designer of the 1999 Le Mans winning BMW V12 LMR, the 2013 Bentley GT3 race car and, most recently, the Aston Martin Valkyrie. With his background Humphrys brings quite a bit to the table for Jaguar. Autosport is reporting that he is heading up a Jaguar Special Vehicles Operation (SVO) team that is building some GT4 specification F-Types for a private customer, James Holder. Holder made his entry in the Euro-

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

pean GT4 competition last year and is planning on campaigning F-Types later this year. Well beyond the factory support given to some XKR GT racers, this will be the first factory build of Jaguar GT race cars since the Lightweight E-Types of the sixties. Since all of the F-Type's competitors race in various series in Europe and the US, this is a logical move for Jaguar. Could Jaguar be considering following Ford's lead with the Ford GT's triumphant return to Le Mans? You can bet I'll be following this quite closely. Stay Tuned..



### I-PACE Introduced at Geneva

In early March, not long after John Murphy's very informative presentation on electric ve-

hicles at the DVJC Holiday Party, Jaguar introduced the new all electric I-PACE at the Geneva Auto Show. Geneva is a venue that has seen many Jaguar introductions, including the E-Type fifty one years ago. The I-PACE was shown in very near production form. The slick looking I-PACE is a pretty amazing automobile. It can charge from flat battery to 80% in 90 minutes and roll 310 miles on a charge. All that and it can rip from 0-60 in about 4 seconds; there's nothing like instant torque. The I-PACE is expected to go on sale in late 2017 and be in showrooms in early 2018.



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

**Paul**

## Back In Time



Tom Murray and Chris Jordan, Fall Foliage Tour, October, 2004, Buckingham Township, Pennsylvania.



Kate Racette, Muriel Tate, and Michael Tate, at a social gathering at The Moshulu, Philadelphia, Pennsylvania, August 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

**Guests Welcome!!**

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 to:

Grace Smith

401 Westbury Drive

Souderton, PA 18964

215-996-9897

email: [Paquiltmaker@comcast.net](mailto:Paquiltmaker@comcast.net)





# Pre-Mothers Day Run Yardley – Milford Delaware River Scenic Drive



Saturday May, 13<sup>th</sup>, 10:00 am depart the Yardley Inn for a 40-mile scenic drive up Delaware River to The Ship Inn in Milford, NJ.

(Yardley Inn, 82 East Afton Avenue, Yardley PA, 19067)

We plan to crisscross the Delaware River bridges up to Milford. Ending at The Ship Inn by 12:15 for a pint and buffet lunch!

There will be a \$22.00 per person charge to cover the cost of the buffet (Traditional English pub fare) with a cash bar.

Detailed directions will be handed out at the start of this event.

Please RSVP!

DVJC contact Rich Rosen - [rosen244@verizon.net](mailto:rosen244@verizon.net) or call 609-923-7655

DVT contact Bob De Lucia - [yukon80@comcast.net](mailto:yukon80@comcast.net) or call 267-258-7071



# 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.

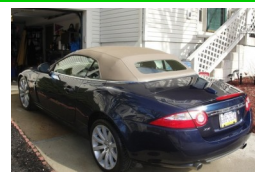


## 2007 XK Convertible

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



## 1991 XJS Convertible

Black with black canvas top and tan leather interior.

V-12 engine.

83k miles

2 owners

Most service records

Excellent condition throughout

\$11,800 o/bo.

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

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





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# JCNA Annual General Meeting - Vancouver, BC

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*By Bill Beible*

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Kurt Rappold and I represented DVJC as delegates at the 2017 AGM in Vancouver. The meeting was jointly hosted by the Canadian XK Jaguar Register and the Canadian Classics MG Club. They were gracious hosts who planned and delivered a well-organized and enjoyable meeting. Our time at the meeting was productive and informative in many ways, not the least of which was sharing experiences and exchanging ideas with delegates from many clubs and JCNA board members.

At the Awards Dinner on Saturday evening, The Fred Horner Sportsmanship Award was presented to both Brian & Pauline Craig and Tom & Nancy Jones who tied for participation in the highest number of sanctioned events during the course of the year throughout all of JCNA. Background information on the award and the positive impact that Fred Horner had on JCNA can be found under the “Special & Competition Awards” tab in the JCNA website. Past winners are listed there, as well.

The agenda of the formal business meeting included over three dozen reports from a variety of committees and officers of JCNA.

- Two By-Law revisions were recommended and approved by vote; both address recent issues surrounding election of directors.
- Additionally, a tie breaking method for the North American Concours d’Elegance was debated and gained approval.
- 2017-2019 officer elections
  - \* Jack Humphrey was elected president. He is a Southwest Regional Director and member of the Jaguar Club of Southern Colorado.
  - \* Barbara Grayson was reelected vice president. She is a Northwest Regional Director and member of Jaguar Owners Club of Oregon and former president of JCNA.
- Treasurer’s Report reflects strong financial position of JCNA continuing from 2015 through 2016 with no material concerns or issues. During 2016, a CPA firm was contracted to handle all routine finance and accounting needs as well as membership management. This change has been described as having a very positive impact on club administrative operations.
- Fred Hammond, the JLR director, reported that 2016 was a record breaking sales year for Jaguar USA. 2016 unit sales of 31,243 vehicles was 116% greater than 2015. The breakdown of those sales is:
  - \* F Pace ~ 1/3 of sales,
  - \* XE and XF each represented about 20% of sales,
  - \* XJ and F Type comprise the remaining 25% of sales.

The health and vitality of JCNA and our individual clubs is the direct result of the contributions, commitment and hard work of a wide variety of volunteers throughout the organizations. Through the nine years 2008-2016, total JCNA membership has varied between 4845 and 5842 with 2016 closing the year at 5455. DVJC membership has been generally “steady” through that period of time. Considerable thought is being given to the continuing vitality and growth of the membership including strategies for attracting new members.

Quite a number of people offered unsolicited comments about how well the Philadelphia AGM was done and how enjoyable it was for them.

We were pleased to represent DVJC on your behalf.





## **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; 1<sup>st</sup> car \$50, 2<sup>nd</sup> car \$25, 3<sup>rd</sup> 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](mailto: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
<b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) <b>C2/120:</b> XK 120 (1948-54) <b>C3/140:</b> XK 140 (1955-57) <b>C4/150:</b> XK 150 (1957-61) <b>C5/E1:</b> E-Types, Series 1 (1961-67) <b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>C7/E3:</b> E-Types, Series 3 (1971-75) <b>C8/SLS:</b> 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) <b>C9/XJ:</b> 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) <b>Note 1</b> <b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On) <b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) <b>C17/PN:</b> Preservation Class (more than 35 years old) <b>C18/PN:</b> Preservation Class (20 to 35 years old) <b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>C20/F:</b> F-TYPE (2013-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <b>C9/XJ</b> and <b>C10/XJ</b> according to their years, engines, and body styles.	<b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 <b>D2/E1:</b> E-Types (1961-67) <b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>D4/E3:</b> Series 3 E-Types (1971-75) <b>D5/SLS:</b> 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) <b>D6/XJ:</b> 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) <b>Note 1</b> <b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On) <b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b> <b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) <b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>D15/F:</b> F-TYPE (2013-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <b>D6/XJ</b> and <b>D12/J8</b> according to their years, engines, and body styles.
	<b>Special Division Classes</b> <b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition <b>S2/MOD:</b> Modified <b>S3/REP:</b> 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](http://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

**April 16, 2017, No Breakfast (Happy Easter)**

**May 21, 2017**

**June 18, 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](mailto:pawlym@aol.com)) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

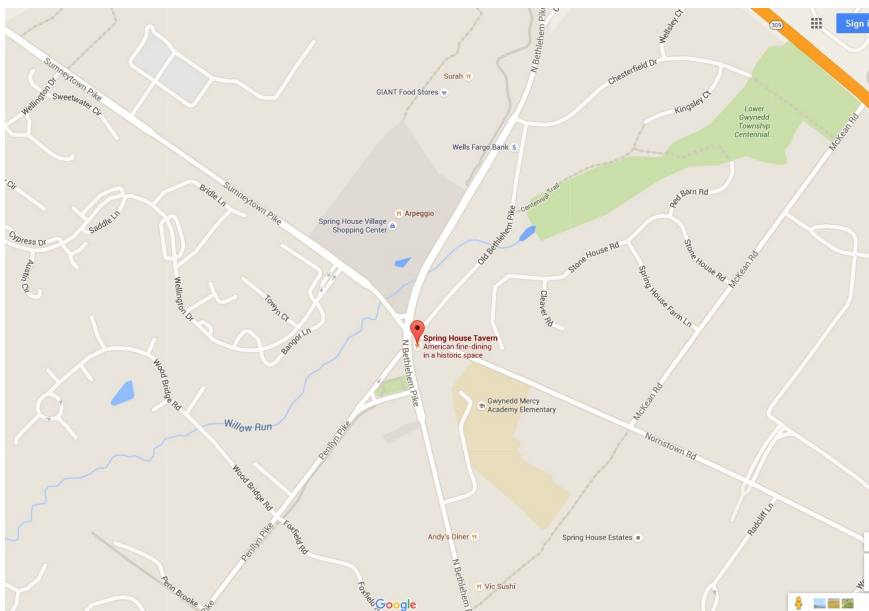
## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto:cwolson29@comcast.net)*





**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**

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

### *Back In Time*



Ann Perry and Pat Rappold, Fall Foliage Tour, October 2005, Buckingham, Pennsylvania.



Don and Phyllis Mullin, Fall Foliage Tour, October 2004, Buckingham, Pennsylvania.



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610-647-5954

[www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)

Malvern, PA



We have been repairing, maintaining & restoring Classic, Vintage, Antique, Modern British, European & American cars since 1975. Cars worked on or restored by us have graced show fields and race circuits around the country and world, including such prestigious venues as Pebble Beach, Amelia Island, Pittsburgh Vintage Grand Prix, Great Race, North East Old Car Rally, LimeRock, Simeone Foundation and can be seen driving local roads as every day drivers.

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!





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# Restoring Miss Daisy

By Steve Cutcliffe

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Longer-time DVJC members may remember a short piece I wrote for the December 2011 *Purr* entitled “A Tale of Two Cats.” In that essay I described the realization of my 40 year old dream of owning a Jaguar E-type. At that time I was the happy owner of Cat #1, a fine and reliable ’93 XJS, but I just could not resist the E-type lure, and when “Daisy,” a ’71 Series II, OTS in primrose with black interior, became available at a price I could afford, I was finally able to answer that siren call. Although the interior was in quite good shape, with some work on the seats at the very least having been undertaken by a previous owner, Cat #2 was clearly a 20-footer with a small dent in the driver’s door, rust showing through on the bonnet louvers, and sketchy, mismatched wire wheels. As mentioned in the earlier essay, I replaced the front brakes and leaking main seals and swapped out an older resonator-less exhaust for a new stainless system. With only a couple of minor incidents, the car ran very well, and despite its imperfections, I was very happy with the new cat, even though older in actual years, so much so that I sold the XJS and returned that bay of the garage to my understanding wife, Barbara.

Now, fast forward several years. Increasingly convinced that I would keep the car for the foreseeable future, those more cosmetic flaws slowly began gnawing away at me. Originally named Daisy by a previous owner when repainted from its original willow green, tape lines on the bonnet and doors revealed further touch up work had been done over time. Add to that the chipped louvers and the dent, and I decided to ask around about a simple respray, not yet being convinced I wanted to go to the expense of a down-to-bare-metal, show quality effort. Discussions with several shops revealed no one really wanted to just repaint the car—too

many unknowns potentially lurking underneath the existing multi-layered yellow, despite looking solid on the surface, combined with still expensive chrome removal or extensive masking. Their reluctance eventually convinced me that if I wanted to have the job come out looking well, I needed to be all in, not just part way. Eventually I met with Ken Beck of K&T Vintage Sports Cars of Allentown <[www.ktvintagecars.com](http://www.ktvintagecars.com)>, close to where I live. Seeing the paint work quality on a 1964 Series I OTS then undergoing a ground-up restoration in his shop finalized my decision, and we decided to go to work on the car over the late fall and winter of 2014-15 when I would not be driving it anyhow. Ken invited me to drop by the shop at any time to check on the progress of the job, and I did so every week or ten days and took a few pictures on each visit to record everything. I have been extremely pleased with the end results, and what follows are some comments with illustrations describing the process of what I still think of as primarily a repainting as opposed to anything approaching a full blown, body-off restoration, although as the work unfolded we did make some additional upgrades and replacements.

The first job, of course, was to detach all the chrome trim, windshield, rubber seals, wiring, and all other easily removable trim parts in preparation for the body work. Then off came the bonnet, doors, and boot lid. Below is a picture of the bonnet with the paint stripped and old filler in the process of being removed. The rack behind the bonnet next to the tool chest holds all the parts and trim. (1a)



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## Restoring Miss Daisy (continued)

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Although often hidden by the paint surface, one frequent weak spot in the body that needs attention in such a restoration is the so-called dog leg, at the lower rear corner of the door opening where, due to its hollow nature, moisture, and thus the tin worm, can accumulate. If this is the case, added stress from constant flexing can further weaken and crack the metal. Unfortunately, the passenger side revealed just such a problem, requiring the welding in of a small patch. The photo below shows the car with much, but not all, of the paint removed.

It also reveals a spot where the original willow green color had not been covered by an earlier respray.

The dog leg area of lower door opening where the patch would be welded in place can be seen, and sharp eyes will notice the rust on the oversized wheel and the addition of the after-market eared knock off, which for safety reasons would not have been allowed on 1971 models. I chose to keep the knock offs. (2)



Removing the old paint also revealed that at some point in the past the driver's side



Careful inspection of the photo below reveals some of the tack welding at the very rear of the panel. To keep future flexing to a minimum and thereby reducing the chances that

rear quarter panel apparently had been damaged and perhaps replaced. The seam consisted of a series of tack-like welds.

new paint would crack at this point, the fender seam was re-welded to create a continuous strip. (3)

With those two problems resolved, primary attention now turned to the bonnet, which is the trickiest major section of the body to prepare correctly. Excepting the louvers, there was no real rust encountered; however, removing old filler was time consuming. All told this phase of the project consumed several weeks of hard work, which, although not directly seen, was crucial to the end result.

The next major phase entailed priming the body, filling in any problem spots, and sanding the surface smooth in anticipation of the final top coats of paint. The photo below shows the car in three coats of urethane primer with doors and boot lid in place for fitting in anticipation of the color and clear coats. (4)



At this point, with the dash apart anyhow, I decided the original top piece, faded



and cracked by long years in the sun, should be replaced so as to harmonize with the new paint. So, we ordered up a new dash top, which needed some cutting and fitting as shown in the photo below, and it much enhances the overall look of the interior. (5)

Phase three of the project involved the final painting, wet sanding, and buffing of the two-stage, color and clear coats. What an eye

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## Restoring Miss Daisy (continued)

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-popping difference three coats of the new PPG primrose paint made. Having earlier made the decision to take the body down to bare metal, I could, of course, have chosen to repaint in any color. I think if the interior had been in a saddle tan, I might have gone with the classic British racing green paint combination,

but with the black interior, I have always been attracted to the primrose color. And besides, the car came named Daisy, so I stayed with that color, which I do not at all regret having done. The underside of the bonnet was painted in a satin black. The pictures below show the car after painting and partially reassembled with some chrome re-attached. In the first photo, a headlamp assembly is on the driver's seat. In the second, the doors and the bonnet, which is actually facing the car across the bay, have yet to be put in place. (6 ab)

During reassembly, as the car began to come back together after painting, we chose to replace a few missing or degraded components, including the main engine mounts, the hydraulic shock that holds up the bonnet when open, as well as a new safety latch, several degraded rubber seals in the engine bay area and between the body and bumpers, back up light assemblies, and a worn and binding passenger side window

regulator.

At the same time all the body and paint work was going on, the shop investigated, diagnosed, and repaired the one major mechanical issue I had been having, which was a balky shifter. Slowly over time I had experienced increasing difficulty down shifting into second gear, and occasionally after doing so having the transmission slip out of gear. I was not sure if this had something to do with the drive train being out of line after the engine and transmission were out of the car when the main seals were replaced, a synchromesh problem, or possibly some other ailment. Investigation into the gear box revealed that there were worn shift rods causing the issue. It turns out these are among the few

parts not readily available to purchase from one of the



several standard Jaguar parts suppliers. So new metal had to be welded on to the original parts and then ground down to size, but this effort seems to have cured the problem, and I have not had a re-occurrence since. Below is a photo of the gear box opened up, albeit protected by a towel; the car has been painted at this point, and the windshield reinstalled but not the new dash. (7)

With the shifter fixed and the car coming back together nicely, I began to see one or two other issues that had not seemed terribly important previously. Because I had never intended this as a show car restoration, I chose not to replace or re-chrome any of the bright work, even though it is clearly show-



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## Restoring Miss Daisy (continued)

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ing a little age in places. That said, the non-original wheels, which were rusty and mismatched in size, with wider tires on the rear, now stood out like the proverbial sore thumb. 72 spoke Dayton tubeless wire wheels and a set of new radials complemented the overall look very nicely. The top itself and rear window were already in fine shape and did not require replacement, but I did elect to purchase a new mohair boot cover for the top when in the lowered position.

The whole “restoration” took almost six months, of which one month alone was required to have the new Daytons made up and delivered, but that is only because I did not decide to add the wheels until the very

end of the process. Ultimately, the time period was well expended as I would not have been driving the car much anyhow. Just below is the K&T crew behind the car outside the shop: from left to right after myself, Eddie Cuevas, George Libricz, Raymond Blaisse, and Ken Beck. Missing from the photo are Cindy Beck, Jim Higgins, and Phil Cuevas. My ongoing experience at K&T has been excellent and very reasonable in terms of cost. The whole crew is knowledgeable, dedicated, and friendly, and they happily spent time with me answering questions and explaining what they were doing every step along the way. I would recommend them wholeheartedly, as I am sure would any of the other members of the DVJC who also



Miss Daisy with (L to R) Eddie Curvas, George Libricz, Raymond Blaisse, and Ken Beck.

**Susquehanna Valley Jaguar Club**  
**10<sup>th</sup> 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).



# “Legends of the Leaping Cat-Jaguar Racing Drivers” at The 22<sup>nd</sup> Annual Amelia Island Concours d’Elegance

By Bob “Where’s Bob?” De Lucia

At the stroke of midnight on Wednesday, March 7<sup>th</sup>, the intrepid Delaware Valley Triumph (DVT) “road-warriors” of Bill Murphy and (also Delaware Valley Jaguar Club member) “Where’s Bob?” De Lucia set off for the 22<sup>nd</sup> Annual Amelia Island Concours d’Elegance. About 13 ½ hours to our final destination at Amelia Island. Two drivers, rental car, 869 miles, yeah, we got this!

Dave Hutchison, DVT and DVJC member, had set off the day before in the “Ragtops & Roadsters” van and trailer, with a 1910 Pickard Model H that would be on the show field at Amelia. Interestingly enough, it is a one-of-a-kind “survivor”, restored by a family member David Pickard of Harleysville, PA.

Sumra Manning (DVT) wisely chose to fly down, and we caught up with him Wednesday night.

Dan Tinsman (DVT) wisely did the same thing, and we also caught up with him Wednesday night.

A scrumptious steak dinner and a few pints at the local “Lone Star” by the hotel, and day one was (finally) over.



Another DVJC attendee was Gerry Kunkle. There may have been others, but Gerry is the only one I saw at several events. Other DVT members were Alan and Robin Anspaugh.

Day 2, Thursday March 8<sup>th</sup>....Amelia

We even arrived early enough to drive over to the Ritz-Carlton to see the pre-activities at the host hotel, and walk around a little. Thanks to Dave Hutchison we were

invited to a private tour of the upcoming R&M Sotheby's auction by Andy Reid, of R&M. Andy said they had the most cars ever for this auction, with many having “no reserve”. Looking at the preview guide, there was a 1956 Jaguar XK140 Drophead Coupe, a 1937 Jaguar SS 100, a 1967 E-Type, a 1958 Jaguar XK150, a 1966 E-Type 2+2, a 1961 E-Type. All stunning, and all listed very high.

Many cars were in the six and seven figure categories. A scrumptious seafood dinner and a few pints in the wonderful little downtown of Fernandina Beach, at our favorite “Crab Shack” ended day two.

Day 3, Friday, March 9<sup>th</sup>....Amelia.

Again Dave Hutchison came through as we attended the all-day Gooding & Company Auction, off sight. There was one Jaguar, a 1957 XKSS that was estimated at going for \$16,000,000-\$18,000,000. I was not there, but Gerry reported it made it and did not sell at \$11,900,000. He heard the





## “Legends of the Leaping Cat-Jaguar Racing Drivers” cont’d.

reserve was \$12,000,000, but the bidder did not go for the additional money. Cheapskate! Yeah, right. Gooding also had a 1964 E-Type.

Sumra and I did not see the rest of the auction, as we took over the shuttle to the Ritz-Carlton Concours headquarters to attend the “Japanese Racing- The Men Behind the Victories Seminar.” It was a great panel discussion of their combined experiences racing various Japanese cars.

The emcee was Adam Carolla. The panel consisted of:

Peter Brock  
John Morton  
Sam Posey  
Chip Robison  
Tommy Kendall

That evening, after a quick early dinner again at “Crab Shack”, and thanks to Dave Hutchison once again (he does get around), we were invited to attend the “Amelia Motoring Film Exhibition” at a small theatre in the downtown area. Popcorn and munchies were available. The

first short was “Climb Dance” by Peugeot about the Pikes Peak race in the 1970’s. It was fantastic! The next short was about “The Red Grifo”, a story about a father, his son, a long-lost car, and his Griffin. Very good. The next one was a full-length film called “The 24-Hour War”, about the legendary Ferrari and Ford GT battles at LeMans in the



1960’s.

While all this was going on, many e-mails and texts were sent out during the day that the entire The 22<sup>nd</sup> Annual Amelia Island Concours d’Elegance was being moved to Saturday, because of the dismal weather forecast for Sunday.

The Saturday “Cars and Coffee” was moved to another part of the golf course, as that in itself usually gets 400 cars or so. The R&M Sotheby’s Auction would run concurrent with the Concours. Wow, what a day Saturday would be!

Quite an undertaking. Would it be successful?



Day 4, Saturday, March 9<sup>th</sup>....Amelia.

Unexpectedly, this was show-time! The 22<sup>nd</sup> Annual Amelia Island Concours d’Elegance. By invitation only, and different cars on the field every year. An amazing show field with so many one-of-a-kind cars. It also includes many historic racing cars, from historic drivers. And this year’s special category “Movie Cars.”

Bill Warner made the wise call, and the weather was just gorgeous. Sunny, and warm (at least for us Northeasterners).



Walking onto the show field from where we were parked, I was immediately

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## “Legends of the Leaping Cat-Jaguar Racing Drivers” cont’d.

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blown away by eleven Jaguar XKDs, and three Jaguar XKSSs. Wow. And in the middle of all those historic Jaguar cars was the legendary and 97-years young Norman Dewis judging some cars (well, not really). I walked over to him to say hello, and we wound up chatting for about twenty minutes, mostly about his Jabbeke Jaguar land-speed record of 172 MPH in 1953. He said he didn’t expect to go that fast that day. The fuel tank was sealed until they got there, and sealed after. I asked him what happened to that historic car and he said, Lyons being Lyons, put it back into production to sell! (although apparently found and restored since). He still drives a new Jaguar every day, as Jaguar gives him a new product every year.



Also on the field were eleven cars that were driven by Al Unser, this year’s honoree. Several of those cars were either fueled by DVT’s own Bill Murphy, or cars he helped build. Bill helped Unser win the Indianapolis 500, as part of that pit crew. One of Al’s four Indy 500 wins. Quite a pedigree for our own Mr. Murphy!



Besides the many Jaguars on the field, in one group and spread out, there were actually two Triumphs on the show field this year. A 1966 Triumph TR4A IRS from Florida, and a 1935 Triumph Southern Cross owned by DVT and NJTA’s own Dennis Mamchur, of New Jersey. Look for that 1935 Triumph Southern Cross to be in the lobby of the Westin at Forrestal Village for

the Vintage Triumph Register National Convention in August of 2017.

Jaguar once again had a huge presence at the show. They offered test drives of their new F-Pace (they had about ½ dozen). And on the show field, all the latest Jaguars, as well as Jaguar memorabilia to hand out, and autographs from former Jaguar Racing drivers, such as Davy Jones (winner 24 Hours of Daytona in Jaguar XJR-12).

There were many, many winners. Best of Winners this year....

The Best of Show - Concours de Sport: 1939 Alfa Romeo 8C 2900B Lungo Spider from the Dano Davis Collection.

Best of Show - Concours d’Elegance 1935 Duesenberg Model SJ-582 owned by Terence Adderley.



Because of the schedule change, the Seminar, “Legends of the Leaping Cat-Jaguar Racing Drivers” was moved to Sunday March 12<sup>th</sup> at

10:30am. Expecting a ½ empty room because of the schedule change, we were shocked at the sold-out, SRO room. It was a “once-in-a-lifetime” gathering of drivers.

Tommy Kendall was the MC. This panel consisted of:

1. Bob Tuillus, Group 44, LeMans winner. "Favorite car TR8, "Corvette-killer".
2. Brian Redman, Jaguar 120, W-Type, drove for Group 44
3. Hurley Haywood, Group 44 44XJR7
4. Norman Dewis, Jaguar legend and test driver, test engineer," 1955 D-

## "Legends of the Leaping Cat-Jaguar Racing Drivers" cont'd.

- Type" favorite car, and E-Type "the perfect shape, like a beautiful lady all the curves in the right places"
5. David Hobbs, Daimler racing. Silverstone, E-Type racer, XJ13, XJ140, British speed record 161mph, lasted 20 years.
  6. Bill Adam, XJR5, Group 44, Lime Rock, Poconos, Road Atlanta
  7. Michael Quinn, grandson, descendent of William Lyons, U.K. Jaguar dealer. "Sporting success", "luxury sedans, occasion to get into"
  8. John Fitzpatrick, team owner, XJ12C in European racing
  9. Davy Jones, XJR9, XJR12, XJR10, 5

wins in 14 starts in one season. Won LeMans. XJR14....

10. Chip Robinson, Group 44,
11. Tommy Kendall(MC) #11 Jaguar

And of course being car guys, we left at about 1:00pm and drove straight back, except for fuel stops and a food stop, arriving at my house at 2:30am. My dog did not move from under his toasty blanket or bark as I opened the door, just one of those dog "WTF" looks!

13 ½ hours driving time, 869 miles to PA. We got this!.....again! Yeah, we had that! L.I.G!

### Back In Time



Jaguar Pin Collection at the Spring Social, The Desmond, February 2004.



Mike Tate enlightening DVJC members (again) at the Spring Social, The Desmond, February 2004.



XK-R 175 of DVJC member Dennis Levitt on display at The Simeone Museum, Philadelphia, Pennsylvania, March 2015.



Michael Smyth at the Spring Social, The Desmond, February 2005.





# Congratulations

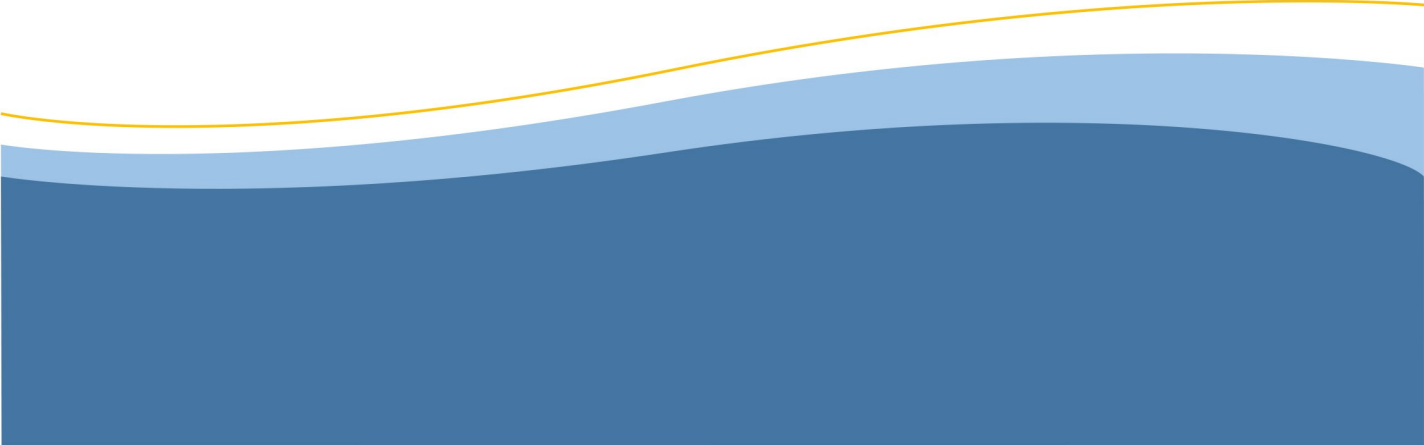
Tom & Nancy Jones

Brian & Pauline Craig

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**If the weather looks questionable, please, call Saturday morning as we may move our event to Sunday, May 7, 2017 if necessary.**

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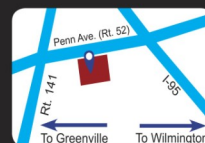
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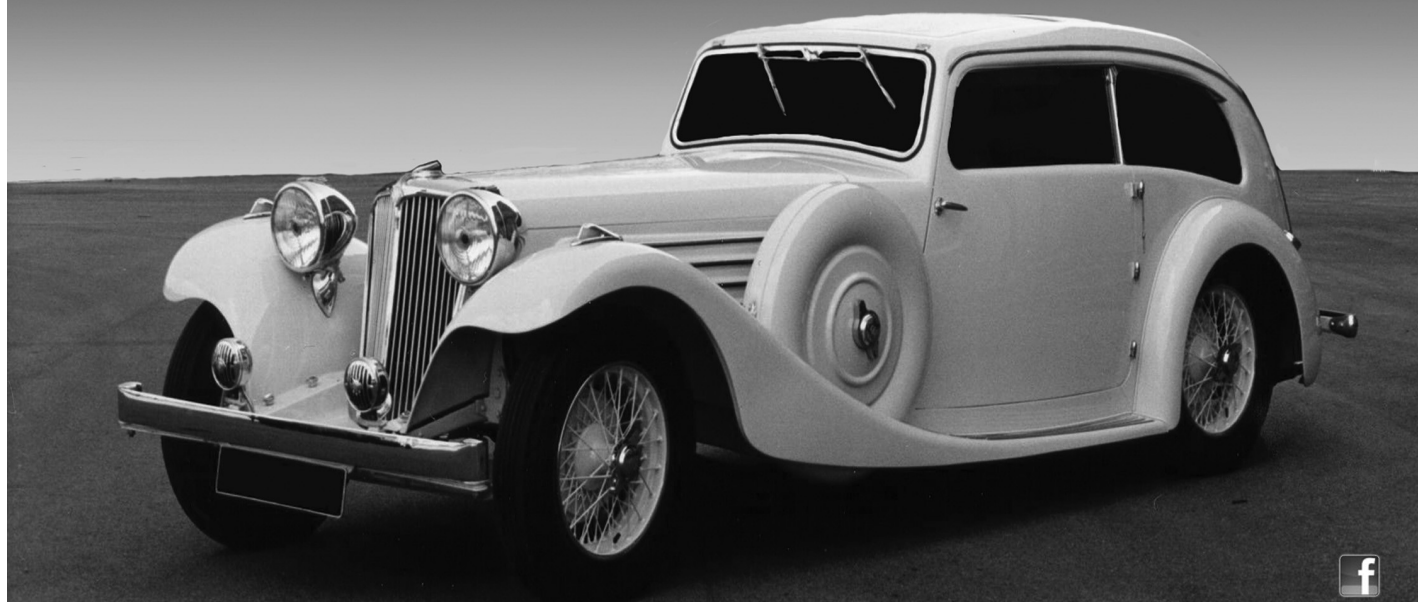


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# XTENDED JLR PRIVATE OFFER PROGRAM!!!

Submitted by [Webmaster](#) on Mon, 2017-04-03 16:44

## The Jaguar Land Rover North America, LLC JLR Private Offer Extended to June 30, 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 June 30, 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	\$5,000 (updated)
2016 / 2017	F-TYPE	All	\$2,500
2017	F-Pace	All	\$1,000 (added)

#### Land Rover

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

\* Subject to vehicle availability. SVR models excluded.

**[Applicants must be a JCNA member for at least 6 months to qualify!](#)**

***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/>

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