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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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February 2018

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## DVJC Annual Holiday Party



The Annual DVJC Holiday Party and Awards Banquet was held at the William Penn Inn on January 21, 2018, and was, once again, a success. Please see Paul Merluzzi's *President's Mewsings*, page 5, for more information. Photos from the party can be viewed at [www.flickr.com/photos/bcsphotos95/sets](http://www.flickr.com/photos/bcsphotos95/sets). Pictured above are the DVJC officers: president emeritus Kurt Rappold, secretary Clara Saxton, vice-president Alex Giacobetti, membership chair Ann Perry, president Paul Merluzzi, treasurer Bill Beible, director Michael Wolf and director Rich Rosen. This is an election year for DVJC officers. Anyone interested in serving in an elected position is encouraged to contact the chair of the governance committee, Alex Giacobetti.

**IMPORTANT! - Please see membership fee increase and renewal information on page 20.**



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NOTICE—It's time to renew your DVJC membership for 2018. The membership fee is \$65.00 (see page 20 for more information). 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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### ADVERTISING RATES

Full Page \$320/ year; \$50 / issue  
Half Page \$180/year; \$35 / issue  
Quarter \$ 95 / year; \$20 / issue  
Business Card \$55 / year

### CLASSIFIED RATES

Members' ads free of charge  
For up to three inserts for each item

Non-members \$10.00 per insert

### MEMBERSHIP RATES

Single/Family  
\$65.00 per year

Youth Enthusiast  
\$25.00 per year

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

### DVJC OFFICERS INFORMATION

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Concours Chair	James Sjoreen	610 989-3860	jsjoreen3860@comcast.net
Head Judge	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
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	Steve Kress	215-953-5227	jaguarsteve@verizon.net
	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise	Grace Smith	215-996-9897	paquiltmaker@comcast.net

### AREA COORDINATORS

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

# Upcoming DVJC Events

**February 18, 2018  
10:00 A.M.**

**DVJC Breakfast Social (see p. 17)  
Spring House Tavern, 1032 Bethlehem Pike,  
Spring House, PA 19477**

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

**May 4-6, 2018**

**Northeast Rally Club Rally Round the Erie Canal  
Fairport, NY (sanctioned rally) (see pp. 22–23**

*Contact: Kurt Rappold, 610-358-4055,*

**June 2, 2018**

**DVJC Annual Concours d'Elegance (see pp. 13-14)  
**Pre-registration required for Champion, Driven and  
Special Divisions****

**Historic Hope Lodge, Fort Washington, PA**

*Contact: Bill Beible, bill.beible@gmail.com*

**June 30, 2018**

**Jaguar Gathering of Friends — Conception Party  
Home of Paul & Irena Merluzzi, West Chester, PA**

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

# Other Interesting Events

**February 17, 2018 to  
March 4, 2018**

**Best of Britain  
Simeone Foundation Automotive Museum  
6825 Norwitch Drive, Philadelphia, PA**

*Contact: [www.SimeoneMuseum.org](http://www.SimeoneMuseum.org)*





## President's Mewsings *February 2018*

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

### **A Wonderful 2018 Start**

The 2018 DVJC Holiday Party on January 21 was a wonderful event on an unseasonably warm day. We had about 75 members and guests enjoy the delightful and delicious repast put forth by the William Penn Inn. All went smoothly and swimmingly thanks to the planning and execution by the 'Grand Fromage' of the event, Paul Trout. Thanks also to Jim Sjoreen and Noe LaFramboise for handling the silent auction and all who contributed items to the silent auction and basket prizes. It was my pleasure to honor Mike Tate with the 2017 President's Award. I love the guy and it was so nice to have Mike and his family (less son Russell, a Michigan resident) back with us. Mark your calendars for the 2019 event that will be held at the same place on January 20.

Upcoming we have the JCNA AGM in March, our first sanctioned rally in May, and hopefully a scenic tour in early Spring. I will be celebrating my Diamond Jubilee Birthday (that is number 75) on March 26, 2018. Since I want to invite many friends, car club members, work colleagues, clients, neighbors, and non-profit colleagues, I decided to have an outdoor party at Casa Merluzzi in June. Since that is approximately 9 months before my birth date, it occurred to me that we would really be celebrating the 76<sup>th</sup> anniversary of my conception. So, mark your calendars for a combination Jaguar Gathering of Friends and my Conception Party on June 30, 2018.

See page 4 for club activities.

### **2018 IMSA Rolex 24 at Daytona**

I wrote most of this column while watching various segments of the IMSA Rolex 24 at Daytona. What an incredible lineup of cars and drivers – the most impressive in my recent

memory. I know some of our DVJC members were there, including our 'Speaking of Things Jaguar' reporter, Paul Trout. Jaguar was conspicuous by its absence among all the high-end entries in the GTLM and GTD classes. I love the Ford GTs and was happy to see them finish 1-2 in the GTLM class (even though I am a Ferrari guy, but only when they are not competing against Jaguars, of course). The IMSA GTP class cars continue to enthrall me as they evolve, and I am reminded of watching them live at Lime Rock during the heyday of the series in the 1980's. Based on the entries and crowds this year, we may be approaching another heyday. I hope so.

### **Racing at the Glen – the Early Days**

Last month we discussed some of the glory days of Formula 1 racing at Watkins Glen where the likes of Jim Clark, Graham Hill, Jackie Stewart, James "The Shunt" Hunt, Nicki Lauda, and others made their mark. Their legacies live on in the form of autographed pictures and memorabilia at the Glen Motor Inn and the Seneca Lodge (where the Grand Prix winner traditionally hung his wreath at the bar), and in the archives of the International Motor Racing Research Center. It was a simpler time. My college roommate went to the F1 races at the Glen in the 1960's, camped at the infield, and was able to walk the pits and mingle with drivers and crew. For those of you who know me today, it may be hard to believe that I did not go along – though I always loved automobiles, I was not a race fan back then. Now I regret missing the first-hand experience, memories, and memorabilia from that era. Instead, I must satisfy my interest by being a student of motor-car racing history.

The question is often asked, "Could Watkins Glen make a Formula 1 comeback?" Charlie Whiting, F1's race director, gave the circuit an enthusiastic thumbs up when he paid a visit last year. "There are newer ones like the Circuit of the Americas, but it hasn't got the character this has," Whiting said. "I think it would be an abso-

lutely wonderful circuit for Formula 1 cars to race on, but we all know it's not quite as simple as that." Of course, he is alluding to the lack of infrastructure and amenities at the track and the surrounding area that reflects the opulence of the Ecclestone era.

Whatever road F1 chooses to go down in the future, the USA needs to remain a major part. Formula One needs the United States because of its huge car market; just 10% of the 300 million population is a huge audience.

Well, Watkins Glen survived (sometimes barely) before and after the Formula 1 era. We will take another look at the early road-racing, pre-F1, at Watkins Glen, but first we will pause to see that road-racing in America had some of its roots in Philadelphia.

### **The Fairmount Park Grand Prix – 1908 to 1911**

One of the great road course races of the early 20th Century was held at Fairmount Park in Philadelphia, with the first running in 1908. From 1908-1911, Fairmount Park hosted the Quaker City Motor Club 200-Mile Race in which primitive automobiles repeatedly raced around a nearly 8-mile loop of public roads for two-hundred miles. Most racing enthusiasts are aware of the early motor races in America including the Vanderbilt Cup, the Glidden tours (the original reliability runs), and the races at Bridgehampton. Relatively very little is made of Philadelphia's 200-mile Fairmount Park Motor Race. That's probably because, unlike most of the more well-known automobile races of the day, the Fairmount Park Motor Race allowed only American-built cars on stock chassis to compete.

In 1908, there was a massive struggle between the new-money industrialist Philadelphians and the old-money Philadelphians who inherited their fortunes. The old-money

citizens were not terribly interested in change or growth in Philadelphia. The new-money citizens were obsessed with growth and industry. They wanted Philadelphia to be the most advanced and important city in the world. To make that happen, not only would the city have to be beautiful, but it would also need to attract outsiders to spur commerce. One of these attractions, they believed, would be a race through Fairmount Park during the new Founders Week, commemorating the 225th anniversary of the founding of Philadelphia, with the distinguished winner receiving the Founders' Week Cup.

The Quaker City Motor Club (QCMC) sponsored the event and was able to enlist the help of Mayor John Reyburn, a new-money citizen hated by the old guard, and Senator James P. McNichol, an old-money citizen who was hated by his own social class because he was a politician. It was hoped that the race would attract car companies and race car stars from all over the country. It was also hoped that since this was the first time that a public park lying in the heart of a great city was used for the purposes of an automobile competition the race would attract more than ordinary attention and that it would rank as one of the most important events in motoring history.

The original course, as decided upon by the committee appointed by the QCMC board of governors, was nearly 10 miles in length and would enable hundreds of thousands of spectators to safely view the race from the natural grand-stands provided by the west bank along the river drive. The start and finish, where a huge grand stand was erected, was on the south concourse near Memorial Hall built as the art gallery for the 1876 Centennial Exposition. It is the only major structure from that exhibition to survive. It subsequently housed the Pennsylvania Museum of Art (now the Philadelphia Museum of Art) and the Pennsylvania Museum School of Industrial Art (now the University of the Arts).

# President's Mewsings *February 2018 (continued)*

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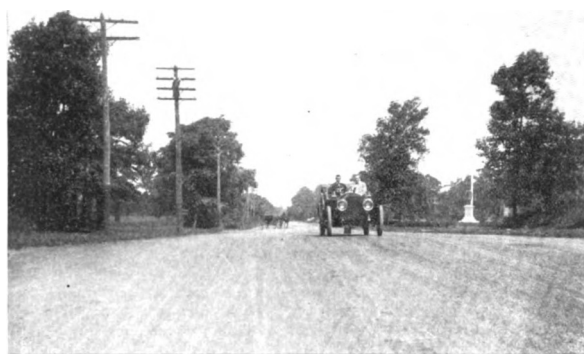
Since 2008, it has served as home to the Please Touch Museum.

The course was eventually shortened to about 8 miles for reasons of safety and cost and went eastward from the start on the south concourse, in front of Memorial Hall, to Lansdowne Drive, down Sweetbriar Hill, to West River Drive, to Neill Drive, to City Line Avenue, to Belmont Avenue, to North Wynnefield, to 52nd Street, back to the concourse, and then to the starting point at the Hall.

The race was considered controversial from the start. The Fairmount Park Commission was largely composed of the old-money Philadelphians and at the time, automobiles were not even allowed to enter the park. The political machine in the city, however, was almost completely made up of new-money Philadelphians who, with a dose of good, old-fashioned city government corruption, forced the Commission to approve the race. The event was only about a month away and there were a lot of preparations to be made, including prepping and treating the roads, most of which were unpaved, and roping them off for safety.



**Part of the Fairmount Park course - on Neill Drive approaching City Line Avenue**



**Part of the Fairmount Park course – the home stretch on the Concourse from 52<sup>nd</sup> Street**

When thousands of people showed up for the practice runs, the Quaker City Motor Club knew they would be successful. On October 10th, 1908, the event opened to much fanfare. The race was a huge success. Over the following three years, thousands would come to see cars go as fast as 60 miles per hour, which at the time was a ridiculous speed to behold. Though this was a nationally-recognized event of the period, it was all but forgotten within a generation. The original sterling silver Founder's Week Cup went up for auction in Detroit in 2009 and sold for \$128,700 to a Toronto-based buyer (it was designed and engraved by Bailey, Banks and Biddle and worth \$2000 in 1908). The scoreboard from the races is on display in the Simeone Foundation Automotive Museum, located near the airport. In a book published by Michael Seneca in 2003, it was claimed that the 1908 race was the most heavily attended race ever, with 500,000 spectators. In that first year, 16 cars competed, with George Robertson taking the win in a 40hp Locomobile. Robertson won the event again in 1909 in a Simplex. The 1910 edition was won by Len Zengle in a Chadwick racer. Erwin Bergdoll won in 1911 in a 150 HP Daimler A.G. Benz.





**The scoreboard from the early Fairmount Park races is on display at the Simeone Museum**

## **The Fairmount Park Vintage Grand Prix – A Revival**

In the early 1990's, a group of car enthusiasts led by Marty Shantz and members of the Vintage Sports Car Club of America (VSCCA) formed the Philadelphia Grand Prix Association (PVGPA). The mission was trying to revive the spirit of road racing in Fairmount Park in honor of the great races that were held early in the 20<sup>th</sup> century. It was a monumental and expensive task. Roads had to be improved, the park had to be cleaned up, sponsors had to be solicited, a course had to be laid out, and other events and activities had to be planned to make it attractive to families and non-gearheads. As a member of the VSCCA, I volunteered to work on the race operations committee that was chaired by Mike Tillson, who now chairs the Radnor Hunt Concours d'Elegance. Irena worked on the art committee that was chaired by Bob Paglione, a friend and fellow member of the Penn-Jersey Ferrari Club. I saw in my notes that more than a decade before I got to know Kurt Rappold as a DVJC member, he and I spoke by phone a few times in the early 1990s about the PVGPA. Most likely that happened because the race operations committee was also responsible for the sports and race car display at the event and I am sure I spoke to Kurt about getting some Jaguars there. Other DVJC members participated, I am sure, including Corty Wetherill who underwrote the losses in the final year of the event when a sponsor dropped out.

It was a good idea that only lasted four years (1991 to 1994) because of lukewarm support by the city of Philadelphia and lack of sustainable major sponsors (I'm sure there is a cause/effect relationship there). But it was fun to work on the event, to see Fairmount Park come alive in a carnival-like atmosphere; to see a lineup of vintage race cars from the Brass Era, pre-WWII era including Bugatti and Alfa Romeo Grand Prix racers, and the post-war era machines of Ferrari, Maserati, Jaguar; to see Memorial Hall (built as the art gallery for the 1876 Centennial Exposition and the only major structure from that exhibition to survive, as mentioned earlier) regain its stature as a cultural centerpiece as it hosted the display of high-end automobile art and the Black Tie Gala; to see Grand Marshals like René Dreyfus and Mario Andretti honored for their on-track achievements; to hear the roar of the vintage cars as they negotiated the re-creation of a portion of the old track (no symphony orchestra sounds better to me).

I worked the starting grid and got to see every car and speak to almost every driver up close and personal. I was always curious about how they got into vintage racing and why they were attracted to the car they were driving. There were so many interesting stories. One fellow (wish I could remember his name) had a very early 1950s Ferrari 342 America cabriolet (or Barchetta as the Italians called the boat-shaped open racers) with some racing history. This was an extremely rare car – only six 342 Americas were produced and only two of the six were Barchettas. When he was a teenager, he was hired by a neighbor to keep his small collection of American cars clean, spiffy, and running. One day the collector acquired this Ferrari, took it out for a ride, and blew the engine. It was sitting among the collection for a while, and of course, could not be started or driven. The boy asked the collector if he could have the car in exchange for \$500 (if I remember correctly) and the routine maintenance on the other cars in the collection. The owner agreed. The boy eventually restored the car over a period of many, many years. He said Ferrari offered him \$4.5MM in the early 1990s

and he turned it down. By the way, he raced the car in the 1994 event and broke an axle when he hit a curb.

My prized possession from the events is a Peter Hearsey numbered print (70/250) of René Dreyfus in his #34 Scuderia Ferrari P3 Alfa Romeo at speed in the Grand Prix de Dieppe France in 1935. It was signed by Mr. Dreyfus at the event and he passed away a few months later. It may have been one of the last things he signed.

### **Formula E – Making Progress**

Taking place at the Circuit Automobile International Moulay El Hassan, the 2018 Marrakech E-Prix the fully-electric single-seater racing series returned to the city's streets on January 13 as one of the highlights in Morocco's motorsport calendar. Last year's pole sitter Felix Rosenqvist and last year's winner Sebastien Buemi switched places, with Rosenqvist taking the lead in the championship for the first time in his ABB FIA Formula E career.

Our Jaguar Panasonic boys, Nelson Piquet Jr. and Mitch Evans started in seventh and ninth positions, respectively. Both drivers made good progress in the early stages of the race, gaining valuable places, and were running neck and neck in fourth and fifth place toward the middle of the race. Mitch encountered early lap contact which bent his car's steering. Coupled with some energy management issues (which resulted in high consumption for unknown reasons), the team was forced to pit him a lap earlier than planned. Shortly after his stop, a full course yellow flag slowed the grid, which dropped Mitch out of the scoring positions - but he still finished a respectable 13<sup>th</sup>. Piquet had a great race and garnered points for his 4<sup>th</sup> place finish and for posting the fastest lap.

With the lights green, a relatively clean Turn 1 followed, proving problematic only for DS Virgin Racing's Alex Lynn, who spun into the runoff area after Audi Sport ABT Schaeffler's

Daniel Abt collided with him. Quick to serve justice to the German driver, Abt served a drive-through penalty, pushing him down the rankings. Coming into Turn 7, Lotterer spun Renault e.dams Nico Prost, sending him to the back of the pack. But it wasn't until the last few laps that the final results became clear as last year's leader - Sebastien Buemi, who'd led the race for 29 laps - was taken on the inside of Turn 7 by last year's pole sitter Felix Rosenqvist, after pulling off a beautifully executed maneuver. Just moments from the end, a multi-car smash on Turn 10 involving teammates Maro Engel and Edoardo Mortara as well as Mahindra Racing's Nick Heidfeld meant all three made it across the line with damaged cars.



**Nelson Piquet Jr. and Mitch Evans in their Panasonic Jaguar Racing I-Type II's racing neck-and-neck during the ePrix on January 13, 2018 in Marrakech, Morocco.**

In the words of Piquet Jr., "So far at Jaguar it's working out: everything is going very well, everybody is happy, so let's keep getting the results. We got a bit lucky in Marrakech, with the Abt cars and others having a few problems, but it's always going to be that way in motor racing. And you need to be in position to take advantage when these things happen."

Round 4 in Santiago, Chile on February 3 is next up, another brand-new circuit for Formula E.

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

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## A JCNA Sanctioned Concours d'Elegance

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

Field Opens at 8:30 a.m. - Judging begins at 10:00 a.m.

- \* Registration for all judged JCNA Divisions is \$60 if received before May 25<sup>th</sup>
- \* Two or more cars; 1<sup>st</sup> car \$60, 2<sup>nd</sup> car \$30, 3<sup>rd</sup> and each subsequent car \$20
- \* *All cars registered after May 25<sup>th</sup> will be in Display Division.*
- \* Display cars and non JCNA cars are \$35 per car (not judged)
- \* Ample parking on site for trucks and car trailers.
- \* All judged cars must be driven thru a Vehicle Operation Check Point
- \* The sanctioned Concours will be conducted in accordance with applicable JCNA Concours rules.
- \* Concours to be held in conjunction with the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See [www.historichopelodge.org](http://www.historichopelodge.org) for details.
- \* Rain Date: Sunday, June 3<sup>rd</sup>, 2018, rain or shine. Event updates sent via e-mail.

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Contact: Bill Beible, Concours Registrar at 610-223-1051  
e-mail: [bill.beible@gmail.com](mailto:bill.beible@gmail.com)

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

**Registration Form , Divisions and Classes on reverse side**



# **Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington , PA 19034** **(www.historichopelodge.org)**

<p><b>Champion Division Classes</b></p> <p><b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS &amp; SS Jaguar (1927-51)</p> <p><b>C2/120:</b> XK 120 (1948-54)</p> <p><b>C3/140:</b> XK 140 (1955-57)</p> <p><b>C4/150:</b> XK 150 (1957-61)</p> <p><b>C5/E1:</b> E-Types, Series 1 (1961-67)</p> <p><b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p><b>C7/E3:</b> E-Types, Series 3 (1971-75)</p> <p><b>C8/SLS:</b> Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)</p> <p><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></p> <p><b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b></p> <p><b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b></p> <p><b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p><b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p><b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p><b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On)</p> <p><b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)</p> <p><b>C17/PN:</b> Preservation Class (more than 35 years old)</p> <p><b>C18/PN:</b> Preservation Class (20 to 35 years old)</p> <p><b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)</p> <p><b>C20/F:</b> F-TYPE (2013-On)</p> <p><b>C21/FP:</b> F-PACE (2016 – On)</p> <p><b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <u>C9/XJ</u> and <u>C10/XJ</u> according to their years, engines, and body styles.</p>	<p><b>Driven Division Classes</b></p> <p><b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150</p> <p><b>D2/E1:</b> E-Types (1961-67)</p> <p><b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p><b>D4/E3:</b> Series 3 E-Types (1971-75)</p> <p><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 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)</p> <p><b>D6/XJ:</b> XJ6/12 Series 1 &amp; 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></p> <p><b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b></p> <p><b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p><b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p><b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p><b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On)</p> <p><b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b></p> <p><b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)</p> <p><b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)</p> <p><b>D15/F:</b> F-TYPE (2013-On)</p> <p><b>D16/FP:</b> F-PACE (2016 – On)</p> <p><b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <u>D6/XJ</u> and <u>D12/J8</u> according to their years, engines, and body styles.</p> <p><b>Special Division Classes</b></p> <p><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</p> <p><b>S2/MOD:</b> Modified</p> <p><b>S3/REP:</b> Replica (non-production, Jaguar powered)</p>
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Classes can be viewed at the JCNA Web site at: [www.jcna.com/sites/default/files/files/14-Apx\\_D\\_Concours\\_Classes\\_2017.pdf](http://www.jcna.com/sites/default/files/files/14-Apx_D_Concours_Classes_2017.pdf)

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

## **Registration Form for DVJC Concours d'Elegance 2018**

\*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration. **Registrations received after May 25, 2018, 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 acknowledge and certify that I own the car described on this DVJC Concours Registration Form. 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 Historic Hope Lodge and its sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
 Signature of Jaguar Owner



## Speaking of Things Jaguar - February 2018

By Paul Trout

### Speaking of Things Jaguar

#### The Daytona Symphony

The Ford GTs sounded like a much extended burp, the C7 Corvettes emitted a very angry roar, and the Porsche RSRs just screamed at their 9500 red line! The Prototypes, powered by Cadillac, Acura, Nissan and others sounded like a mixture of American muscle cars and Japanese tuners. The BMWs, Lexi (or whatever the plural of Lexus might be), Lamborghinis, Audis, Mercedes and Ferraris added a more muted texture to the music. Thus was the aural majesty of the 2018 Rolex 24 at Daytona. As a spectator, racing is sights, sounds and smells. As you may have already picked up, I was particularly taken by the sounds of the Rolex 24. With sixteen different manufacturers and engine configurations ranging from turbo V-6s, V-8s, and V-10s to turbo flat sixes the show was truly a symphony of exhaust tones.

Early Saturday afternoon during the pre-race ceremonies I was able to spend some time on the grid in pit lane. I was able to walk up to the start/finish line. Up being the operative word as the track is still fairly banked at that point. I was taken by how narrow the track is at that point. It seemed about the width of the two lane road where I live. Later, cars would be driving through there, sometimes three wide, at 170-200 mph. Standing there I thought about Dan Gurney, one of my boyhood heroes, who recently passed away. Dan won the very first sports car race at Daytona in 1962. It was a three hour race called the Daytona Continental.



He won in an interesting way. The engine in his Lotus Climax blew with minutes left in the race, he was far enough ahead that he coasted to just before the finish line and waited out the clock. When the three hours was up, he used the starter motor to move the car across the line and won the race.

After the parade and introduction of drivers, I walked among the cars as they sat quietly waiting to do battle. As I approached the Team Penske Acura ARX Prototype I spotted none other than Juan Pablo Montoya. My son and I were great fans of Juan Pablo when he drove for Williams in F1. I made my way through the crowd and shook his hand wishing him luck. He smiled and thanked me. At 42 he was one of the oldest drivers in the show.



Many of the other drivers looked like teenagers; in fact some were. I also spotted Fernando Alonso, but the crowd around him was impenetrable. The two time F1 World Champion was quite well received in his first endur-

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## Speaking of Things Jaguar - February 2018 (cont'd.)

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ance race; preparation for an assault on Le Mans this summer. Alonso has set a goal to win the three crown jewels of international racing – the Monaco Grand Prix, which he has already won twice, the Indy 500, and Le Mans. It was announced after the race on Sunday that he had secured a ride with Toyota for all of the World Endurance Championship races that do not conflict with F1 races. He had a fair showing at Indy last May and will return this year. He finished 18<sup>th</sup> on Sunday.

As the grid started to clear I made my way over to the grandstands and positioned myself at turn one. Seated in the second deck overlooking turn one, I could see about 80% of the track; the entrance, exit and most of the infield turns quite closely. The start of any race is quite an exciting experience with the color, the roar of both the cars and the crowd. Turn one is very exciting at the start, regardless of the track, as the cars fight for position, especially with a field of fifty cars. As I watched the lights go out on the pace cars and the field came around NASCAR turn four, I thought of some of the starts I had when I was racing; albeit on a less grand scale. I was on the front row once (perhaps my worst start) and I was in the middle of a thirty five car field once (one of my best starts; moved up four positions before turn one). Regardless of the level of racing, watching the pace car pull off awaiting the green flag is a sea of adrenalin. Pretty exciting for a spectator as well!



Once the cars came back out of the infield road section of the course and accelerated up onto the banking of the NASCAR tri-oval they started to stretch out a bit. Watching them on the banking is unique in that the banking is so steep that you are looking at the tops of the cars. As the field came around to turn one to start lap two we got to see for the first time smooth braking from 185-200 mph down to about 60 in a very short space, thus completing the first of what would eventually be over 800 laps. With three classes of cars running they never really settle into a routine because of the disparity of speeds. With a top speed difference of 35-40 mph, overtaking is a constant.



The fastest classes are the Prototypes which are purpose built race cars engineered for endurance races. Prototypes have top speeds in excess of 200 mph. The next class is GT Le Mans. These are manufacturer led efforts based upon production cars which must conform to the technical regulations of Le Mans. GTLM cars have a top speed of 185+ and include Ford GTs, Corvette C7Rs, Porsche 911 RSRs, Ferrari 488 GTEs and BMW M8 GTEs.





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## Speaking of Things Jaguar - February 2018 (cont'd.)

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Both Prototype and GTLM cars are driven by professional drivers. The third class is GT Daytona. GTD cars conform to FIA GT3 specs with top speeds around 170-175. These cars are driven by a combination of amateur and professional drivers and include the Lamborghini Huracan, Lexus RCF, Audi R8 LMS, Mercedes AMG, Ferrari 488 GT3, Acura NSX GT3 and the Porsche 911 GT3 R. As Paul M noted above, Jaguar was quite conspicuous in their absence. I am hopeful that the F-Type will find its way into GTLM. I think with the right race team and factory backing, Jaguar could be quite competitive with the likes of Ford, Corvette and Porsche.

Through the turns in the infield all the cars seem pretty evenly matched, but on the short straight in the infield and on the NASCAR tri-oval the differences become quite apparent very quickly. I tend to be focused on the GTLM class as I am a big fan of both the Ford GTs and the Corvette C7Rs. The Ford vs. Chevy rivalry goes way back and is very apparent on the track. The Ford GTs in their red, white and blue livery, are sleek and smooth with their mid-mounted turbo charged V-6 engines. The Corvette C7Rs in their Corvette Racing Yellow, are two seat muscle cars with big, loud V-8s mounted in the front (that may change to mid-engine next year). As the Fords enter the NASCAR oval they very smoothly buurrrp to top speed. The Corvettes just loudly lay down a quarter ton of torque and accelerate like dragsters.

As darkness descended upon the track the

experience changed a bit. Looking toward NASCAR turn four the headlights look like low flying UFOs, sometimes moving side to side slightly as slower cars are overtaken. As the cars enter the braking zone for turn one the rotors of their brakes glow red hot and then grow dark again as the driver is back on the power. In the darkness the apparent speed of the cars going by seems to increase; I'm not sure why. As we walked out to the car a little after midnight with the symphony still playing, I thought about the racers and the teams who were looking forward to making it to sunrise.



Returning early in the morning, before we reached the gate to enter the track, I knew from the extended burps, angry roars, and the wailing screams that both Ford GTs, both C7Rs, and both 911 RSRs had made it through the night. Next phase was to make it to midday and then the sprint to the finish. As Sam Posey always reminds the TV viewers prior to the start of Le Mans, "In order to finish first; you must first finish". If you have made it past midday with the car in good shape, it is indeed a sprint to the finish.

When we arrived back at the track the #5 Cadillac Prototype was leading overall and the Ford GTs were leading the GTLM class. That was not to change when the checkered flag was waved. The winning #5 Cadillac

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## Speaking of Things Jaguar - February 2018 (cont'd.)

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powered DPI Prototype driven by Joao Barbosa, Filipe Albuquerque and Christian Fittipaldi broke a 36 year record covering 808 laps, 2876.48 miles on the 3.56 mile Daytona International Speedway in 24 hours.



It was also quite a day for Chip Ganassi as he was both the Grand Marshall of the race and his Ford GTs finished 1-2 in their class.

After all the cars had completed their cool down lap and were parked in their respective garages or the winners circle, however the case might be, it got quite quiet. I turned to my brother and said “Wow, it’s really quiet”. He said “Yeah, sounds like a Formula E race....”

### “Best in Show”

I recently attended a memorial service for a friend who once had a small, one man, restoration shop that specialized in British cars. He did some work for me from time to time. He built the roll cage and did the paint work on the '67 Austin Cooper S I raced several seasons in the Pennsylvania Hill Climb Association series. He also painted the hardtop on my MGB. His shop was about thirty minutes from my home, so I often dropped in just to see what was going on the shop. There I would find E-Types and Aston Martins, Austin Healeys and MGs in various states of assembly or disassembly. I remember helping him unpack an MG TD that had arrived, un-assembled, in two wooden shipping crates. It was always a treat to see the work in progress because he did everything from machine work to upholstery to paint work. I learned a

lot from Tom. I will miss him.

At the service a very charming gentleman sat next to me and introduced himself as Maurice DeAngeli, Tom’s uncle. I told him that his name sounded familiar as I remembered recently receiving a check in the mail as his reservation for the DVJC Holiday Party. During our conversation he told me he was the one who got Tom interested in the restoration business and that he had also had an auto restoration business for many years. He also mentioned he still had a Jaguar XK 120 Fixed Head Coupe. Before we parted that day he extended an invitation to visit his shop and see the XK 120 Coupe.

A week or so later I drove up to Pennsburg and spent a delightful day with “Maury”, as his friends call him. We sat together in his kitchen leafing through scrapbooks and publications old and new that provided some images to color the wonderful stories of his life and the cars he owned and those he restored for others.

At one point I mentioned I had recently put together a brief history of the Delaware Valley Jaguar Club for our new website. I went on to add that DVJC held its first Concours in 1967 at the Glenhardie Country Club in Wayne, PA. He said he remembered entering his 1938 Jaguar SS Drop Head Coupe in that show. As he shared some photos of the car, some from an issue of Motorsport Magazine from the late sixties, he told me its story. Around 1964 he pulled the SS out of the field where it had been sitting for many years and bought it for \$475.



Working for a local furniture manufacturer at the time, he restored the SS in his spare time over the next three years.



## Speaking of Things Jaguar - February 2018 (cont'd.)



In 1967 he entered it in the newly formed Delaware Valley Jaguar Club Concours.



The SS was awarded "Best in Show". Turns out it also won "Best Classic Jaguar" in the DVJC Concours the following year.



When I asked him if the SS was his first Jaguar he said "no, that was a Mk VII with a manual gearbox that I bought around 1959 for \$500. It was a nice driver."

Then he told me the story of how his fondness for Jaguars was ignited. In 1952 Maury and his wife, Marianne, won a slogan writing contest and were awarded \$50. They decided to use the prize money to take a trip to New York City. In 1952 a couple with \$50 could take the train to New York, see the sights, have a couple of nice meals and return with a couple of dollars left over. While in New York, they strolled past Max Hoffman's Jaguar Showroom on Park Ave. Sitting in the showroom was a brand new Jaguar XK 120 Fixed Head Coupe. Maury was struck by its beauty and told his wife that one day he would own one of those.

On that same trip, on 56<sup>th</sup> street, Maury saw another car that also stuck with him; a Porsche. It was the first time he had seen one live, having only seen pictures up to that point. Over the years he has had, starting with a 356, five Porsches including a 912 that he restored three times.

Forty four years after that trip to NYC Maury finally bought a Jaguar XK 120 Fixed Head Coupe. When he bought the Coupe in 1996 it was, in his words, a rust bucket. It had been a former parts car. Around the same time he also purchased a Mk VII as a parts car for the XK 120. The carburetors, dash instruments, manifolds and lights were salvaged from the Mk VII and used on the XK 120. The Mk VII engine was just sold a couple of years ago. The loving restoration of the XK 120 Fixed Head Coupe took about four years. It is finished in proper British Racing Green over light tan. It is a wonderful Jaguar with sleek lines and timeless beauty from any angle. One just wants to stand and admire it.



## Speaking of Things Jaguar - February 2018 (cont'd.)



Maury says he does just that quite often. Nestled next to one of the Lucas driving lights it proudly wears a badge from the Antique Automobile Club of America indicating an Award of National First Prize.



Maury has been quite active in car shows for most of his life. One weekend in 1959 he took trophies in the Macungie show on Saturday and New Hope on Sunday with his MG

TC. When he sold the TC in 1962, he drove it to Vermont to pass it on to the new owner. That's a long trip in an MG TC. The TC was not his first MG. In the early fifties he had an MG Y-Type as a driver. With a soft smile on his face he described it as "a miniature Bentley". During the course of that conversation I mentioned the MGs that I have owned, including the '67 MGB GT race car. He indicated that he was never much interested in racing. Competition to Maury was "standing around with arms folded answering questions about your cars". That conversation also surfaced another connection that we shared. He was instrumental in organizing the first hill climb event in Weatherly, PA. I told him I have a couple of trophies from racing my Austin Cooper S in the Weatherly Hill Climb. I added that at a hill climb you spend way more time standing around with your arms folded talking about cars than you do racing.

Over the course of his career Maury figures he restored somewhere between 40 and 45 cars; 24 for one customer. His first for that customer was a 1934 Bentley. That customer's business kept him busy for over twenty years and took him all over the US and parts of Europe. The business even gave him the opportunity to participate in a historic rally in Austria with a 1919 Rolls Royce Silver Ghost. They placed second. During the return from that trip he and his wife spent some time on a Greek Island. While there, he tuned his host's piano. Seems, among other things, Maury is also a piano tuner. He not only tunes pianos, but once had a fairly successful business building harpsichords.

After restoring cars for that customer over more than twenty years, he was introduced to one of his customer's friends who was starting a collection American cars; mostly Buicks. That customer kept Maury busy until he retired in 1994. Many of those cars are still on display at the Bulgari Center in Allen-

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## Speaking of Things Jaguar - February 2018 (cont'd.)

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town, PA. As you enter the Bulgari Center, there is a photo of Maurice DeAngeli on the wall acknowledging his contribution to the car collection housed there. A car that Maury restored can also be seen at another local auto museum. The Boyertown Museum of Historic Vehicles in Boyertown, PA has a 1921 Milburn Electric (powered by 14 batteries) which was restored by Maury.

After lunch we walked across the road to Maury's shop. As I entered the two bay shop, with its wooden floors and well used workbench, I could just feel the history and memories that lived there. Sitting side by side were his beloved XK 120 Coupe and his 1960 Rolls Royce. I could just imagine the parts and components that had been repaired, restored, or fabricated on the large wooden work bench. Pieces of automobile memorabilia were sprinkled here and there and it felt a bit like a time capsule. In a corner, on a shelf with a can of spray adhesive and some non-descript parts, sat a large pewter beer mug with something engraved on it. I picked it up and brought it into the light.

The engraving reads:

Delaware Valley  
Jaguar Cub  
1967  
Concours d'Elegance  
Best in Show

On the opposite wall, among some Jaguar and MG memorabilia was a plaque with the following inscription:

Best Classic Jaguar  
1968  
Concours d'Elegance  
Classic Jaguar Association  
With  
Delaware Valley Jaguar Club



Of course the 1938 Jaguar SS Drop Head Coupe that earned those honors was long gone; sold years later for \$6500. But as Maury and I gazed upon the cup and plaque I could tell that many great memories of that car, and many others that were brought back to life in that wonderful old shop, still live there.

**That's All For This Month.... Enjoy Your Jaguar!**  
**Paul T**

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## DVJC Club Merchandise Now Available

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The DVJC merchandise store is now open. You can find it at the link listed below. You can call me with questions (215) 996-9897. I will be picking up all your orders and either delivering them to you at the February breakfast or make other arrangements. Available club merchandise can be viewed at:

<http://psptmpromo.wpengine.com/product-category/dvjc/>

Grace Smith



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## 1989 XJS

1989 Jaguar XJS convertible, red, V-12 engine, 36,000 miles.  
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## Membership Renewal and Other Items—Important

JCNA raised their membership fee several years ago and the club absorbed the difference. We must now accept that membership fees have to be raised to meet our obligations. It was agreed to raise the yearly membership fee to \$65.00 (from \$55.00). Additionally, printing and mailing copies of *The Jaguar's Purr* has become increasingly more expensive. Members wishing to receive a printed copy will be charged an additional fee of \$10.00. Even with the fee the club will still be subsidizing the mailed copies. E-mail copies of *The Jaguar's Purr* are included as part of the standard membership fee. Please see the membership application on page 20. It is not too early to renew your membership. If you are simply renewing and there are no changes to your information you can simply mail a check for \$65.00, made out to DVJC, to membership chair Ann Perry, P.O. Box 163, Mendenhall, Pa. 19357. If there are any changes in your information, i.e., address, phone number, e-mail address, etc., or you want a mailed copy of the newsletter please use the renewal form on page 20.

Concours expenses, including venue rental and trophies, have risen. 'As a result the entry fee for the 2018 Concours will be \$60.00 with discounts available for multiple entries. The fee for display cars will be \$35.00.

Other issues were discussed including advertising revenue and regalia sales. Club merchandise can now be purchased at: <http://psptmpromo.wpengine.com/product-category/dvjc/>

Another important item was the election of officers and directors for the club. The current board consists of people who have been in their respective positions for some time. Members interested in serving in elected or appointed positions are welcome and encouraged to apply. If you are interested in a club position please notify Vice-President Alex Giacobetti, Chair of the Governance Committee.

# Delaware Valley Jaguar Club Breakfast Socials

February 18, 2018

10:00 a.m.

**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.**

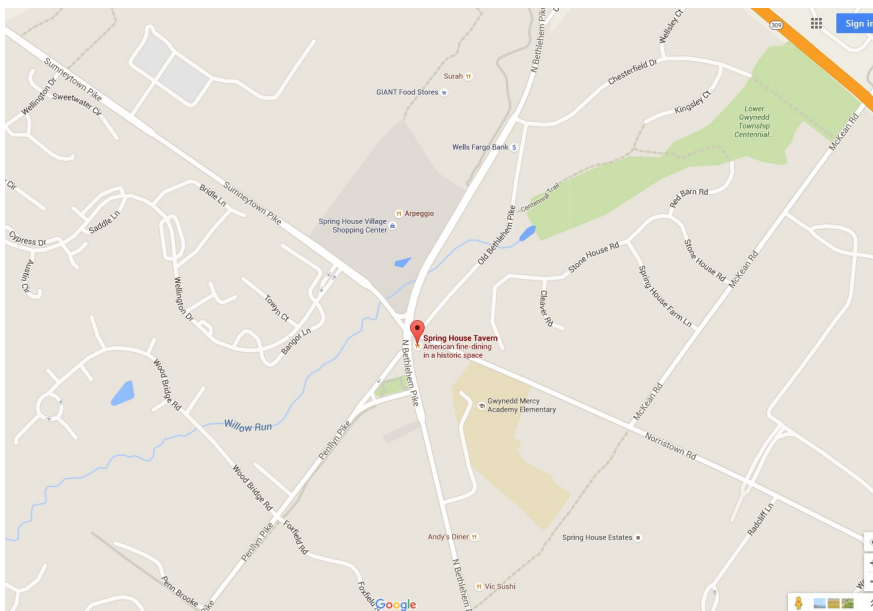
## **Driving directions from the Pennsylvania Turnpike:**

**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 *Paul Merluzzi 610-696-3221 [pawlym@aol.com](mailto:pawlym@aol.com)*



# **NORTHEAST RALLY CLUB**

## **Rally Round the Erie Canal 2018**

**Howard Sharp, 445 Loud Road, Fairport, NY 14450**

**MAY 4-6, 2018**

**CLASS** (circle one)

PRO

SOP

ROOKIE

**DRIVER** \_\_\_\_\_

Address \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

**NAVIGATOR** \_\_\_\_\_

Address \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

**VEHICLE** make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_

**PROOF OF INSURANCE MUST BE ATTACHED**

**FRIDAY'S LUNCH:** I plan to attend Friday's lunch? YES NO MAYBE

**IF YOU HAVE BEEN ASSIGNED A CAR NUMBER IT WILL BE YOUR NUMBER FOR EACH RALLY. WE WILL NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE DON'T FORGET TO BRING YOURS. IF YOU DO NOT HAVE AN ASSIGNED CAR NUMBER, PLEASE CHECK HERE AND A NUMBER WILL BE ASSIGNED \_\_\_\_\_.**



## **ENTRY FEE**

**\$ 400.00** entry form and insurance received by April 1<sup>st</sup>, 2018 \$ \_\_\_\_\_

**\$ 425.00** entry form and insurance received after April 1st 2018 \$ \_\_\_\_\_  
(entry fee covers meals for driver and navigator)

**\$ 10.00** each additional person for Friday's dinner \$ \_\_\_\_\_

**\$ 10.00** each additional person for Saturday's dinner \$ \_\_\_\_\_

**\$ 10.00** each additional person for Sunday's brunch \$ \_\_\_\_\_

DISCOUNT for signing rookie team (-\$ 50.00) \$ \_\_\_\_\_  
Please indicate name of rookie team \_\_\_\_\_

TOTAL (Check payable to Lowell Twitchell, NERC) \$ \_\_\_\_\_

## **MAIL CHECK AND INSURANCE TO:**

Howard Sharp, 445 Loud Road, Fairport, NY 14450

Please list name of anyone that will be coming with you so that we can make name tags:

Name \_\_\_\_\_ Hometown \_\_\_\_\_

Name \_\_\_\_\_ Hometown \_\_\_\_\_

## **HOTEL INFORMATION**

**WE HAVE A BLOCK OF ROOMS RESERVED AT THE HAMPTON INN AND SUITES (585-924-4400) 7637 Pittsford Victor Road, Rte 96 Victor, NY BE SURE TO ASK FOR NORTHEAST RALLY CLUB RATES King or Double \$109-129 – Suite \$129-149. MAKE YOUR RESERVATIONS EARLY, THE ROOM RATES WILL ONLY BE HELD UNTIL 4/2/2018.**

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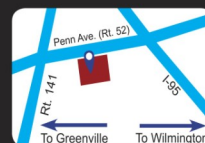
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Sunday: Closed

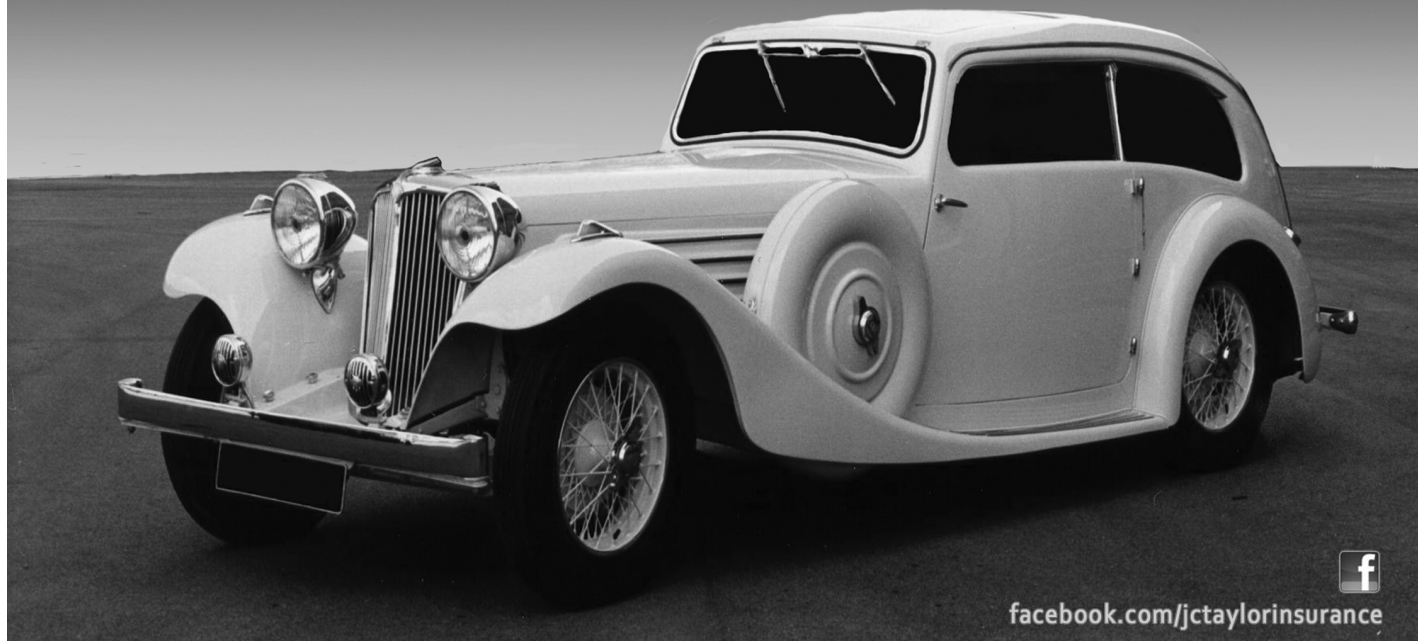


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