

The Jaguar's Purr©

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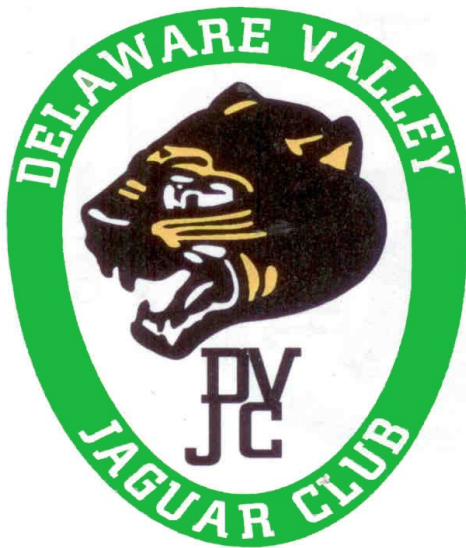
November 2017

DVJC Dominates Rally



The Northeast Rally Club's Pumpkin Run Rally was held in Millsboro, Delaware October 13th through 15th, 2017. The Delaware Valley Jaguar Club placed 1st, 2nd, and 3rd in the SOP class. Shown above are 1st place winners Brian and Pauline Craig, 2nd place winners Nancy and Bill Beible, and 3rd place winners Nancy and Tom Jones. DVJC also stood out with the Craigs getting three (3) ACES and the Jones earning one (1) ACE. Robert Raygan and Auston Key of the Nation's Capital Jaguar Club also participated and scored one (1) ACE. As a novice team they are scored separately for JCNA purposes. This is a sanctioned JCNA event and the results reported to JCNA are on page 16.

IMPORTANT! - Please see membership fee increase and renewal information on page 15.



NOTICE—It's time to think about renewing your DVJC membership for 2018. The membership fee is \$65.00 (see page 15 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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JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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Upcoming DVJC Events

November 19, 2017

9:00 a.m.

Note location and time change

DVJC Breakfast Social (see p. 21)

Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA

Contact: Paul Merluzzi, pawlym@aol.com

Please RSVP to Paul Merluzzi to ensure we sit together!!

December 10, 2017

2:00 p.m.—6:00 p.m.

Jaguar Gathering of Friends / Christmas / Holiday

"Greystone," 405 Smiley Lane

Stroudsburg, PA

Contact: Melene or Robert Nahodil, mnahodil@gmail.com or

215.850.4891 RSVP by December 4, 2017.

January 21, 2018

DVJC Annual Holiday Party & Awards Luncheon

William Penn Inn, 1017 DeKalb Pike,

Ambler, PA 19436

(see pages 9-10)

Contact: Paul Trout, pgtgt@aol.com

Other Interesting Events

January 27, 2018 to

February 4, 2018

Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street

Philadelphia, PA

Contact: www.phillyautoshow.com



President's Mewsings *November 2017*

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

DVJC Stuff Past and Present

- DVJC Members are making a mark in the national JCNA sanctioned events. We have 1st, 2nd, and 3rd place winners in several classes of the Concours, Slalom, and Rally events. See page 16 & 17 for specifics. Congratulations to all DVJC participants.
- November 19 – Breakfast Social at **Andy's Diner & Pub**, 505 W. Ridge Pike, Conshohocken, PA, at 9:00 a.m. See page 21. We will then have a tour to Pollock Restoration in Pottstown where we will enjoy the delectable delights at their Open House. **PLEASE RSVP** Paul Merluzzi, pawlym@aol.com if you plan to 1) attend the breakfast, 2) attend the Pollock Open House. We must give a head-count to both places.
- December 10 – Jaguar Gathering of Friends (Christmas/Holiday version) at the Stroudsburg home of Melene and Robert Nahodil. The event will take place from 2:00pm to 6:00pm at "Greystone", 405 Smiley Lane, Stroudsburg, PA. PLEASE RSVP: mnahodil@gmail.com or 215.850.4891 by December 4th. See page 4.

For Sale - Clark Gable's Last Personal XK-120 ...

The name George Barris is very familiar to those of us who caught the "gear-head disease" in the late 1940's and early 1950's. He and his brother Sam were car nuts from their earliest days and I loved seeing their wild creations. As a young boy living in California, the younger George would build balsa wood model cars and carefully customize them, paying close attention to detail and form, winning multiple contests with his work. The first real car he and Sam customized was a 1925 Buick they received as payment for working in a family restaurant. They immediately began changing its appear-

ance, making subtle improvements and experimentations... and with that, Barris Custom was born. While George would eventually become known for his wild, over-the-top "Kustoms" and kitschy movie cars, his early work was substantially more subdued and finely considered. One early customer of note was the famed Hollywood superstar Clark Gable who was well known as a collector of the finest automobiles. When Jaguar unveiled their sensational new XK120 in 1948, Gable soon appeared in person at International Motors on Wilshire Boulevard in Hollywood to insist on being the recipient of the very first XK120 delivered on the West Coast. Gable would go on to own two other XK120s, one of which was a gift by Tony Hulman of Indianapolis Motor Speedway fame, and would remain in Indy for its whole life (see my December, 2016 Mewsings).

His last XK120 was a 1952 model which he promptly handed over to George and Sam for the Barris customizing touch. As evident from his other famous cars, he had restrained and sophisticated tastes when it came to motorcars. Because of this, he relied on George Barris to subtly refine the shape of the already gorgeous-out-of-the-box XK120. Starting with a stock 1952 OTS on steel wheels and rear wheel spats, Barris began at the front end by shaving the trim from the headlights, as well as smoothing the front fenders by shaving off the turn signal plinths. The wing mirrors were removed and holes filled, while the body sides were essentially left alone to highlight the beautiful original shape. Around the back, the boot lid was shaved, save for the handle, and the license plate relocated down low. A removable, padded hard top was built to appear like a Carson Top, which featured a full headlining, and a leather trimmed parcel shelf was added that complements the red upholstery. The overall effect is quite understated, highlighting the beauty of the basic XK120 form quite brilliantly.

This car is offered for \$425,000. Why don't we all chip in and make it the DVJC Club Car?



WATKINS GLEN GRAND PRIX FESTIVAL WEEKEND

In addition to the racing and driving activities, the Watkins Glen area is rich in arts and culture. This month I will concentrate on three points of interest – the Glenn H. Curtiss Museum, the Corning Museum of Glass, and the International Motor Racing Research Center. In the coming months I will describe some of the other attractions, including wineries, distilleries, breweries (do you see a trend), galleries, waterfalls, parks, trails, and of course THE LAKES. But first ...

Additional Jaguar Events ... Casey Creamer, chair of the Stone Bridge Drivers Events Committee, may be expanding the festival by adding one or two Jaguar only events on the Thursday (September 6) before the regular Friday Grand Prix Festival. If you have already signed up for the Friday activities OR if you plan to sign up, Casey would like to get a rough count of the number of people interested in the additional Thursday activities for Jaguar drivers only. Knowing the interest level will help him and his committee plan for the Thursday events. Please send him an email message (casey@senecasaw.com) with a simple **YES THURSDAY** line if you are interested – this does not constitute an obligation on your part. Casey just needs some raw numbers for now for the committee to know which direction to proceed.

The Glenn H. Curtiss Museum ... in Hammondsport, NY is an educational and cultural institution that collects, preserves, and interprets transportation modes and regional his-

tory, and celebrates the amazing innovations and accomplishments of Glenn Hammond Curtiss.

The museum was formed to establish, conduct, operate and maintain a museum in the Village of Hammondsport, Steuben County, New York, for the display of items relating to and significant in the role of Hammondsport in early aviation. The museum also displays other items of historical significance which contribute to knowledge of Hammondsport and its local history and conducts classes and exhibitions that promote and stimulate the purposes for which the museum was formed.

The Glenn H. Curtiss Museum is among the most notable aviation museums in the United States due to its focus on the accomplishments of Glenn H. Curtiss, a resident of Hammondsport, who was an aviation pioneer and early motorcycle manufacturer. The museum includes a sizeable collection of early aircraft and motorcycles, which illustrate the innovative genius of Mr. Curtiss.

The centerpiece of the motorcycle collection is an exact reproduction of the famous 8-cylinder motorcycle which earned Mr. Curtiss the title of "Fastest Man on Earth" in 1907 with a land-speed record of 136.4 mph.

Including originals and reproductions, some of the highlights of the museum's collection of 22 historic aircraft are: the June Bug, in which Curtiss made the first officially-observed, one-kilometer flight on July 4th, 1908; the 1909 Silver Dart, the first airplane to fly in Canada; a 1911 A-1 Triad seaplane, the U.S. Navy's first airplane; a 1913 Model E "Flying Boat"; a 1917 Jenny, a ¾ scale P-40E "Warhawk"; and at the museum entrance at the highway, is a 1943 C-46 "Commando" WW II transport.

The Curtiss Museum features a wide variety of both permanent and temporary exhibits. In addition to our aircraft, motorcycles and automobiles, the permanent exhibits include

the history and legacy of Glenn H. Curtiss, the history of Hammondsport, wine making in the Finger Lakes, women in aviation, and Mercury Aircraft Inc.

Current temporary exhibits include:

On the Bed and Under Foot: Rugs, Quilts, and other Fiber Arts, October 20 - December 3, 2017. The exhibit includes a selection of quilts, rugs, and assorted fiber arts from across the region.

Defending America: Firearms 1770-1945, Opens December 18, 2017. The exhibit includes a fantastic assortment of antique firearms. More than weapons, each historic piece is an example of utilitarian art - telling the story of battles won and lost in defense of liberty.



Corning Museum of Glass ... in Corning NY is dedicated to the art, history and science of glass. It was founded in 1951 by Corning Glass Works (now Corning Incorporated) as a gift to the nation for the company's 100th anniversary. It is a not-for-profit museum dedicated to telling the story of a single material: glass. The museum currently has a collection of more than 45,000 glass objects, some over 3,500 years old. Exhibitions are offered year-round. Past exhibitions have included: Medieval Glass for Popes, Princes and Peasants, East Meets West:

Cross-Cultural Influences in Glassmaking in the 18th and 19th Centuries and Mirror to Discovery: The 200-Inch Disk and the Hale Reflecting Telescope at Palomar. Several special exhibitions are offered at the Museum and the Rakow Research Library each year, from shows focused on specific artists to major exhibitions on important topics in glass and glass history.

Guests can watch live glassmaking, or learn to make glass at the Museum. The live glassmaking demonstrations, which allow visitors to get a better understanding of both the art and science of glassmaking, happen daily and are major visitor attractions. Among the demonstrations are:

- The Hot Glass Show is offered all day, every day and is included in the cost of admission. At each demonstration, the glassmaker takes a glob of molten glass and shapes the globs into vases, bowls, or sculptures. Throughout the demonstration, a narrator describes the process, and cameras give viewers a close-up look into the furnaces where the glass is heated. The show gives viewers a look into an ancient Roman technique that is still used today for glass making.

The Optical Fiber Demo explains how thin threads of glass can carry enormous amounts of digital information and power our high-speed information age. The demo lasts about 15 minutes and is offered daily,

The museum has an incredible gift shop (Irena helps to keep the local economy strong with each visit).

International Motor Racing Research Center ... IMRRC is located in Watkins Glen and home to one of the world's largest archival collections of materials representing the history of motorsports. With the mission to preserve and share the history of worldwide motor racing, including all series and all venues, the Center welcomes everyone, from serious motorsports scholars to fans. The IMRRC operates as a library, with every item in the

collections available for public inspection and use, though limited to on-site. The Center's archival function is to preserve these records of car racing history – for today's burdensome paperwork is tomorrow's historical documentation. In using these materials for research, IMRRC staff and volunteers work with authors, reporters, filmmakers, television producers, race teams and fans.

Open year-round, the IMRRC charges no admission and has a staff eager to share their passion for racing. Visitors are urged to pick up a book, view the paintings, search for a favorite race program, study the displays, or watch a film. While it is not a car museum, they always have a significant car on display.

The IMRRC adheres to professional archival standards in caring for the hundreds of thousands of items in the collections. Whether a piece of rare fine art or an autographed book, a press kit or a home movie, a prize-winning photograph or a ticket stub from a race last season, each item is treated with the utmost care as it is cataloged and located in a secure, climate-controlled environment.

The staff is committed to digitizing images, and many complete collections have been scanned. A project to convert 8 mm, 16 mm and VHS film to DVD format also is underway.

The IMRRC is a unique facility, entirely supported by people committed to the preservation of auto racing history worldwide. The collections comprise almost 4,000 rare and reference books, as well as thousands of films, car racing posters and programs, magazines, rare documents, club records and photographs - all donated by the enthusiasts who originally collected them.

It is also a repository for several organizational racing archives, including the Sports Car Club of America and the Road Racing Drivers Club. The Center owns the archives of National Speed Sport News and the archives of John Bishop, co-founder of IMSA.

Racing at the Glen ... For a great look at the 2017 Vintage Grand Prix racing event, stick the following in your browser (from Sports Car Digest). Thanks to our esteemed Vice President, Alex Giacobetti, for forwarding this link:

http://www.sportscardigest.com/us-vintage-grand-prix-watkins-glen-2017-report-photos/?awt_l=9u1BM&awt_m=J9SKZZlaiOs.C0

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

We could have called it “hearing the call!”

By: Clara Saxton

Governance: the action or manner or governing.

When President Paul Merluzzi set up the Governance Committee, the aspect of “governing” he was most focused on for the DVJC was some plan for succession of officers; some way to share the fun with more club members. In 2018 we will be having our biennial elections. Is there some aspect of running the Club that interests **YOU**? If you know there is, please speak up! If you aren't sure, please ask the incumbent what their experience is. If you're curious, join us for a quarterly Officers/Directors meeting – they're included in the PURR and all members are always welcome. You can hear for yourself what goes on behind the scenes to keep the Club on course and having interesting things to do. Don't be shy! Just drop in! We would love to have some fresh talent, ideas and perspectives. Really!!!



Delaware Valley Jaguar Club

*Please join us for our annual holiday party
and awards celebration.
Sunday, January 21, 2018*

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
corner of Rt. 202 and Sumneytown Pike*

*11:30 a.m. Cocktail Hour – Cash Bar with Snacks
12:30 p.m. Buffet Brunch*

\$37.50 per person

*Please return number of people attending
and a check made payable to Delaware Valley Jaguar
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January 14, 2017

*to:
Paul Trout
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Speaking of Things Jaguar - November 2017

By Paul Trout

Jaguar XKR 175...One of One

Having placed the Jaguar nameplate on its first car in 1935, Jaguar decided in 2010 that a celebration of seventy five years as a prestige automaker might be in order. What better way to celebrate their diamond anniversary than to produce some commemorative edition cars. In the UK Jaguar introduced the Jaguar XF V8 75th Anniversary Edition and the Jaguar XKR 75 Special Edition. Australia got the Jaguar XK Coupe 75th Anniversary Edition. These cars were all limited editions with numerous trim and performance upgrades.

For the North American market, as a 2010/2011 model, Jaguar provided the limited edition Jaguar XKR 175. The “175” as it came to be known was only available in the stunning “Ultimate Black” finish. Rolling on 20- inch Kasuga 10 spoke alloys with bright red calipers, there are notable aerodynamic upgrades including a redesigned front air dam, larger rear spoiler, distinctive lower side extensions, and a rear diffuser. These aero touches weren’t just styling upgrades. They were put in place to hold the car firmly on the road at its recalibrated top speed of 174 MPH! Why 174 and not 175? I’m sure there must have been some technical or regulatory reason.



The already luxuriously understated XKR interior, rich with leather and wood, is further refined in the “175”. As you enter the cockpit, lush with warm charcoal leather trimmed cranberry stitching and surrounded by glossy piano black veneer, you are reminded that this is a rare beauty indeed with “XKR 175 – 1 of 175” etched in the door sill tread plates.

Jaguar XKR 175’s are rare treasures indeed, coveted

by their owners, and rarely do they come up for sale. Back in 2012 Dennis Levitt was surfing the internet as many of us do; browsing the many great cars out there available to satisfy our “So many cars....so little time” desires. With no particular Marque in mind, Dennis stumbled upon a 2011 Jaguar XKR 175 with 6500 miles on the clock. He figured, rightly so, “when would be the next time I’d find something as extraordinary as this.” So he bought it. Thus begins the story of a rare 1 of 175 Special Edition Jaguar that is the only one like it....a One of One.

Dennis has been a car guy for most of his life. His automotive interest began in 1972 when his older brother bought a brand new Pontiac GTO and proceeded to “soup it up”. Dennis followed suit by building model cars and customizing them, thus developing an artistic creativity that would eventually reveal itself in producing amateur videos. Dennis still builds models, but mostly ships and airplanes. He also still customizes cars, only now they are real ones. The artistic creativity applied to customizing his cars is guided by a very important rule: It should never be overdone and should look right.

Case in point is the beautifully restyled C5 Corvette in his garage. Dennis selected the C5 because of the way the car was engineered; having the highest structural rigidity of any mass produced convertible regardless of manufacturer. However, it was apparent to Dennis that GM’s investment in engineering was at the expense of the quality of the interior materials and design. The interior was approached as a blank canvas with very extensive modifications that included cutting the dash in half and reconstructing it. The result reflects Corvette heritage in a manner very consistent with the overall C5 styling.

The front of the car could easily be mistaken for a C7 Corvette, but was completed long before the C7 was on the drawing board.



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



The approach to the back end was as radical as the interior, scrapping the traditional twin oval taillights for a very modern wraparound treatment with styling cues that suggest Aston Martin.



The overall result is a C5 Corvette like no other, but one that looks like GM could have built it; and, perhaps wishes they had.



When the Jaguar XKR 175 entered his garage, Dennis saw he would be starting with a beautifully executed automobile, rich in heritage reflected in engineering, style and performance. However there were quiet whispers suggesting subtle improvements. As cool as the Kasuga alloys looked, black wheels seemed more consistent with the overall Ultimate Black over Warm Charcoal theme. The swap was made and the journey began. The beautiful contrast of the cranberry stitching in the interior suggested an overall color theme to be extended to the exterior and even under the bonnet. As mentioned earlier, Jaguar provided a revised aero package that included a larger front air dam with a stainless steel mesh lower grill. On Dennis's "175" the mesh is black to match the body color, thus drawing focus to the grill where small tapered stainless

steel strips extend from each side of the growler.



The headlights also have the body section that surrounds the actual lighting units under the glass covers painted black. Up on the bonnet there are two vents that Jaguar painted black. Dennis added some accent with a small bit of the same stainless steel mesh used in the upper grill.



Jaguar also provided vertical side vents just behind the front wheels with "Jaguar" etched in stainless steel. Dennis filled in the etched "Jaguar" lettering with the cranberry red, same as the seat stitching. That same cranberry color also found its way under the bonnet to accent the injector cover with stainless steel mesh inserts.



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

Moving to the rear of the car, the black taillight trim has been replaced with stainless steel. The final touches carrying the cranberry accent are the trim rings on the wheels. The customization of the exterior is rather subtle and understated with an “as built” appearance.



As you open the door, the door sill plate with “XKR 175 – 1 of 175” invites you into a cockpit that is a bit less understated than what Jaguar provided. The center sections of the seats now match the cranberry stitching with that same theme extended to the steering wheel and door panels as well. There are also thin stainless steel accent strips on the edges of the center console.



Under the steering wheel is a stainless steel dead pedal and matching brake and accelerator pedal covers. The finishing touches are custom floor mats trimmed in cranberry with a growler in the middle.



The overall customization of Dennis Levitt's XKR 175 is rather subtle and understated, consistent with his guiding rule: It should never be overdone and should look right.



While his “175” is clearly a reflection of his own artistic creativity and design, Dennis is quick to point out that all of the work, exterior and interior, was crafted by his friend Mike Lippencott. Given the rarity of the Jaguar 175 (there are, after all, only 174 others), the selection of changes and the craftsmanship with which they have been executed could easily lead one to believe this “175” left Castle Bromwich as presented. Of course, if it had, it wouldn't be a “One of One 175” then would it.

Dennis's current project is a Pontiac GTO; the car that started it all for him. The GTO is going to be a “Resto-Mod”. “Resto-mod” is a relatively new term in the automotive world. It essentially combines the processes of restoration and modification creating a car that has been restored and customized with modern upgrades. From what I've seen in photos of the work in progress and the artist rendering below, the GTO Resto-Mod is going to be every bit as magnificent as the C5 and the “175”.



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

Jag Bits

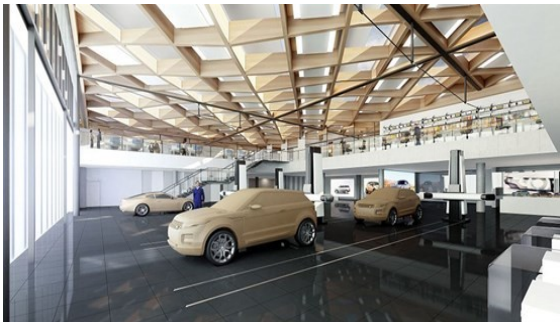
National Automotive Innovation Center

If last month's announcements by Jaguar regarding electric vehicles didn't convince you of their level of commitment, perhaps this might.

Jaguar Land Rover, Tata and the Warwick Manufacturing Group have entered into a long term partnership to create the largest automotive research and development facility in Europe. The building will become the driving force behind the future of the UK automotive sector and allow the UK to lead the global motor industry in the conversion to electric power. Located on the campus of the University of Warwick, the National Automotive Innovation Center, as a state of the art center of excellence and innovation, will create 1000 new jobs and underpin 3000 more supply chain jobs and train the talent required to meet the demands of emerging automotive technologies. Scientists, engineers, academics, technicians and support staff will be working on the automotive technology of the future in the 33,000 square meter facility. JLR, Tata and WMG are investing 150M pounds and the UK government is chipping in another 15M pounds to support the project which is expected to open in the summer of 2018. Dr Ralf Speth, Jaguar Land Rover's chief executive, said: "NAIC will play an important role in shaping future mobility."

"The finest minds of academia, suppliers and OEMs will work together to define our vision of 'destination zero' – zero emissions, accidents and congestions."

"It will create new opportunities out of the forthcoming technology change from the Internal Combustion Engine to smart mobility with autonomous, connected and electrified vehicles."



Jaguar Land Rover Shopping to Expand Lineup?

It is no secret that Tata is rather cash rich at the mo-

ment. There are a number of speculative rumors floating that they, through JLR, may be shopping for another high end brand or two to broaden the brand lineup and increase overall sales volume. These rumors heightened a bit recently when Fiat hinted at wanting to shed two of their low volume, high end brands. Maserati and Alfa Romeo may soon be orphaned if a new parent company cannot be found, as Fiat wants to increase focus on more mass market brands like Ram and Jeep. Personally, I don't see JLRMA as workable. There just doesn't seem like there would be an Anglo-Italian synergy. British Racing Green just doesn't mix well with Italian Red.

However, according to the Coventry Telegraph, the Tata/JLR short list may include other high end and not so high end brand such as Aston Martin, MG, Vauxhall, Jeep(?), and Saab. As you might remember, Aston Martin was a Jaguar cousin during the Ford years. Aston Martin would be a great fit. At least we would be back in GT racing! While I would like to see MG resurrected in the UK with enough investment to return it to its former glory, that seems a bit of a stretch. Unless the strategy is to simply grow a mid to low end mass market brand, the others seem unlikely as well. Further speculation by the Telegraph has JLR resurrecting the Rover brand. Rover may still carry a bit of a negative stigma in the UK, but the Chinese (world's largest automotive market) have quite a fondness for things British, so the Rover may still have some mileage there. While the memory of the collapse of Rover twelve years ago may still linger in the UK and Europe, Asia could simply know it for its British heritage and the quality cars it produced during the twentieth century. Back in 2015 automotive journalist Richard Truitt suggested that there was no way for JLR to increase its volume much past 600,000 units per year without a mass market upscale brand to challenge Volkswagen, BMW, Acura, Infinity and others. Speaking to the Telegraph recently he said: "It's unclear why JLR would be shopping for another luxury brand when both its brands have the market for sedans, sports cars, SUVs and crossovers covered - or soon will. We know JLR think the next Range Rover can go way upmarket to compete with Bentley and Rolls Royce. There are no existing luxury brands available that aren't troubled in some way."

While JLR has not given any indication Rover resurrection is under consideration, they do own the rights to the name. With that in mind, Truett further suggests "With a line-up of Rover, Jaguar, Land Rover and Range Rover, the company can finally become what was envisioned in the late 1960s."

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

As recent announcements and the sizable investment in the National Automotive Innovation Center are indicative of JLR's commitment to the future of electric power, the investment direction to achieve future sales volume still remains less clear.

That's All For This Month.... Enjoy Your Jaguar!

Paul T

Membership Renewal and Other Items—Important

The officers and directors of the Delaware Valley Jaguar Club held a quarterly meeting on October 26, 2017. Treasurer Bill Beible reported on the income and expenses for the past year. While the club is financially healthy at the present time the club has experienced losses and actions were taken to maintain the club's good fiscal condition.

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.

You may already have noticed the annual Holiday Party was raised \$2.50 to \$37.50 for the 2018 event. Expenses have risen but this is a quality brunch and is less than what we were paying at a previous venue.

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 \$45.00.

Other issues were discussed including advertising revenue and regalia sales. Information regarding regalia is expected to be presented to the membership soon.

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. Please see Calar Saxton's article on page 8. If you are interested in a club position please notify Vice-President Alex Giacobetti, Chair of the Governance Committee.

DELAWARE VALLEY JAGUAR CLUB
Northeast Rally Club Pumpkin Run Rally
 October 13 - 15, 2017, Millsboro Delaware

	Car#	Name	Leg #1	Leg #2	Leg #3	Leg #4	Leg #5	Leg #6	Leg #7	Leg #8	Place	TOTAL
Friday	21	Jones / Jones	2	120	2	40	10				1	14
	18	Craig / Craig	5	6	5	21	42				2	16
	17	Raygan / Key	4	4	59	12	18				3	20
	5	Beible / Beible	1	16	24	56	32				4	41

Saturday AM	21	Beible / Beible	1	3	1	1					1	3
	18	Craig / Craig	14	2	0	5					2	7
	5	Jones / Jones	3	17	8	12					3	23
	17	Raygan / Key	2	35	2	28					4	32

Saturday PM	21	Jones / Jones					0	13	2	9	1	11
	18	Craig / Craig					6	9	8	9	2	23
	5	Beible / Beible					17	32	12	120	3	61
	17	Raygan / Key					43	25	42	120	4	110

Sunday	18	Craig / Craig	0	4	1	0	9				1	1
	5	Beible / Beible	2	3	5	17	16				2	10
	21	Jones / Jones	13	11	30	7	4				3	22
	17	Raygan / Key	10	20	12	1	12				4	23

TOTAL	18	Craig / Craig									1	47
	21	Jones / Jones									2	70
	5	Beible / Beible									3	115
	17	Raygan / Key									4	185

For the purposes of JCNA scoring the three (3) best legs for each event are used. The best legs are highlighted above. Score is in seconds.
 Participants are listed in order of finish for each rally segment.
 Raygan / Key are members of the Nation's Capital Jaguar Club.



DELAWARE VALLEY JAGUAR CLUB

JCNA National Standings as of 10/26/2017



CONCOURS

Class C2/120	2 nd Place	Richard Carnegie
Class C7/E3	1 st Place	Bryan and Debby Edwards
Class C20/F	1 st Place	Dennis Spaulding

SLALOM

Class C	1 st Place	Kurt Rappold
Class D	1 st Place	Charles Epstein
Class E	2 nd Place	Richard Rosen
Class K	1 st Place	Steve Schultheis
Class L	1 st Place	Paul Trout
Class R	2 nd Place	Sergey Yezril

RALLY

Class T1	1 st Place	Brian and Pauline Craig
Class T1	2 nd Place	Stephen and Betty Kress
Class T1	3 rd Place	Bill and Nancy Beible

- Note: Rally does not reflect results from Pumpkin Run Rally, 13 – 15 Oct.

Website and Facebook Update



DVJC's group **Facebook** site went "live" on Sunday October 29, 2017! Seth Shenker volunteered to put the site together and was assisted by Brian Craig. Many thanks to both of you. In the near future, additional content will be added by Seth including information on membership along with an application. You are encouraged to view the site, join the group and actively contribute appropriate content.

Our **website development** is progressing towards a target "go live" date at the beginning of the second quarter 2018. Design objectives for the website:

- Make information about the club broadly and readily available in an attractive web format.
- Modernize, simplify and streamline member and prospective member interaction.
- Simplify and streamline administrative functions including membership, event registration and payment.

As DVJC members, you will be able to view, register and pay on-line for events, renew your membership and view photos of recent events along with many other functions. Volunteers on our website team include Pauline Craig, Brian Craig, Seth Shenker, Ann Perry and Tom Shaner. A professional web developer has been engaged, site requirements defined, and a site map and prototype web pages developed. The final design requirements, sitemap and prototype pages were reviewed and approved by the Executive Committee during the meeting on October 26. Extensive testing of the site along with an education and site rollout is planned prior to "going live."

Bill Beible

CLASSIFIED

Jaguar 1987-XJ6 sedan

Just pulled out of storage after 17 years. One owner doctor- from main line philly suburbs. Excellent original condition due to garage conditions since new. Just serviced by Jeff Dement. Original BRG paint with original, like new, wood and leather inside. Many updated parts just installed, including tires, battery, etc. Factory sunroof and all very original components. Excellent and truly special Garage Find- thanks to our fantastic club referral system. \$6,500 obo

Steve Schultheis-484-885-9259 Email- sas@autospca.com www.autospca.com



2001 XK8 Convertible



Jaguar 2001 XK8, low miles, fully loaded, ivory interior with medium wood, dark blue top, superb condition. \$8,900 o.b.o.

Steve 484-885-9259 sas@autospca.com
See my collection for sale at: www.autospca.com



2000 Jaguar S-Type

6 cylinder New tires Excellent running and appearance
\$2,900

Steve-484-885-9259-Philadelphia, Pa.,
See on www.autospca.com



1989 XJS

1989 Jaguar XJS convertible, red, V-12 engine, 36,000 miles.
\$12,500

Contact James Toolan, 215-675-4672, and leave a message.



1970 Series II OTS

After several years of ownership I'm selling my 1970 Series II OTS. I have three other projects and haven't put 200 miles on this in the last two years. Lots of mechanical & suspension work. Complete IRS rebuild as well as all new front suspension & new top. Runs great but does use some oil.

Lots of photos at <https://1970etypeforsale.shutterfly.com/pictures/133>. \$65,000 OBO

Contact Kevin at 610-304-5076 or kevin@progsolution.com





Application for Membership / Renewal for 2018

Jaguar ownership is not necessary for membership, only an interest in the Marque.

Name _____

Spouse / Co-member name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____

E-mail address _____

Jaguar(s) owned: _____

(please indicate year, model & color) Continue on back if necessary.

Occupation (optional) _____ Retired _____

Definition of membership: For the purposes of JCNA membership, the term “Member” is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the “member” 18 years of age and younger (i.e., up to the year in which the child turns 18). Additionally, JCNA will make available a **Youth Enthusiasts*** membership at a cost of \$15.00 for members 25 years of age or younger.

Annual Dues: \$65.00 per member

Mailed copy of *The Jaguar's Purr*: \$10.00

Signed: _____ **Date:** _____

Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members. Mailed copies of *The Jaguar's Purr* are \$10.00 annually.

***Youth Enthusiast**

Name _____

Address _____ State/Zip _____

Date of Birth: _____

Annual Dues \$15.00 per member

Sponsor Signature: _____ **Date** _____

The club's newsletter, The Jaguar's Purr, is distributed by e-mail. Mailed copies are \$10.00 annually.

Membership runs from January 1st to December 31st @ \$65.00. Members joining after July 1st pay \$35.00 for remainder of the year. Payments received after November 1st are applied to the following year.

Please make your checks payable to DVJC and mail to:

Ann Perry, PO Box 163, Mendenhall, PA 19357

Delaware Valley Jaguar Club Breakfast Socials

Sunday, November 19, 9:00 am

IMPORTANT: R.S.V.P. TO Paul Merluzzi, pawlym@aol.com, to ensure we sit together as a group!!

Andy's Diner
505 West Ridge Pike
Conshohocken, Pa 19428
Phone 1-610-940-1444

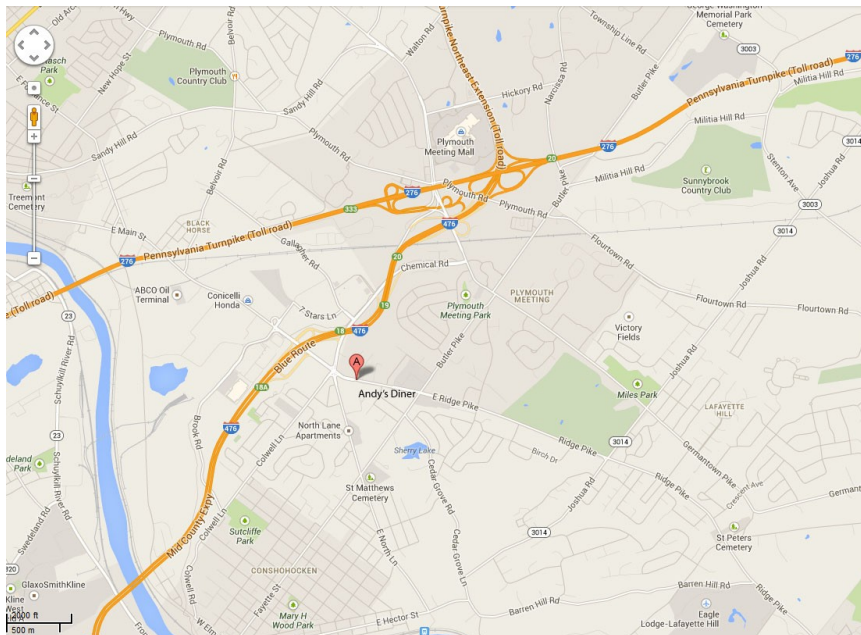
Driving directions from the Pennsylvania Turnpike:

Exit at Norristown Interchange, (Exit 333) thru tolls and take the ramp to the right. Exit to the first traffic light and turn right on to Chemical Road. At Ridge Pike there are two (2) left turn lanes. Get in the right side left turn lane. Turn left on to Ridge Pike. Andy's Diner is on your right.

Directions from North: Use the NE extension of the Pennsylvania Turnpike south bound to interchange for westbound Pennsylvania Turnpike. Stay in the right lane and take Interchange Exit 333, Norristown. Follow directions above.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 18A, Conshohocken. Exit on to Ridge Pike. Proceed straight through the traffic light. Andy's Diner is on the right.

For further information contact Paul Merluzzi, pawlym@aol.com.



Greetings from Ye Olde Founding Father

Greetings from Ye Olde Founding Father from the Other Side of the World!

As at least a few of you old-timers will recall that it was partially due to my efforts that the DVJC got started in 1965, I thought you might like to know what I've been up to lately.

After my Scottish wife Norma retired from her job teaching English to foreign-born students at a local community college in Southern California, we sold our home there and are just now completing a move to the island nation of Cyprus, in the eastern Mediterranean. And since I am only a few weeks away from observing (hardly "celebrating"!) my 87th birthday, there's a good chance that this will be the last of my many moves since I left the Philadelphia area, and the DVJC, in the early 1970's.

Why Cyprus? As a former colonial possession of the British Empire, it is still very British in many respects, with English (along with the native Greek, at least for this part of the island republic) almost universally spoken. And like Britain, they drive on the "wrong" side of the road, and cars are almost exclusively right hand drive.

The main reason so many British "ex pats" live here is that the cost of living is extraordinarily low, compared to almost anywhere else in western Europe. And unlike Britain, the weather is much more benign.

Although Cyprus has had an often violent history, including an invasion by Turkey in 1974 and the establishment of a UN Security Zone separating the northern predominately Turkish part from the southern "Greek" part, it has remained this way for decades with no sign of ever changing.

In my short time here (I arrived just a week ago) I have seen only one Jaguar (an S Type) and an internet search did not reveal any sign of an organized Jaguar club, but there are no doubt a few enthusiasts with Jaguars scattered about, and no, I'm not about to organize another Jaguar club!

Stay tuned to this newsletter for occasional updates on my continuing adventures!

Cheers,

Frank Weikel



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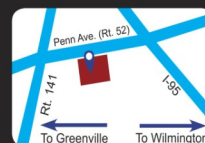
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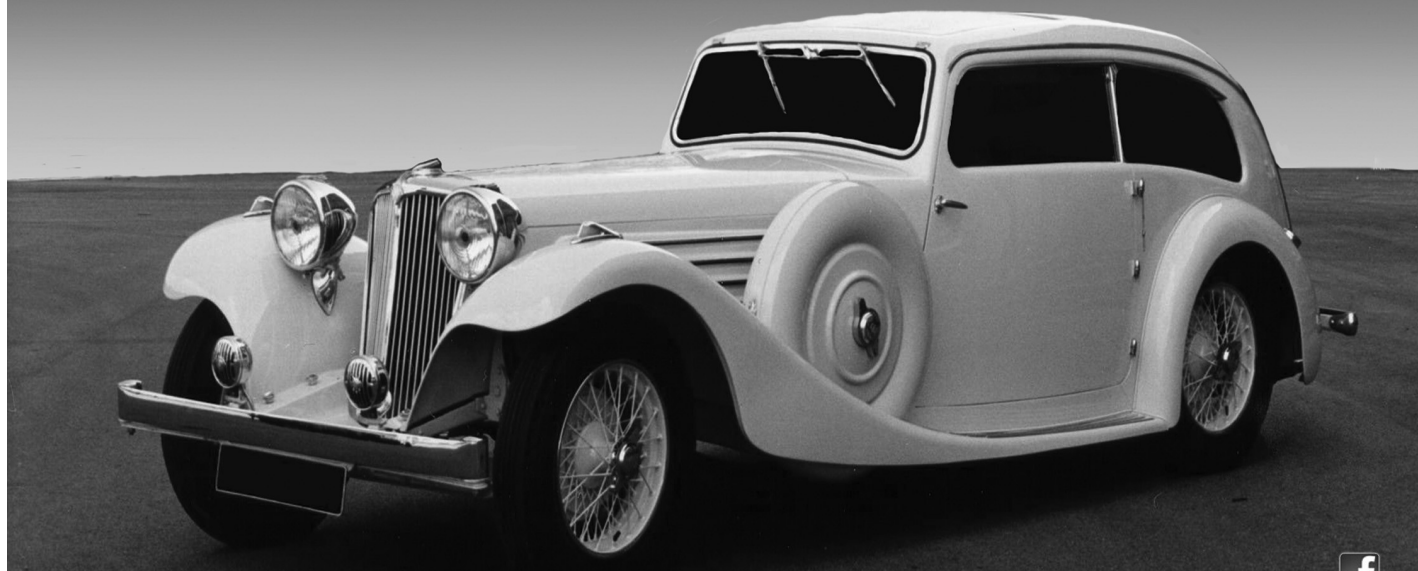


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THE JAGUAR'S PURR BY THE DELAWARE
VALLEY JAGUAR CLUB
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