
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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April 2018

Goodbye KURT



On March 20th many DVJC members were shocked and saddened to learn of the passing of Edward "Kurt" Rappold. To many of us Kurt was the Delaware Valley Jaguar Club. It was a rare event where Kurt was not present. When he was there he was contributing. This issue contains the thoughts and reflections of many of our members. Seen above with his beloved Mk X you can see his smile, something he always displayed. Kurt touched so many people his loss will be felt for a very long time. Happy Driving Kurt.



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NOTICE—It’s not too late to renew your DVJC membership for 2018. The membership fee is \$65.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please let Ann Perry know of the changes. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Upcoming DVJC Events

April 15, 2018

10:00 A.M.

DVJC Breakfast Social (see p. 23)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

Contact: Paul Merluzzi pawlym@aol.com Please RSVP

May 27, 2018

7:30 A.M.

DVJC Breakfast Social
La Locanda Restaurant, 4989 West Chester Pike,
Newtown Square, PA 19073

Contact: Paul Merluzzi pawlym@aol.com Please RSVP

May 4-6, 2018

Northeast Rally Club Rally Round the Erie Canal
Fairport, NY (sanctioned rally)

Contact: Brian Craig 215-483-5861

May 19, 2018

Yardley to Easton Annual Triumph / Jaguar
Delaware River Scenic Drive
Yardley to Easton (See page 20)

Contact: Rich Rosen, 609-923-7655

June 2, 2018

DVJC Annual Concours d'Elegance (see pp. 11-12)
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

May 5, 2018

Ragtops and Roadsters Open House
Ragtops & Roadsters Premium Restorations
203 S. 4th Street, Perkasie, PA 18944

Contact: www.ragtops.com



President's Mewsings *April 2018*

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

**Nothing Else Seems Important Right
Now ...**

I am finishing this column on Easter Sunday evening as I still try to recover from the shock of Kurt Rappold's unexpected passing. At our house the snow has finally cleared, but more is on the way tomorrow - though likely just a dusting. The crocuses are popping out and the forsythia are starting to bloom, a sure sign that it is springtime - our annual renewal will happen despite the setbacks we have faced over the past few weeks..

We have a lot to talk about, so where do we start? In the Christian world, Easter is the Day of Resurrection, of new life, of renewal. Easter is celebrated in the spring because the Bible describes these events as taking place around Passover, which is timed to the first full moon after the vernal equinox - the spring. No surprise, then, that people associate the holiday with new life. Most religions and philosophies speak of death as a crossing over from an individual plane to a collective one - a rebirth. It may be God, it may be heaven, it may be history, it may be joining your ancestors, - or something else entirely. George Weigel, the American author, political analyst, and social activist speaks of the 'Easter Effect'. Even though Jesus had repeatedly told them what was to come, his early followers were unprepared for and baffled by his betrayal and suffering, by the whole concept of Resurrection. Yet it completely changed the way they, and through them, much of civilization, thought about time and history, their responsibilities in society, hope, and faith.

I think many of us suffered from the Easter Effect with respect to Kurt. We often talked about the various information, club artifacts and records, and responsibilities he had and the need for some type of succession planning if he were to become ill, incapacitated, or worse. But for some reason, we acted as if he was invincible. Ironically, Bill Beible and I had such a conversation the night before Kurt died, which magnified the effect of Kurt's death for me.

We will certainly miss him. I am reminded of the lyrics of the Lennon/McCartney song, "The End" from the Beatles Abbey Road album:

"And in the end/ The love you take/ Is equal to the love you make."

Wherever Kurt is going in his 'new life', he is taking an enormous amount of love with him, as evidenced by the number of comments, tributes, and stories about Kurt that I received along with those posted on the DVJC Facebook page (see the final section of this column).

DVJC News and Other Stuff ...

Now I must do my Presidential duties and remind you of the DVJC news, events, and activities coming up.

Website: The new DVJC website has undergone testing last month by the club officers and directors and became live on April 1. Those of you who attended the February breakfast saw a preview of the site that will allow on-line membership renewal, event registrations, access to The Purr, and listings of club activities among other things. Thank you to Bill Beible (committee chair), Brian Craig, Pauline Craig, Tom Shaner, Seth Shenker and Paul Trout for getting this task completed on-time and on-budget. The URL for the website is <https://delvaljaguarclub.com>. See the recent email blast sent out by Brian Craig for specific instructions on the website registration and usage. Please send feedback to Bill Beible as you gain experience with the site.

AGM: Jim Sjoreen and Gerry Kunkle represented the DVJC at the JCNA Annual General Meeting in San Antonio last month. I look forward to reading their reports.

Monthly Breakfasts: Our monthly breakfasts will continue at the Spring House Tavern for April and June. Hopefully with the weather warming up and the arrival of Spring, we will see more Jaguars (new and old). **The May breakfast will be held at La Locanda Restaurant on West Chester Pike (Route 3) in Edgmont on May 27th at 7:30am.** That is an earlier starting time since we will gather to watch the Monaco Formula 1 Grand Prix and enjoy a delightful brunch. The event is attended by other car clubs and individuals and usually features a splendid display of exotic cars with a Peoples' Choice Best of Show award. My 1958 XK-150 won Peoples' Choice two years ago. **YOU ABSOLUTELY, POSITIVELY MUST RSVP TO ME (pawlym@aol.com) IF YOU PLAN TO ATTEND.** The cost of the brunch is approximately the same as the Spring House events (maybe a couple of dollars more) and includes one mimosa per person. They will also have a cash bar.

Rally: Our first sanctioned rally, Rally Round the Erie Canal, will be held on May 4-6 in Fairport NY (see page 4). Will the rallies ever be the same without our friend and

Rally Master, Kurt Rappold? The rally is sold out but contact Brian Craig (bhc166@aol.com) if you have interest in participating in case there is a cancellation.

Yardley-Easton Delaware River Scenic Drive: A 45-mile scenic drive crisscrossing the Delaware River from the Yardley Inn to the Riegelsville Inn for brunch, then on to the Weyerbacher Brewery for a tasting. RSVP Rich Rosen (rosen244@verison.net). The cost is \$24.00 for the brunch. See page 20 for more details.

Concours: Plans are coming along for the Annual Concours d'Elegance on June 2 under the chairmanship of Jim Sjoreen in conjunction with the Delaware Valley Triumph Club and the Friends of Hope Lodge. It will be held at Hope Lodge in Ft. Washington and will be combined with a floral display and a beer (and maybe wine) tasting event called Ales and Petals organized by the Lodge. See page 11—12.

Gathering: And don't forget to mark your calendars for the combination Jaguar Gathering of Friends and my Conception Party at Casa Merluzzi on June 30, 2018 (details forthcoming).

Kurt is Gone, Long Live Kurt ...

The following is a compilation of comments, stories, and tributes I received in remembrance of Kurt Rappold,



Kurt

Of necessity, the Winter bleakness will finally pass.
As I gaze at the empty Concours field after a recent rain,
A sense of Spring comes with every breeze,

Reminding me that we will miss you, my friend.

By chance, we may meet and talk and
Laugh again, but the pain of life's farewells
Stays new ... and I accept that our next reunion
May be at that Grand Concours in the Sky.

Our worlds will continue to change and pass
More quickly than the shapes of clouds,
But despite all that is changing and passing,
Your memory remains, unyielding and unending.

But who were you, to draw so many so close to you ...?
Who were you, whose passing heightened my own
Homesickness ... not for a place, but for a time,
When we were youthful and seemingly invincible?

I know that whatever eliminates us in death
Is as secret as what retains us in life.
Yet, your Song will continue forever ...
To bless and celebrate with each breath.

Kurt, we will always remember you,
We will always think of you,
And we will always miss you.

by Paul J. Merluzzi 3/21/2018
President, Delaware Valley Jaguar Club

by Delaware Valley Jaguar Club

It is with fondness and respect that we pay tribute to Kurt Rappold who died earlier today. He was an early member of DVJC, Chief Judge for the Concours d'Elegance, Rally Chair, Club President and Director who was always anxious to pitch in wherever he could help. He and his enthusiasm will be missed by all he touched through the years.

by Charlie Olson, President Emeritus, Delaware Valley Jaguar Club

I first met Kurt at a car show at the Franklin Mint in 1996 where he was displaying his E-Type. I was restoring mine and we got into a conversation. Kurt enjoyed talking with others and would offer any help he could provide. He handed me an application for the Delaware Valley Jaguar Club (he always seemed to have one handy) and encouraged me to join. I'm sure some of the other members might have experienced that too.

I've always had more than a friendship with Kurt and got to know his wife Pat, one of the most gracious

people one could know! We often had supper together with Kurt discussing plans for the Concours and judging. Even Pat had a hand in that, for in conjunction with her daughter Susan, she was instrumental in suggesting Kurt investigate the Oakbourne Mansion and grounds for our Concours site in 2009 after the management at Hope Lodge restricted the venue to historical activities related to the Revolutionary War era.

I have been associated with Kurt since joining the club in 1998 - first as a Director, then as his V.P., and finally succeeding him as President. Pat said 14 years for Kurt as President was enough! Even though Kurt was stubborn at times, he agreed to step down. Kurt certainly earned the title as President Emeritus, remaining involved in the Historical side of the club and the responsibility as Concours Chief Judge, which he considered the most important. He assigned me as his assistant thru the entire time and during my tenure as Concours Chairman, witnessed that Pat not only sacrificed the dining room table for Concours material, but helped at the show. Kurt relied on the help from his Grandsons, Danny and Kurty, in getting his cars to the Concours so that Kurt could conduct the Judges meeting! His family was always involved.

During the 2015 AGM, Kurt demonstrated his other skills learned as a supervisor for Scott Paper when he organized the Friday night car display at the Simeone museum. He not only recruited the DVJC Club Cars, but also organized getting our members to help him place the cars on display during the days leading up to the event. It was one of the most impressive displays I've seen and the other visiting club members around the country seemed to agree. It's still mentioned.

I said at the time I succeeded him, back in 2006, that Kurt was "Mr. Delaware Valley Jaguar" and pronounced that he'll be "A Tough Act to Follow!" ---It still is! It goes without saying, he'll certainly be missed, but I say, "he'll be missed A LOT"! With fondness and memories, 'Ole Friend'.

by Clara Saxton, Secretary, Delaware Valley Jaguar Club

There are those rare, wonderful people in our lives whose joy, kindness and enthusiasm make them a beam of light on the darkest of days. Our friend, Kurt, was such a friend. His love for all things Jaguar was infectious and generous. So much intimate knowledge of the marque resided in his mind and heart. Who hasn't laughed until it hurt as he regaled us with his stories of cars, sailboats, missions of mercy, and leveraging one passion into another.

He had a compulsion to take care of people. He would stop in to check in on people and bring them a cheerful story. He spent so many hours creating pretty trophies to present to his friends and colleagues. He would offer his time and talents to help get a car on the road, a meal on the table, a ticket in the hand, a compliment to a worried rookie, encouragement to a nervous competitor, or a hug to a new friend. When we think about beatitudes, we can see his handprints all over them.

And with all the loves he enjoyed, the greatest was his beautiful family. His darling wife, talented children, amazing grandchildren and cherished great grandchildren were the dearest things of all in his busy, beautiful world.

He will be longingly missed in our club and our lives forever. Keep on cruisin', Kurt! You're driving with the very best now.

by Bill Beible, Treasurer, Delaware Valley Jaguar Club

While I have only known Kurt for four short years, I have witnessed Kurt's selflessness, warm personality and zest for life in many ways. Nancy and I were immediately befriended by Kurt when we joined the club and have enjoyed numerous events with him including rallies, slalom, concours and club breakfasts. While serving with him as part of the leadership team of DVJC, I have developed a deeper appreciation of Kurt's commitment to the success of the club including all the "behind the scenes" areas where he "did his thing" to make it work. I had the pleasure of traveling with Kurt to the 2017 AGM in Vancouver, British Columbia. It was gratifying to see the joy he had in seeing many of the friends he had made throughout JCNA and it was obvious how happy they were to see him. Kurt's love for his family was readily apparent. He became particularly animated when sharing how Pat and their children all developed and shared his fondness for Jaguars. Kurt was an all-around "good guy" who will be dearly missed by everyone who had the honor of knowing him. Rest in peace, Kurt.

by Ann Perry, Membership Director, Delaware Valley Jaguar Club

Such a good man, my hero. I already miss him.

by Paul Merluzzi, President, Delaware Valley Jaguar Club

We are all aware of Kurt's knowledge and prowess regarding all things Jaguar. But he was a humanitarian first and foremost. He did an enormous amount of volunteer work for his church as well as for neighbors and friends. During one of the major electrical black-outs we had a few years ago, he put his portable generator on his truck and circulated around his neighborhood providing power to keep each neighbor's refrigerator cold enough to prevent food from spoiling.

One of my favorite Kurt stories came about when we were working on the setup for the Concours a few years ago. He was complaining that he had pain in his knees and I asked him what he was doing to alleviate the pain. He said he sprayed WD-40 on his knees and I cracked up because I thought he was kidding. But he was serious and swore that it helped.

by Brian and Pauline Craig, Editors, "The Purr", Delaware Valley Jaguar Club newsletter.

Kurt - I've lost many friends and acquaintances over the years. Few have affected me as much as your sudden loss. Someone described you as "indestructible." I believed it. Pauline and I joined DVJC in 2003. Due to your persistence we did our first rally in 2006. The rest is history. Along the way you provided friendship, guidance, assistance and more. I've been searching for words to adequately express my feeling of loss. I can't find them. Pauline and I miss you. We'll always feel your presence at DVJC events and NERC rallies.

by Jim Sjoreen, Director, Delaware Valley Jaguar Club

Spending time with Kurt at his warehouse in Chester was better than any TV reality show. Think: American Pickers, What's in the Barn, the History Channel and Flea Market Find with a little bit of Hoarders thrown in for good measure. Kurt was undaunted by the size and scope of his collections and could tell you the source of and future plans for just about anything he owned. His enthusiasm and genuine appreciation for all things mechanical were infectious. I will never forget the smile on his face while riding up on the conveyor belt, surrounded by orange cones and folding chairs because his hip was bothering him. "Don't forget to hit the stop button!", he would yell down. I wish I could hit that stop button again but as I'm looking up, I know he's looking down at all his family and friends with that smile on his face ... Godspeed Kurt.

by Steve Kress, Member, Delaware Valley Jaguar Club

Last night I received the worst news about a friend that I held in the highest respect. Kurt Rappold who was my favorite person in the Jaguar Club and one of the finest people that I have ever been lucky enough to meet. He was a tireless ball of energy always there when anyone needed help. He did more in promoting the Jaguar club than anyone. I know that I will miss him as much as my lost family and consider him my family.

by Paul Trout, Director, Delaware Valley Jaguar Club

A friend and treasured member of our club left us today. "Pop" Kurt Rappold was a past president, DVJC Rally Master, DVJC Historian, and the "Go To Guy" for "Things Jaguar." He was tireless in his support of everything associated with DVJC. On top of all that Kurt was one of the nicest, most caring guys you could ever have the privilege to meet and spend time with. His knowledge of "Things Jaguar" never ceased to amaze and inspire me. In the short time that DVJC has had a Facebook page, I believe Kurt provided more comments to my posts than anyone else. I and the rest of the DVJC family will miss him dearly. He always was able to give us a "Jaguar Kind of Day". Happy Motoring Kurt!

by Gary Adam Feldman, Member, Delaware Valley Jaguar Club

Kurt. Yeah, his name is Kurt Rappold, or "Pop" Kurt, but he earned to be known as just Kurt. I told him that he reminded me of the Slim Pickens character in Dr. Strangelove, Major T. J. "King" Kong, the B-52 Stratofortress bomber's commander and pilot. He got a kick out of that because he was an Army Guy. He told me the Army liked him, because he was good at telling people what to do.

He and Charlie Olson did the Judge training. That was a fun class.

He had both knees replaced, and I told him about all the troubles my cousin was having with her replacement. That fact that he was able to get all over with new knees was a show of strength from Kurt.

For the DVJC Slalom, Kurt got his township to let us use the Garnet Valley school parking lot. Kurt also stored the slalom equipment. Plenty of cones. For the 2015 event, he pulled up and changed the carb in his

vintage Jaguar in the school lot, in a puddle of gas, faster than any pit crew. In the 2016 Slalom, I followed him in that Jaguar, to his house, so I could take him back to pick up his truck. On the way back, he told me how he bought a building. I don't mean a property. I am talking a building that he had to move to his place. He did it, without permits or anything. Even somehow got it under a bridge he showed me.

The last time Kurt and I talked in person was at the DVJC Holiday party. I won the bid on a book and was paying him for the club. He was telling me it was Fred Mack's book that I won, and he enjoyed telling me about old 105-year-old Fred Mack, who we lost last year.

So, Kurt and Kurt stories will live with us.

by Kevin Fitzgerald, Member, Delaware Valley Jaguar Club

In the 30 years I've known Kurt, he was always the go-to guy. If you had a tech question, he always had time to talk to you, no matter what he was doing. Kurt had his hand in everything—from judging, to organizing, to running the DVJC Slalom at Garnet Valley High School every year.

Not only did Kurt love Jaguars; he loved motorcycles, too. The week before last year's slalom, I met him at his warehouse to help him pack his truck for the event. He took me on a tour of the place. On the second floor were racks upon racks of motorcycle parts, along with what seemed like about 100 motorcycles and sprint bikes. He was a true collector. It was an OMG moment for me.

Kurt seemed to be into everything, and he loved it. He always had one project after another—so much to do in so little time. With Kurt, what you saw was what you got: a straight-up guy, a man's man. There just aren't enough words to express how helpful and friendly and considerate he was. He will be missed terribly.

by Bob Brown, co-retiree from Scott Paper and Kurt's Rally Navigator

I have known Kurt for over 40 years and what interesting years they have been. We both retired from Scott Paper Company and then reconnected after visiting him at the end of a NERC rally.

Shortly after visiting that rally he asked me to be his

navigator. I credit Kurt with igniting a fire in me for rallying. Through that partnership we won 1st, 2nd and 3rd places both in the Jaguar Club of North America and the Northeast Rally Club.

During some rallies if we happened to pass a Jag or a motorcycle, Kurt would ask me to write down their location on the rally sheet. His thinking was that we could go back after the rally to see if they were for sale or just to talk to the owner. Kurt always had an eye out for a Jag or a motorcycle...he loved them both.

I'll miss you Kurt.

by Peter Daniel, Member, Delaware Valley Jaguar Club

I first met Kurt at the Championship Challenge in 2008. He impressed me as quite a gentleman and I got to know him when he participated in the NCJOC Concours. He was one of the reasons I switched clubs from the NCJOC to the DVJC. He continued to show how things should be done and was always there to volunteer with a can-do attitude. He will be greatly missed, and I will miss him greatly.

by Sheree Richnow, Member, Delaware Valley Jaguar Club

I'm so sorry to hear of Kurt's passing. He was a true gentleman who always had a way of making me feel welcome at club events and Concours. He was truly the face of our group and he will be missed by all.

by Tom and Nancy Jones, Members, Delaware Valley Jaguar Club

In my personal and professional life, I never met anyone more giving than Kurt. He got me into rallying, was a tough competitor, and was always anxiously collecting scores at the end of the day for the Club trophies, which he made. Once he even drove a full day in a clown suit on Halloween weekend! Whether under the hood or behind the wheel, he was a true Jag Man.

by Joe Roche, North East Rally Club

RIP Kurt. He was a good man, and a good friend to the North East Rally Club. We will miss him.

President's Mewsings

April 2018 (continued)

by Bob De Lucia, Member, Delaware Valley Jaguar Club, Delaware Valley Triumphs LTD

Very sad news as Kurt was just wonderful helping organize and setup the Cars and Motorcycles of England every year at Oakbourne Mansion. He will be missed at Hope Lodge. And by DVT. RIP Kurt.

by Bob Bryan, North East Rally Club

Kurt was a major part of the Northeast Rally Club and will be missed.

by Doris Carr, Former Member, Delaware Valley Jaguar Club

Sorry for the loss of a great man and to see the home going of a good friend from my Jaguar days. Many good memories when Kurt and my late husband George would be working on Jaguar Club events.

by Steve de Veber, Member, Delaware Valley Jaguar Club

It may not be well known, but Kurt was a sailor for many years. I was at my marina (Warton Creek Marina) one late Fall day and the boats had been hauled out for the Winter, when I came across Kurt working on his sailboat in the boatyard. We were both surprised at our interest in old sailboats as well as Jaguars. We had previously known one another in the Club. We spent a lot of days that Fall talking British cars and not much work on our respective boats. He launched that Spring and sailed off to another marina for the sailing season. Fond memories of a great guy.

by Mick Van Vlijmen, Member, Delaware Valley Jaguar Club

Since I joined the DVJC, I soon figured out that Kurt was one of the driving forces behind the club. He always impressed me about what he knew and had experienced; he was always engaged doing something; he was my champion, my Jag Hero and a walking Library; and above all a great story teller... stories not only about the cars but also about the way of life. I will miss him!

by Alan and Margaret Brown, Members, Delaware Valley Jaguar Club

Margaret and I are fairly new to the DVJC, so we were just starting to get to know Kurt. He had so much knowledge about Jaguar I wish I had known him sooner. It was always a pleasure to be in his company

and will be missed by both of us. Our condolences to Patricia.

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

Photos from Kurt's Visitation and Service provided by Kevin Fitzgerald.



Cars & Motorcycles of England

AT HOPE LODGE - FT. WASHINGTON, PA



Saturday June 2, 2018

A JCNA Sanctioned Concours d'Elegance

and an all British Marque judged Motorcar Concours

Pre-registration required for Champion, Driven and Special Divisions

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

- * Registration for all judged JCNA Divisions is \$60 if received before May 25th
- * Two or more cars; 1st car \$60, 2nd car \$30, 3rd and each subsequent car \$20
- * *All cars registered after May 25th will be in Display Division.*
- * Display cars and non JCNA cars are \$45 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 for details.
- * Rain Date: Sunday, June 3rd, 2018, rain or shine. Event updates sent via e-mail.

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

Contact: Bill Beible, Concours Registrar at 610-223-1051
e-mail: bill.beible@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>Champion Division Classes</p> <p>C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)</p> <p>C2/120: XK 120 (1948-54)</p> <p>C3/140: XK 140 (1955-57)</p> <p>C4/150: XK 150 (1957-61)</p> <p>C5/E1: E-Types, Series 1 (1961-67)</p> <p>C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>C7/E3: E-Types, Series 3 (1971-75)</p> <p>C8/SLS: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)</p> <p>C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1</p> <p>C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1</p> <p>C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>C15/XK: XK and XKR Coupe and Conv. (2007-On)</p> <p>C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)</p> <p>C17/PN: Preservation Class (more than 35 years old)</p> <p>C18/PN: Preservation Class (20 to 35 years old)</p> <p>C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>C20/F: F-TYPE (2013-On)</p> <p>C21/FP: F-PACE (2016 - On)</p> <p>Note 1: 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>Driven Division Classes</p> <p>D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150</p> <p>D2/E1: E-Types (1961-67)</p> <p>D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>D4/E3: Series 3 E-Types (1971-75)</p> <p>D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)</p> <p>D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1</p> <p>D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>D11/XK: New XK and XKR Coupe and Conv. (2007-On)</p> <p>D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1</p> <p>D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)</p> <p>D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>D15/F: F-TYPE (2013-On)</p> <p>D16/FP: F-PACE (2016 - On)</p> <p>Note 1: 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>Special Division Classes</p> <p>S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition</p> <p>S2/MOD: Modified</p> <p>S3/REP: 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

-----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 - April 2018

By Paul Trout

The Matchbox Mk 10

There is a small shelf in front of the desk where I write this column. It holds various British automobilia and small scale models of cars I've owned and/or loved. One of them found a special place in my heart over the past couple of weeks.



My oldest son gave it to me as a gift a while back. That, of course, makes it special. However, now when I look at that Matchbox Jaguar Mk 10 finished in beige it reminds me of my fondest memory of Kurt Rappold. Back in July Kurt entered his 1966 Mk 10 in the annual DVJC Slalom and drove the wheels off of it.

On that day Kurt was his usual self. What do I mean by that? Well, I think his Grandson, Lance Corporal Jeffery Dement, explained it best in his remarks at Kurt's Memorial Service when he said "You always knew when that maroon Chevy pulled up things were going to get a whole lot better." DVJC events were always a whole lot better when Kurt showed up. It was especially true at the slalom that day. He was described in something I read recently as never having met a stranger; it was certainly true that day. There were a couple of participants that day who were relatively new to the club.



Kurt's warm smile, great sense of humor with a touch of dryness and his welcoming persona made them feel their presence and participation was appreciated.

I had the great experience of helping with the tech inspection on the Mk 10 that day. I had to wait until he was finished tinkering with the SU's before I could check the throttle return springs, but my favorite part was clearing the loose objects from inside the car. That part of slalom car prep wasn't high on Kurt's priority list. We both had a bit of a laugh about it. It took a while, but we cleared things out of the interior; then there was the boot....

Perhaps it is a left over trait from my racing days, but when I pull up to the start line a smile generally is missing, lost in my "mentally running through the course one last time" focus.



Not Kurt; you could easily see that broad warm smile through the colorful helmet. In fact I can't think of a

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

time when I didn't see a smile on Kurt's face. When I run the slalom this year I'm pretty sure I'll think of Kurt and have a smile when I pull up to the starting line.

Notwithstanding that smile, when Kurt crossed the start line he was all business. The Jaguar Mk 10 has never been described a great handling car, especially in tight curves. There is no shortage of body roll. Watching Kurt push that grand old lady to a combination of both his and its limits was quite inspiring.

I wasn't fortunate to know Kurt as long or well as many of you, so it wasn't until much later, through some Face Book dialogue with him, that I found out about how he had raced motorcycles at Daytona. Apparently pushing a vehicle to the limits had been in his blood for some time. It is more than fitting that when the official JCNA National Slalom standings for Class C (Early Sedans – Large and small, MK-1 through, not including, Series 1 XJ6 (1955-1970)) were compiled, Kurt's 56.06 second run in his Mk 10 had earned him a JCNA National Championship.



In last August's Purr, I related some thoughts on that slalom and provided some "Honorable Mention" awards. I gave two to Kurt.

Most Inspirational Participant Award goes to Kurt Rappold. Who could not be inspired watching Kurt wheel his walker up to the door of his 1966 Mark X and drive the wheels off of that wonderful Jaguar. Nice driving Kurt!

Best Tire Squeal Award goes to Kurt Rappold. The sound coming off of those twenty eight year old, slightly underinflated tires was like the sound track of a great car chase film. Apparently they weren't Atlas Bucron tires.

My little Matchbox Mk 10 can't squeal its tires or do a 56.06 slalom run, but it does give me a smile to remind me of that sunny July day when Kurt Rappold inspired me with his smile while driving the wheels off of his Mk 10.



Kurt Rappold, a Jaguar kind of guy.....

Three Hundred Miles per Hour!!

At 300 miles per hour the Jaguar's roar is reduced to a whirr. 300 miles per hour is not the top speed, but the peak recharge rate of the new Jaguar I-Pace. Still it sounds impressive. But, like a lot of marketing claims, it can be a bit deceiving. While, with a commercial grade charging facility, the flow of juice to the batteries is equal to adding 300 miles of range in an hour, the capacity of the I-Pace batteries only allows for a 240 mile range. Actually, 240 miles is a long way, unless, of course, your destination is 250 miles away. If you have ever been caught with a dead cell phone and no charger, you can imagine how inconvenient that situation might be with your electric car. You may have to plan on a stop for a couple of hours along the way. The length of that stop will largely be determined by the power source available. If you are fortunate enough to find a 100kw charging station you can charge from zero to 192 miles (80%) in about 40 minutes; about 288 miles per hour. Failing that, a 50kw station will give you those 192 miles in about an hour and twenty minutes. However, with the current percentage of electric vehicles in the US currently somewhere around 1%, double or even triple digit growth is not going to create a demand sufficient to rapidly spur a ubiquity of 100kw or 50kw charging stations in the very near future. That said, there are a growing number of parking garages and parking lots with charging stations and I saw at least eight Tesla charging stations at the I-95 rest stop in Delaware. There are apps to help you find one; then you can adjust your route accordingly and hope you won't have to wait in line to

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

use it. So, how about plugging your I-pace into a friendly wall socket? There are certainly plenty of them around. Well, yes and no.... Unlike most airports, you won't find outside outlets at gas stations, shopping malls or fast food restaurants. Knocking on the door of a stranger's house and asking to borrow a bit of electricity might be a bit dodgy. Even if you, perhaps, knew a friend or relative along the way, a standard 110V outlet will take twenty hours to give you those 192 miles. In the unlikely event there is a 230V outlet available you can cut the time in half, down to ten hours. To avoid being Cousin Eddie showing up at the Griswold's in his RV, you might want to consider a bit of prior notification to your friend or relative of your 10-20 hour stop. Clearly being part of the EV revolution will take some lifestyle adjustment, at least in the short term.

That short term may not be as long as we might fear. The amount of investment car makers are putting into EV and hybrid development is staggering. Pressure from existing and future regulations forcing greenhouse-gas reductions is making electric vehicles increasingly more attractive to auto makers, even in the light of most buyers still preferring internal combustion power. Today it seems that pressure is a bit "Top Down" with luxury and performance car makers leading the charge (pun intended). As more and more electric vehicles (EVs) are brought to market the demand for charging infrastructure will increase. The result will be greater availability of charging stations and increased recharging speed. Along with its first foray into the EV market Porsche plans to introduce an 800-volt home charger that will add 215 miles in 15 minutes. That's a whopping 860 miles per hour!!

As the EV revolution continues to move forward at its accelerated rate, and electric powered cars continue to accelerate faster than our beloved great sound makers, we and the world will adapt in both lifestyle and infrastructure. The time will come where finding a place to buy gas will be about like finding a charging station today. Whirr.....

Jag Bits

Waymo to Buy Quite a Few I-Paces

Waymo, the autonomous car development subsidiary of Google's parent company Alphabet, Inc. has announced an agreement with Jaguar Land Rover that will result in the purchase of up to 20,000 Jaguar I-Pace cars.



Waymo will use the I-Pace Jaguars to realize its vision for a robotic ride hailing service. This vision started as a secret project within Google about nine years ago. Waymo's current fleet of 600 Chrysler Pacifica minivans equipped with self-driving technology will be part of a ride hailing service to be launched in Phoenix, AZ later this year. Success of that launch will result in rapid expansion to other states. Waymo expects to take delivery of the 20,000 I-Pace Jaguars between 2020 and 2022 to reach its goal of 1 million rides per day. The agreement with JLR will allow Waymo to provide riders with a more luxurious and environmentally friendly vehicle. For JLR, it represents about \$1.4 Billion in sales. Look out Uber and Lyft, Waymo and Jaguar are coming after you!

The next XJ will be an EV

There was some concern recently that Jaguar's flagship car for the past fifty years, the XJ, had become a bit irrelevant and was on the chopping block. Apparently that debate has been settled. It seems, in keeping with Jaguar's commitment to the EV revolution, the XJ will soon be reborn as a luxury electric car to celebrate its 50th anniversary. Reportedly the next generation XJ is to be introduced in 2018 and go on sale in 2019. Rather than a like-for-like rebirth with a different power train, the next generation XJ will reinvent the concept of a luxury saloon as an electric car. As such the XJ will continue its role as high-tech flagship for Jaguar. From its game-changing introduction in 1968 the XJ has been an innovation leader for Jaguar. As far as relevance goes, Jaguar has decided to take advantage of the expanded design parameters electric power provides as the best way to keep the XJ relevant in the midst of the auto industry's EV revolution.

Currently under development alongside a new, more car-like, Range Rover, the XJ will retain its sleek powerful English saloon profile with an expansion of the door count from four to five. Adding a hatchback is all part of Jaguar's reinvention of the luxury saloon with electrification. Without the need for a lump and a

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

fuel tank, electrification allows for design innovation unheard of in the internal combustion world. There is no need for large, long bonnet as the motor or motors can be placed nearer the wheels and the battery positioning can be a factor of weight distribution. Those two factors alone allow for roomy, comfortable, low aero drag designs. Expect the electric XJ or as I like to think of it, the XJ-E, to retain the sporty flavor expected of a Jaguar. With anticipated twin motors, all-wheel drive and a range of 300 miles, Jaguar intends for the new XJ to be the sportiest car in its market segment. With a powerful electric drive train and torque vectoring this XJ will be both fast and nimble, as a Jaguar should be. Look out Tesla, Audi, Mercedes and BMW, here comes the Jaguar XJ-E (again my term, not JLR's)!!

Jaguar to Drop the R

Just as we all were finally able to easily say “Jag-U-Are”, are we going to have to learn to say “Jag-U-Aah”? No, not that “R”; the one after F-Type, XF, and other high performance Jaguars. JLR Special Vehicles Operations (SVO) has decided there isn't room in the Jaguar line-up for S, R, and SVR models. So, since SVR has both the S and the R, the R needs to go. Their logic; not mine. Apparently, there is a feeling within SVO that, at least in the F-Type range, the R models and the SVR models seem to compete with each other. Per Wayne Burgess, SVO Design Director, *“To be completely honest Jaguar is a fairly small brand and probably in reality there is not enough room in each model line to have an R and an SVR,”* *“We have found [F-Type R](#) and [F-Type SVR](#) kind of compete against each other. The truth of the matter is that F-Type R is a great car and, in some respects, SVR has a challenging time because the R is such a good car in the first place.”* Clearly, by deleting the R models, the SVR models will get greater attention in the marketplace. The first indication of this new policy came with the introduction of the F-Pace SVR without an F-Pace R preceding it, as had been the case with the F-Type. This represents a sizable jump from the F-Pace S model with its 3.0 supercharged V-6 directly to a 550HP supercharged 5.0 V-8 powered F-Pace SVR.

The F-Pace SVR is clearly targeted at the Porsche Macan Turbo, Mercedes-AMG GLC63 and the Alfa Romeo Stelvio Quadrifoglio and it should stack up against them quite nicely. With the same engine as the F-Type R and an active exhaust system with quad tailpipes, spirited performance will be accompanied by a symphony of Jaguar roars. Driving through an eight speed transmission with all-wheel drive this hot SUV makes 0-60 in 4.1 seconds and tops out at 176 mph! That will most certainly get the kids to soccer practice

on time. Handling and stopping are upgraded to match the increased power. The already sports car-like suspension from the F-Pace S is tweaked with stiffer springs and retuned adaptive dampers. The software of the all-wheel drive system has been upgraded to work with the electronically controlled limited slip differential and brake-based torque vectoring. The brakes have grown to 15.5 inches in front and 15.6 inches in the rear. The wheel/tire set-up is staggered with 265-width in front and 295-width in the rear.

Exterior styling cues are somewhat subtle with larger air intakes in the front for improved aerodynamics and cooling. The wider wheels and wheel arches along with an aero body kit give the F-Pace SVR an aggressive stance.



A roof mounted spoiler, some extra vents and quad tailpipes finish the rear nicely. The interior has sport seats in front, the same console shifter from the F-Type and aluminum paddle shifters on the sport steering wheel. SVR badges are tastefully sprinkled inside and out.



The F-Pace SVR should be available in JLR showrooms this summer with a starting price just north of \$80,000.

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

Another Strong Jaguar Presence at Amelia Island

By Bob "Where's Bob" DeLucia

DVJC member Dave Hutchison (2006 Jaguar S-Type), and some fellow Delaware Valley Triumph members, and myself made the 14 1/2 drive straight down, with four drivers and a great and fast rental Suburban.

After a needed rest, we had an invitation to a Bonham Auction preview thanks to Dave Hutchison's connections. Gratis food, adult beverages, etc. LIG!

On a beautiful sunny morning, thanks to Dave once again, Andy Reid of RM Sothebys gave us a pre-auction tour of the great cars that would be auctioned off on Friday. After the tour there, we stopped over at the Bonhams auction to watch the activities there, and view more metal "eye candy" being bid on.

After an early dinner it was off to the 2nd Annual Amelia Motoring Film Exhibition, with some very good shorts- Tom Cotter in "Barn Find Hunter" and "Endurance Icon: Hurley Haywood". But the best, was a very inspirational film "No Limits-Impossible is Just a Word" about Alex Zanardi's comeback to racing.

Friday morning found us at yet another auction, the prestigious Gooding and Company Auction. Prices ranged from the teens to \$5,000,000-\$6,000,000 for a fabulous Ferrari.

I later attended an interesting seminar called "Watts Next...Design Challenges of the Electric Car".

Ian Callum of Jaguar, and Moray Callum, Ian's brother and Ford head of design were part of the panel.

Ian talked about the new iPace, and a prototype of the soon to be offered iPace was there.

Moved to Saturday because of dismal weather forecast for Sunday, The Concours d'Elegance was just another display of extraordinary classic cars on the show field. Perfection personified. E-Type owner and DVJC members Alan and Robin Anspaugh, were there, as well as DVJC's Gerry Kunkle

This year's competition drew more than 300 cars and motorcycles into 35 classes to the 10th and 18th Fairways of the Golf Club of Amelia Island.

Jaguar had a very strong presence on the show field, with all of its new models, including the new Sport-brake and E-Pace, both of which I had not seen before. Jaguar canvas bags and hats were available for those that had signed up for additional information. The prototype iPace was also there. In addition to being on the

field, Jaguar had a strong presence by the host Ritz-Carlton as participants could sign up for test drives in F-Types, F-Pace, and the new XF-Sedan.

On the Concours field were 10 E-Types, one C-Type Racing, and an XK-150-C.

Also on the field, the Jaguar XJR-5 PC # 367 - Chassis number ten that Brian Redman joined the Group 44 Jaguar team in 1984 and won the Miami Grand Pix for the team's only 1984 victory.

And the XJR-5 #010 Jaguar PC # 367. It was one of three Group 44 XJR-5s taken to Le Mans twice as Group 44's backup cars. Raced as #44 in period by Bob Tullius, Doc Bundy, Chip Robinson, Jim Adams and Brian Redman (Miami 1985). Logged podium finishes at Portland (1984 Tullius/Bundy), Sears Point (Bundy 1984) Pocono (1984 Tullius/Bundy) and Portland (Tullius/Robinson 1985).

Additional highlights on the field included a full class of the outrageous customs of "Big Daddy" Ed Roth. Ed Roth was a legend and an iconoclast. He created some of the most outrageous, reality bending customs of an era that thrived on American individualism run delightfully amok. Roth's cars took the term "custom" beyond the edge. His signature Beatnik Bandit, Orb-tron and Surfite all enjoyed successful movie cameos in addition to their star status in hot rod and custom car magazines.

As mentioned in just the last publication of "Purr" by Paul Trout, another highlight was the recently-discovered Ford Mustang Fastback from the 1968 movie Bullitt was featured in the Hagerty booth. After being reclaimed just a few months ago, the Bullitt Mustang became the twenty-first automobile on the National Historic Vehicle Register, insuring that both the film and the car will live on in the Library of Congress.

A 1929 Duesenberg J/SJ Convertible and a 1963 Ferrari 250/275P won the Best in Show honors on Saturday. It was another crowd pleasing year and they gave special honor to the only double Formula 1 World Champion and two-time winner of the Indianapolis 500, Emerson Fittipaldi. They displayed a number of the vehicles he raced in including a 1970 Lotus 72/5, 1974 McLaren M23/5, 1974 Porsche 911 RSR IROC, and 1977 Chevrolet IROC Camaro Z28.

Remembering Kurt

By Brian Craig

DVJC President (14 years) - Kurt

Rally—Kurt

Concours—Kurt

Slalom—Kurt

Chief Judge—Kurt

JCNA AGM—Kurt

Trophies—Kurt

Board Meetings—Kurt

Socials—Kurt

Breakfasts—Kurt

DVJC Equipment—Kurt

Procurer of Equipment—Kurt

Traveler Contact—Kurt

Historian—Kurt

Loved to tell Jaguar stories—Kurt

Was there when you needed him—Kurt

Loved Pat and his family—Kurt

Indestructible—We all thought that was Kurt. We were wrong.

Hole That Cannot Be Filled—Kurt



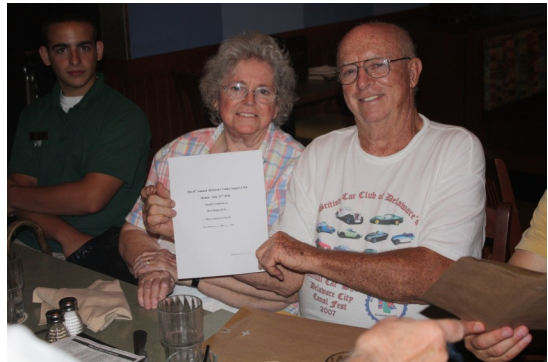
My first photo of Kurt, Oct. 24, 2004, presenting one of his hand made trophies.



I can think of no better way to pay tribute to Kurt than to share some of my favorite photos. It's hard to make this selection as I have over 3,000 photos of this wonderful man. He is the reason Pauline and I rally. We miss him.



Remembering Kurt (continued)





Yardley – Easton Annual Triumph / Jaguar Delaware River Scenic Drive



Saturday May, 19th, 9 am depart the Yardley Inn for a 45-mile scenic drive up Delaware River to Two Rivers Brewery in Easton, PA for Brunch. (Yardley Inn, 82 East Afton Avenue, Yardley PA, 19067)

We plan to crisscross the Delaware River bridges up to Easton. Ending at to Two Rivers Brewery by 11:00 for brunch afterward we will be having a tour and a tasting at the Weyerbacher Brewery in Easton.

Please RSVP!

DVJC contact Rich Rosen - rosen244@verizon.net or call 609-923-7655
DVT contact Bob De Lucia - yukon80@comcast.net or call 267-258-7071



Visit to Simeone's Best of Britain

Article and Photos By Bob "Where's Bob" DeLucia

The Simeone Foundation in Philadelphia once again presented the "Best of Britain." "Forgotten Fiberglass Racers" opened the weekend before we arrived. The event features the British fiberglass racers of the 1950's through the 1980's. Sponsored by Ragtops & Roadsters. The museum staff and Dave Hutchison of Ragtops, and DVJC member, combed the dark reaches of many garages and race shops to bring together this collection of fifteen rare and beautiful competition cars that originally came from the other the side of the pond.

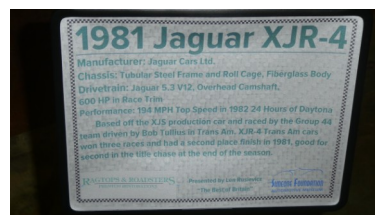
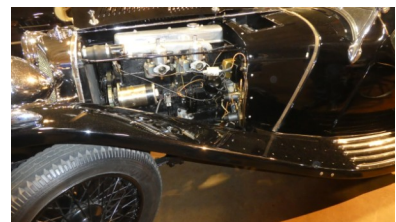
Many British Car clubs planned their visit for Saturday, February 24th. Besides DVJC, representatives were there from DVT, Austin-Healey Sports and Touring Club, British Car Club of Southern NJ, and several others.

John Nikas, the author of "Rule Britannia"

with photographs by Michael Furman, was there Saturday afternoon to speak about the history of British Sports Cars. The Simeone Museum "Demo Day" was also a feature. "The Great Rallys Demo Day" that started at noon.

After a brief lecture about the history of rallying by Dr. Simeone, he enjoyed driving some of his amazing collection in the back parking lot. He drove a 1956 Mercedes 300 SL Gullwing Coupe, a 1938 Jaguar 3.5 Litre SS 100, a Austin-Healey 100-4 BN1, a 1948 Talbot-Lago T26 Grand Sport Coupe, and a beast 1954 Ferrari 375 MM Pinin Farina Spyder. Wow!

Several DVJC members attended.



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Delaware Valley Jaguar Club Breakfast Socials

April 15, 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) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

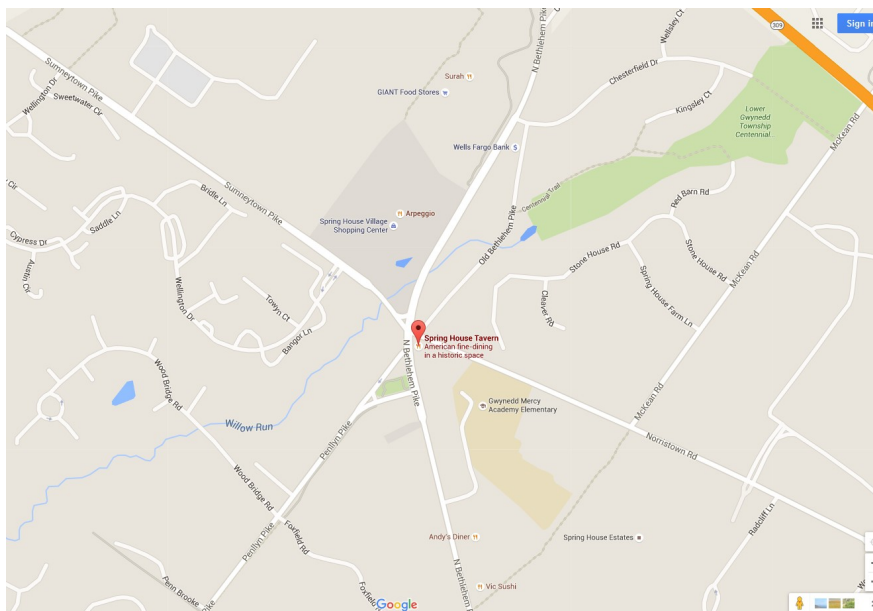
Driving directions from the Pennsylvania Turnpike:

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*



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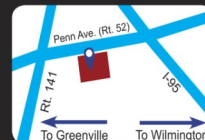
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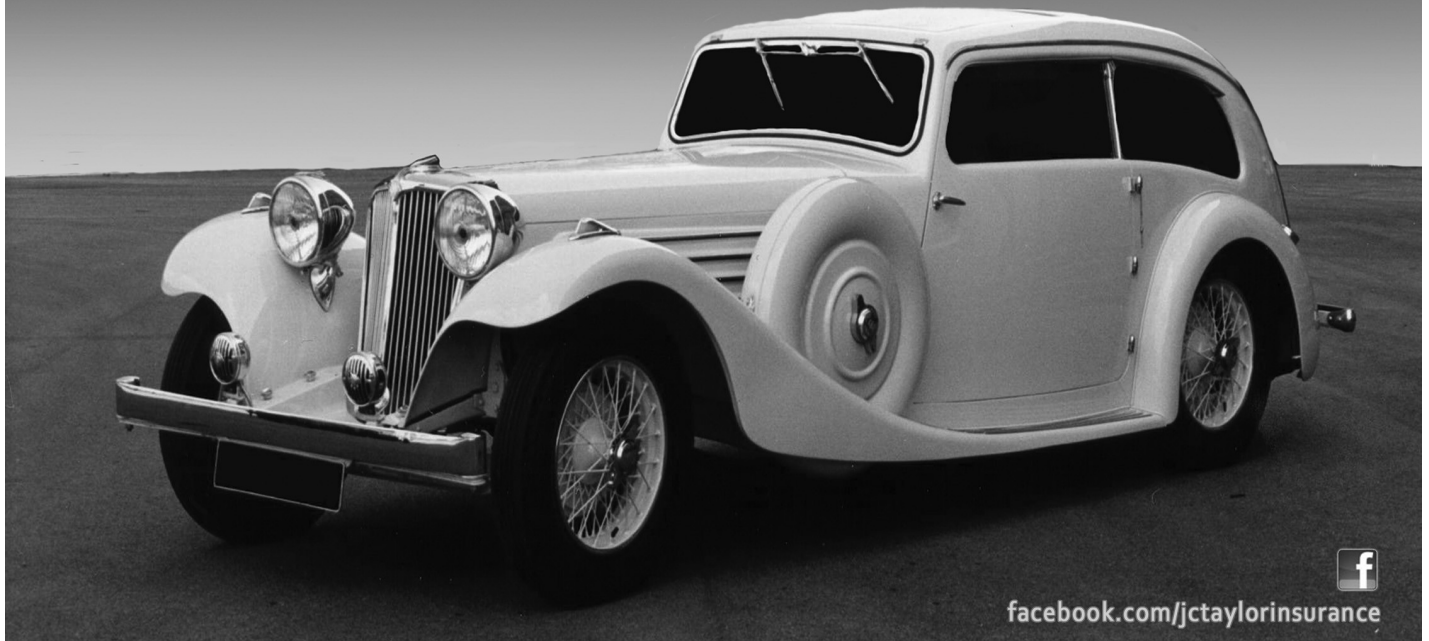


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