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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*May 2018*

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## DVJC at NERC



Congratulations to Rally Round the Erie Canal participants Brian Craig, Pauline Craig, Bill Beible, Nancy Beible, Betty Kress, and Steve Kress. These DVJC members participated in the JCNA sanctioned rally hosted by the Northeast Rally Club. The event was based at the Egypt Volunteer Fire Department in Fairport, New York. Northeast Rally Club rallies raise funds for local charities that host the events. The Rally Round The Erie Canal raised more than \$15,000 for the Egypt Fire Department. Story and results on page 23—24.



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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### MEMBERSHIP RATES

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### DVJC OFFICERS INFORMATION

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	TBD		
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Club Merchandise			

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Chairman	Charles Olson	215-757-2028	cwolson29@comcast.net
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Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

# Upcoming DVJC Events

**May 27, 2018**  
**7:30 A.M.**

**DVJC Breakfast Social (See page 22)**  
**La Locanda Restaurant, 4989 West Chester Pike,**  
**Newtown Square, PA 19073**

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

**May 19, 2018**

**Yardley to Easton Annual Triumph / Jaguar**  
**Delaware River Scenic Drive**  
**Yardley to Easton (See page 17)**

*Contact: Rich Rosen, 609-923-7655*

**June 2, 2018**

**DVJC Annual Concours d'Elegance (see pp. 9-10)**  
**Pre-registration required for Champion, Driven and**  
**Special Divisions**

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

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

**June 17, 2018**

**10:00 A.M.**

**DVJC Breakfast Social (see p. 20)**  
**Spring House Tavern, 1032 Bethlehem Pike,**  
**Spring House, PA 19477**

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

**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

**June 16, 2018**

**2018 Philadelphia Concours d'Elegance**  
**Simeone Foundation Automotive Museum**  
**6825-31 Norwitch Drive, Philadelphia, PA**

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





# President's Mewsings *May 2018*

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

## DVJC News and Other Stuff ...

**Monthly Breakfasts:** A reminder: **The May breakfast will be held at La Locanda Restaurant on West Chester Pike (Route 3) in Edgmont on May 27th at 7:30am. See the flyer on page 22 for details.** 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. **YOU MUST ABSOLUTELY, POSITIVELY REGISTER AT THE DVJC WEBSITE (<https://delvaljaguarclub.com>) OR RSVP DIRECTLY TO ME ([pawlym@aol.com](mailto:pawlym@aol.com)) IF YOU PLAN TO ATTEND.** The cost of the brunch is \$26/person plus tax and gratuity and includes one mimosa per person. They will also have a cash bar.

Our monthly breakfasts will resume at the Spring House Tavern on June 17, Father's Day.

**Rally:** Our first sanctioned rally in 2018, Rally Round the Erie Canal, is being held as I am writing this column (May 4-6 in Fairport NY). We have several DVJC members participating, including our Purr editors Brian & Pauline Craig. See page 24 for results.

**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@verizon.net](mailto:rosen244@verizon.net)) or register at the DVJC website (<https://delvaljaguarclub.com>). The cost is \$24.00 for the brunch. See page 17 for more details.

**Concours:** Plans are coming along for the Annual Concours d'Elegance on June 2 under the chairmanship of Jim Sjooren and chief judge Charlie Olson 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 along with food, beverages, and live music event called Ales and Petals organized by the Lodge. See page (9—10). Recertification of DVJC judges is occurring on May 3 and May 10.

**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).

## Galivanting Around Watkins Glen ...

We have a great turnout of DVJC members traveling to Watkins Glen in September – 20 cars and 35 people as I write this column. Nineteen of the 20 cars are registered for the Tour de Marque on Friday, September 7 and fifteen cars are registered for the FLX Car Show & Climb to the Top on Thursday September 6. On Saturday, September 8, I plan to organize a scenic tour around Seneca Lake that will include tastings at several of the wineries, breweries, distilleries, and creameries in the area.

Most of you are aware that the Finger Lakes Region is known for its vast array of wineries and wine trails to explore as well as its natural beauty. The region's "micro-climate" is perfect for wine production - making this region the largest and most acclaimed winemaking region in the Eastern United States. Steep slopes surrounding the lakes provide a natural means for rainwater and air drainage during the spring and summer growing season, and the plunging depth of the lakes moderates the region's cool autumns with gentle, warming fog, thereby extending the growing season. Local wineries produce many wines, but the cool climate grape, Riesling, has become the signature Finger Lakes varietal wine known the world over. While Riesling remains the signature wine of the region, tireless experimentation has led to success with several other grape varieties including Pinot Noir, Cabernet Franc, Chardonnay, and Gewurztraminer, to name a few. The Finger Lakes is also home to some of the most spectacular sparkling wine production outside of France's Champagne region.

The region has also shown growth in the number of craft breweries and distilleries in recent years. In addition, those who like to enjoy a bit of cheese with their wine are not to be left out. The lesser-known Finger Lakes Cheese Trail is a collection of creameries making artisan cheeses that are sure to please any cheese enthusiast. My favorite happens to be the Muranda Cheese Company in Waterloo, N.Y., centrally located between Seneca and Cayuga Lakes. Their cheese tasting room features several different varieties, but they are most well-known for their Red Buddy cheese which starts as an aged Swiss and finishes as a cheddar.

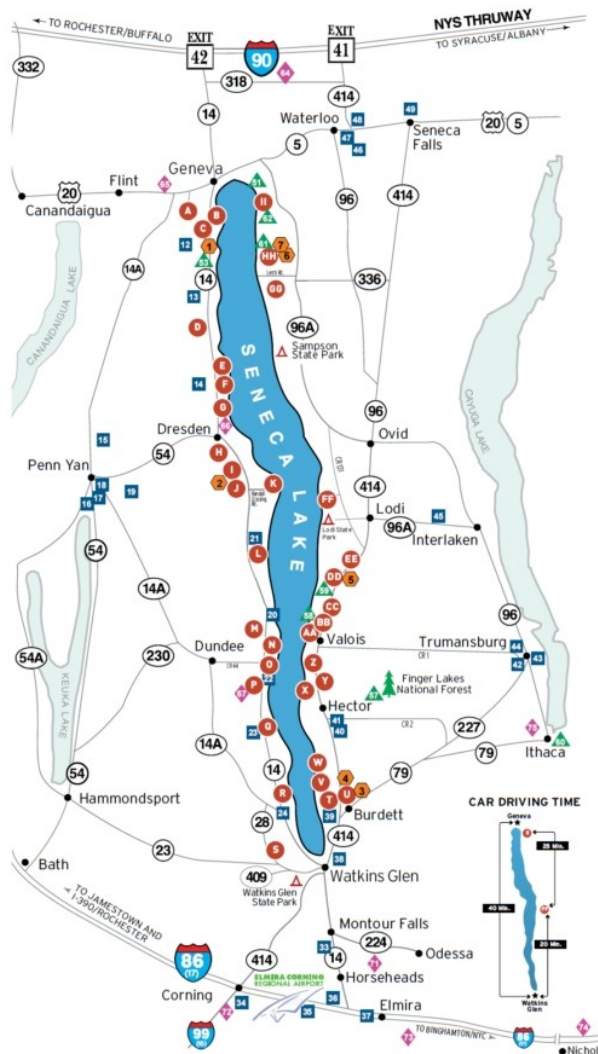
In the map below, the wineries are shown in red with alphabetical labels and the craft beverage producers are shown numerically with orange hexagons. For our Saturday tour, I will select 3 or 4 wineries, 1 or 2 craft breweries, a distillery, and a creamery for our stops. We will likely start about 10:00 am and take a break for lunch at

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

one of the venues that also serves food. The tour will conclude in the mid/late afternoon. The driving pace will be relaxed so that you can enjoy the magnificent scenery (pray for good weather).

- [A] Ravines Wine Cellars
- [B] Belhurst Estate Winery
- [C] White Springs Winery
- [D] Fox Run Vineyards
- [E] Serenity Vineyards
- [F] Seneca Shore Wine Cellars
- [G] Anthony Road Wine Company
- [H] Prejean Winery
- [I] Torrey Ridge Winery
- [J] Earle Estates Meadery
- [K] Miles Wine Cellars
- [L] Villa Bellangelo
- [M] Fruit Yard Winery
- [N] Hickory Hollow Wine Cellars
- [O] Glenora Wine Cellars
- [P] Fulkerson Winery
- [Q] Rock Stream Vineyards
- [R] Lakewood Vineyards
- [S] Castel Grisch Winery
- [T] Catharine Valley Winery
- [U] J.R. Dill Winery
- [V] Atwater Estate Vineyards
- [W] Chateau LaFayette Reneau
- [X] Leidenfrost Vineyards
- [Y] Hazlitt 1852 Vineyards
- [Z] Penguin Bay Winery
- [AA] Bagley's Poplar Ridge Vineyards
- [BB] Caywood Vineyards
- [CC] Wagner Vineyards
- [DD] Lamoreaux Landing
- [EE] Boundary Breaks Vineyard
- [FF] Zugibe Vineyards
- [GG] Three Brothers Wineries & Estates
- [HH] Ventosa Vineyards

- [1] Glass Factory Brew House
- [2] Climbing Bines Craft Ale Company & Hop Farm
- [3] Wort Hog Cidery
- [4] Finger Lakes Distilling
- [5] Grist Iron Brewing Company
- [6] Wagner Valley Brewing Company at Wagner Vineyards
- [7] Finger Lakes Cider House
- [8] War Horse Brewing Company
- [9] Red Apple Bombshell Hard Cider



## Formula E Update ...

### A Surprising Top Team

Formula E is welcoming many of motorsport's major manufacturers, including Jaguar, Mercedes, Porsche, BMW, Nissan, Audi, Renault, DS, NIO, and Mahindra. Despite the resources, both financially and technically, of the manufacturer teams, the team currently at the top of the manufacturer's points standings is a much smaller, independent outfit - Techeetah. This Chinese-owned and backed customer team has been

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

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able to take on and beat the best of the rest is a classic David-and-Goliath tale due in part to how the rules formulated by the FIA and Formula E have found a perfect balance between allowing technological development while at the same time keeping a handle on costs. That, in turn, creates the sort of unpredictable results and races the fans crave and allows the Davids to compete with the Goliaths. Well done!

## **A Surprising Offer**

Formula E CEO Alejandro Agag has made a surprise bid of 600 million Euros for outright ownership of the Formula E racing series. Series founder Agag states his ambition is to have greater influence over the future direction of the championship by assuming full control of the shareholding. In the letter, dated May 4, 2018 and addressed to the chairman of the Formula E board of directors, Agag writes: "As an entrepreneur I would like to increase my interest in the business and influence in its future direction. I strongly believe in the future of Formula E and this offer is an expression of that confidence. For this reason, I would like to make a proposal to buy all the shares in the company at a value of €600m equity value."

Agag's move comes as the series, now in its fourth season, continues to attract interest from the world's major automotive manufacturers. Audi increased its FE presence at the Abt squad into a full works entry for this season, with BMW set to enter in the 2018/19 campaign, when the championship's Gen2 car will make its debut. Nissan will replace alliance partner Renault at the e.dams entry for next season and both Porsche and Mercedes have confirmed full works entries for the following championship in 2019/20. Swiss electronics giant ABB was recently announced as naming partner of the championship, which has also attracted high-profile sponsorship deals (either with the championship or one of its teams) from companies including Allianz and Hugo Boss - both of which previously invested in Formula 1.

Commenting on Agag's move, Mercedes F1 team boss Toto Wolff, said: "In my opinion, behind every great success story there's an entrepreneur's vision and against all odds Alejandro has created this series that nobody really gave a chance to when it was launched. Now all the major car manufacturers have joined Formula E and a very, very big part of that is down to Alejandro."

If it hadn't been for his drive I think maybe even Mercedes would have considered it differently."

## **A Surprising Addition**

Over a year from his surprising retirement from Formula 1, 2016 World Champion Nico Rosberg is using his considerable knowledge of motorsport by dipping his toes into a new business venture -- he's joining the Formula E series as an investor and shareholder. Formula E (and Formula 1) fans are also in for a treat. Rosberg is to get behind the wheel of the striking new Gen2 model ahead of May's Berlin E-Prix, giving fans a first public demonstration of the new car design - described as "the future of racing." More on this in next month's Mewsings.

## **Catching Up on Formula E Results**

**Mexico City, Mexico, Saturday March 3, 2018:** Panasonic Jaguar Racing returned to Mexico City and achieved its highest ever Formula E points haul to move to third in the team standings. The successful race concluded a historic week for Jaguar following the launch of their new all-electric Jaguar I-PACE.

Brazilian Nelson Piquet Jr showcased his consistency and race craft with another strong performance. The team made a strategic decision to keep him out on track for one more lap compared to the rest of the field, giving Nelson more usable energy for the second half of the race. Nelson battled it out for a podium finish with Sebastian Buemi but settled for fourth and more valuable points.

Mitch Evans started in twelfth position, and after a strong start he rapidly moved into the top ten. A quick pit-stop put him in front of his team-mate, but Nelson was able to safely overtake with more energy available leaving Mitch with a clean run to the end finishing in sixth.

Panasonic Jaguar Racing moved to third place in the team standings with 74 points. Both drivers held their positions in the driver's championship with Nelson in fifth and Mitch in seventh place.

**Punta del Este, Uruguay, Saturday March 17, 2018:** Panasonic Jaguar Racing raced to another fourth-place finish in the ABB FIA Formula E Punta del Este E-Prix showing the team's continuous improve-



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

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ment since entering the electric street racing series. A rollercoaster qualifying session saw Mitch Evans go through to his second super pole shoot out of the season with the third fastest time. Team-mate Nelson Piquet Jr suffered damage to his car after hitting one of the circuit's unforgiving walls. In super pole, Mitch put his Jaguar I-TYPE 2 third quickest before a technical infringement pushed him back to 16th on the starting grid.

Showcasing his determination, raw-pace and instinct for overtaking, Mitch was soon into the top ten and by lap eighteen he was well-placed for more points. Following a quick pit stop he sat sixth with less than fifteen laps remaining. He completed one of the outstanding passes of the day, on the inside of Alex Lynn at the daunting turn 13, to cross the line in fourth.

As they head back to Europe for the first Rome E-Prix, Mitch has moved up to sixth in the driver standings and Nelson remains one place higher in fifth.

**Rome, Italy, Saturday April 14, 2018:** The Panasonic Jaguar Racing Team was once again at the heart of the action as the team's record of scoring points in each round of the 2017/18 season continued. Mitch delivered the team's highest ever starting position of third place with team-mate Nelson starting 13th on the grid. Both Nelson and Mitch made solid starts and managed the energy of their Jaguar's efficiently. As the half way point of the race approached, Nelson pitted first for the team, but encountered difficulties with his seatbelts as he pulled away from the garage, he retired shortly after. Following a successful car change on lap 16, Mitch was in the midst of a nail-biting battle for a podium and possible win. While running as high as second, he was battling Sam Bird for the win. On

lap 29 Mitch attacked into turn 9 but Bird defended the inside and he lost momentum depleting his energy reserves. He eventually crossed the line in ninth.

As they move on to Paris for the next round, Nelson sits in sixth and Mitch in seventh in the Championship.

**Paris, France, Saturday April 28, 2018:** Panasonic Jaguar Racing endured a challenging weekend of racing as their consistent record of scoring points in each round of the 2017/2018 ABB FIA Formula E Championship finally came to an end.

Following a precautionary gearbox change Mitch Evans was given a 10-place grid penalty which meant, despite qualifying 12<sup>th</sup>, he started the race at the back of the grid. Following an extraordinary effort from the race team, after suffering crashes to both cars in both practice sessions, Nelson Piquet Jr was unable to qualify ahead of the race and ultimately started 18th.

After gaining two places at the start of the race, Mitch was caught in a first lap incident leading to an unscheduled nose change. After rejoining the race, he managed to bring his Jaguar I-TYPE 2 home in 15th. Following the mandatory car change on lap 25, Nelson encountered issues with his seatbelts and for safety reasons was forced to retire.

Panasonic Jaguar Racing now moves on to Berlin Flughafen Tempelhof in fifth place in the team standings for Round 9 of the ABB FIA Formula E Championship on May 19<sup>th</sup>. In the driver standings, Nelson is sitting seventh and Mitch eighth.

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

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## WELCOME NEW MEMBERS

Terence Connor, West Chester, PA

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Saturday June 2, 2018

## A JCNA Sanctioned Concours d'Elegance

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

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

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

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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)

<b>Champion Division Classes</b> <b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) <b>C2/120:</b> XK 120 (1948-54) <b>C3/140:</b> XK 140 (1955-57) <b>C4/150:</b> XK 150 (1957-61) <b>C5/E1:</b> E-Types, Series 1 (1961-67) <b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>C7/E3:</b> E-Types, Series 3 (1971-75) <b>C8/SLS:</b> Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>C9/XJ:</b> XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On) <b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) <b>C17/PN:</b> Preservation Class (more than 35 years old) <b>C18/PN:</b> Preservation Class (20 to 35 years old) <b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On) <b>C20/F:</b> F-TYPE (2013-On) <b>C21/FP:</b> F-PACE (2016 – On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <b>C9/XJ</b> and <b>C10/XJ</b> according to their years, engines, and body styles.	<b>Driven Division Classes</b> <b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 <b>D2/E1:</b> E-Types (1961-67) <b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>D4/E3:</b> Series 3 E-Types (1971-75) <b>D5/SLS:</b> Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>D6/XJ:</b> XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On) <b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b> <b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) <b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On) <b>D15/F:</b> F-TYPE (2013-On) <b>D16/FP:</b> F-PACE (2016 – On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <b>D6/XJ</b> and <b>D12/J8</b> according to their years, engines, and body styles. <b>Special Division Classes</b> <b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition <b>S2/MOD:</b> Modified <b>S3/REP:</b> Replica (non-production, Jaguar powered)
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Classes can be viewed at the JCNA Web site at: [www.jcna.com/sites/default/files/files/14-Apx\\_D\\_Concours\\_Classes\\_2017.pdf](http://www.jcna.com/sites/default/files/files/14-Apx_D_Concours_Classes_2017.pdf)

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## 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 - May 2018

By Paul Trout

### It's Time to Drive Them

Winter 2017/18 is history and that very strange April is also behind us. If you didn't get all of your Jaguar related projects completed its time to get busy. If you did; a tip of my DVJC cap to you! Either way, driving time is upon us. It's time to enjoy your Jaguar! One of the advantages to being a member of DVJC is that we provide plenty of incentives to take that cover off of your cat and experience "The Art of Performance." Unlike my wife's Jaguar which is her daily driver, mine spends way too much time in our garage snuggled under its cover. Every time I walk past it that voice in my head whispers "You should drive it more." Now I don't listen to all of the voices in my head, but I listened to that one this week. I actually had the XKR out to stretch its legs twice this week. On Thursday I drove it over to Ft Washington to participate in the DVJC Concours judge training session at Tom & Carolyn Shaner's lovely home. Thank you to Tom and Carolyn for your gracious hospitality in hosting the event. On the way there I was having a nice high speed run on the PA turnpike until the standard back-up near Norristown showed up. Creeping along for a couple of miles was made a bit more enjoyable by rolling behind/alongside/in front of a nice green XF V-8. By the amount of time the driver spent focused on his smart phone it was a safe guess he was a businessman on the usual commute home. While he never looked up to acknowledge the cat in the lane next to his; I suspect he was having his own version of "A Jaguar Kind of Day." The breakaway from the back-up just a couple of miles from the Ft. Washington exit was a bit like when the pace car pulls off after a full course yellow. As the pandemonium-like high speed position shuffle erupted I decided to let the rest of the pack have their day and moved to the right. The XKR and I knew full well we could be out in front if we had wanted to be.....or at least two-wide with the XF.

Arriving at the cul-de-sac upon which the Shaner's live was a sight that would bring a smile to any Jaguar lover's face. There were Jags everywhere! They were parked fully around the circle of the cul-de-sac, on the street leading in, and in the driveway. No trouble finding their place. I took a moment to admire Tom's beautiful yellow E-Type peeking out of its garage. Very nice car Tom!

Inside a sizable group of DVJC regulars was enjoying a light repast and socializing in anticipation of the JCNA Judges Certification Training. Eating and socializing is an important piece of the DVJC experience. Aside from the "How have you been and how are the grandkids, etc...." there is a lot of good "speaking of things Jaguar." My Jaguar experience doesn't have quite the breadth, depth, or span of many of our members, so I always learn a lot at our get-togethers. Given the time constraints and limited attention span of most present; Charlie Olson, now Chief Judge, did a great job of herding the cat owners through the certification exam. With that checked off, we moved on to an excellent slide presentation prepared by Dick Cavicke, JCNA Chief Judge. The 107 page power point presentation was very informative. The theme of the presentation is to reinforce the philosophy of the JCNA Concours Judging: In order for Concours scores to be meaningful in establishing North American competition standings, Judges throughout North America must judge each JCNA Concours Entry on the basis of a recognized standard. The JCNA Concours standard continues to be: "The Entry's configuration and condition shall be as it was officially documented or intended to have left the factory." As with any session of this type, there was a bit of good natured kidding about the judging process, car presentations, owners' perspectives, etc. I suggested the reason the entrant is asked to place the over mats on the ground by the car door is so the judges have something to kneel on when they inspect the interior... Notwithstanding the kidding, as a group the DVJC Concours judges are a pretty responsible group. They understand that while having E-Type spark plug wire ends on an XK120 engine might seem unimportant to one entrant; it IS important to the entrant that has the correct ones.

As if we weren't all "Jagured-up" enough, Tom ended the evening by showing the video of Top Gear's (at the time) Jeremy Clarkson paying tribute to the E-Type on its 50<sup>th</sup> anniversary. It is informative and, at times, quite hilarious. If you haven't seen it just Google "Jeremy Clarkson E-Type" and it will surface by the time you type the "-". Well worth its eight minute length. With visions of Jaguar lore and facts dancing in my head, the XKR stretched its legs on a spirited run home. I waited until morning to put the cover back on so that I could go out to the garage and savor

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

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its lines one more time before turning in. I'm like that. It had been "A Jaguar Kind of Day."

Despite viewing the weather predictions with some skepticism earlier in the week, Saturday dawned with promise of a pretty nice day. The XKR got uncovered for the second time in three days; perhaps, unfortunately, a record. Saturday was Ragtops & Roadsters 24<sup>th</sup> annual Spring Open House. The sweeping entrance and exit ramps of Rt. 422 provided some early thrills followed by some fun on twisty secondary roads on the way up to Perkasio. I even got some slalom practice in by dodging a few of PA's well placed pot-holes. As I turned onto 4<sup>th</sup> Street, it was clear that the nice weather brought out many of Britain's finest. An entire block and more of MGs, Triumphs, Healeys, Jaguars, Aston Martins, Morgans and a plethora of Lotus. With cars entering and leaving throughout the day, the street scene was continuous British car enthusiast sensory overload of color, shape, sound and smell. While those few who arrived in Porsches parked outside of the barriers, a very nice Fiat Abarth Spyder and a Mustang GT 350 snuck in. Given their uniqueness and awesome sounds, no one seemed to mind. At first the XKR seemed a bit like a teenager at a senior's party, but after I noticed a couple of contemporary Jaguars and Astons, we felt more comfortable.

Strolling up 4<sup>th</sup> street admiring some of the great British sports cars parked diagonally on both sides, I bumped into the Green Lane Growler, Kevin Fitzgerald. As we were admiring a very nice red late '67 E-Type OTS, Mike Wolf pulled up in his E-Type Coupe. While Mike was quick to claim otherwise, Kevin suggested it looked like it had just been simonized (a term I hadn't heard in quite a while). Regardless, that creamy white just sparkled in the sunlight, setting off those magnificently sensuous lines. Taking nothing away for the OTS, I feel the E-Type coupe truly is, as Enzo Ferrari once said of it, the most beautiful car in the world.

Before heading inside I took a moment to savor the sight of all of those gleaming cars parked in front of the historic old building that houses Ragtops and Roadsters. Built in the early 20s for a moving and storage company, it has also been a hosiery mill, carpet store and furniture repair shop. For twenty five years it housed the Dudley Baseballs, supplier to both the American and National Leagues. An Automobile dealership was resident in the 50s and it housed a slot car track in the 70s. With its storied history, the Ragtops and Roadsters shop has as much character as the

cars it services. Once inside the charm of the showroom is matched by the customer cars on display. Our Marque was well represented on the wooden floors of the showroom with an XK150 DHC, and E-Type OTS and a magnificent SS100. Shortly after we were inside, Dave Hutchison, Operations Manager and DVJC member, gathered everyone together for a short tour of the cars and the building. Dave is the face of Ragtops and Roadsters. He is the first person you will encounter if you are having a car serviced or restored and the last person to drive your car to certify the work has been completed properly before it is returned to you. He is an engaging personality with an enthusiastic depth of British car knowledge and a wonderfully dry sense of humor. Each stop on the tour was full of pertinent information and British car humor. The character of the showroom is well matched by the shop downstairs. Classic British cars are not restored in the operating rooms that make up a Lexus service department; they are patiently resurrected in a shop like this. The well used jack stands and work benches that could tell many tales and an overall patina tells you that the mechanics (I know they call them technicians today) take their craft seriously. The shop just has that feel of "back in the day" when these cars were serviced as used sports cars. The shop and the cars in it are a great match.

After the tour I bumped into Paul and Irena Merluzzi, who had arrived in Irena's V-Type (Volvo). I'll let Paul tell you that story at a breakfast social. Judging from a couple of XK8s parked nearby, I suspect there were a couple of other DVJC members in attendance, so our club was fairly well represented. If you haven't been to a Ragtops and Roadsters Open House, you are missing out on an opportunity to enjoy your Jaguar, see some old friends, make some new ones and explore a grand old shop.

The XKR is back snuggled in its cover, but it won't be staying there long. DVJC has plenty of events coming up in the next few weeks. The Annual Yardley – Easton Scenic Drive is coming up on May 19<sup>th</sup>. This is a driving event that is 45 miles of scenic roads that crisscross the Delaware River to a lunch destination and craft beer tasting. On May 27<sup>th</sup> the monthly DVJC Breakfast Social moves to La Loconda in West Chester to include viewing the Monte Carlo F1 race on a number of big screens. I understand the collection of exotic and classic cars that show up in the parking lot is worth the trip alone. Then on June 2<sup>nd</sup> we have the DVJC Concours, our signature event of the year, as part of the Cars and Motorcycles of England event at

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

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the new/old venue of Hope Lodge in Ft. Washington, PA. June 17<sup>th</sup> our monthly DVJC Breakfast Social returns to the Spring House Tavern. On June 30<sup>th</sup>, the Merluzzi's will be hosting a Jaguar Gathering of Friends at Casa Merluzzi in West Chester. The July DVJC Breakfast Social will be at our usual location at the Spring House Tavern. Our annual slalom will be held at Garnet Valley High School, home of the Jaguars, on July 21st. The Slalom is a great way to practice vehicle control and driving expertise in a safe, well-controlled environment. We hope to have a great turnout for the slalom this year in honor of Kurt Rapold.

So, as you can see, there are plenty of opportunities to take your Jaguar out for some exercise and spend some time with other Jaguar enthusiasts. For more information and to register for these and other DVJC events, please go to the DVJC web site at [www.delvaljaguarclub.com/events](http://www.delvaljaguarclub.com/events).

While you are there, please register your membership if you haven't done so already.

### Fiftieth Anniversaries are Special!

As many of you are aware, September 2018 marks fifty years since the introduction of the Jaguar XJ6. Quite revolutionary at its introduction and through its evolution, the (now) XJ continues to be Jaguar's flagship. In recognition of the golden jubilee of Jaguar's longest running model, "Speaking of Things Jaguar" will be a bit XJ centric through September. I might suggest that members who own XJ saloons (we have close to fifty in the club) make an effort to drive them to club events over the next few months in honor of this significant milestone year. Hopefully there will be a good turnout of XJ saloons at the DVJC Concours next month. While the magnificent Jaguar sports cars tend to gather most of the attention, take some time to savor the classic, graceful lines and luxurious interiors of the XJ saloons. You won't be disappointed.

### Jaguar Celebrates Fifty Years with the XJ50



Jaguar is marking 50 years of its flagship XJ luxury saloon - the choice of business leaders, celebrities, politicians and royalty for five decades - with the

launch of a new special edition model; the XJ50. While the Beijing Auto show may seem an odd location for Jaguar to introduce its special edition model XJ to celebrate fifty years of the legendary flagship model, China is, in fact the world's largest automobile market and a growing one for JLR. That aside, introduced as a 2019 model, the XJ50 as a commemorative edition is a stunning automobile. Offered in both standard and long wheelbase specification, the XJ50 has restyled front and rear bumpers, a gloss black grill, unique badging and 20 inch diamond-turned Venom aluminum wheels with black inserts. Exterior color choices are limited to Fuji White, Santorini Black, Loire Blue and Rosello Red.



In the cabin are diamond quilted leather seats with embossed Jaguar logos on the headrests and the XJ50 logo on the armrests.



The XJ50 logo also graces the illuminated treadplates. Anodized shifter paddles and foot pedals add a sporting touch.



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

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Power train offerings include the 340-horsepower supercharged V-6 with optional all-wheel-drive, the 470-horsepower supercharged V-8 and, in some markets, the 3.0 litre 296-horsepower diesel V-6. All power choices will be matched to the eight-speed ZF automatic gearbox.

Ian Callum, Jaguar Director of Design says of the XJ50: "Spanning half a century, the Jaguar XJ remains true to its heritage with a wonderful balance of beautiful design, intelligent performance and indulgent luxury that ensures it stands out from the crowd. This is a car worth celebrating and the XJ50 pays homage to a giant within the Jaguar brand that we believe is one of the world's most stylish sporting saloons."

Celebrating a half a century of Jaguar performance, technology and luxury, the XJ50 will command a \$20k premium over standard XJ pricing.

### When the XJ12 went Racing



The British version of "Win on Sunday; sell on Monday" is the British Saloon Car Championship. In the sixties and early seventies a name well associated with the British Saloon Car Championship was Broadspeed Engineering. Started in 1962 by Ralph Broad who was already known for his success tuning and racing BMC minis. In 1965 BMC provided works support

for Broadspeed Engineering to run in the European Touring Car Championship, a similar series with much broader exposure for the manufacturer. Broadspeed achieved several class wins for BMC that season, but switched to Ford for the next season. Broadspeed prepared Anglias won the ETCC in 1966. In 1974 after close to a decade with Ford, Broadspeed switched to British Leyland. The Broadspeed Triumph Dolomites won the BTCC Championship for British Leyland in 1975. Prior to securing the deal with British Leyland to race the Dolomites, Ralph had approached Jaguar's chairman about racing the soon to be announced XJ-S with its 5.3 liter V-12 engine in the European Touring Car Championship. He was turned down because Jaguar's chief engineer was adamant that Jaguars should not be raced by "outsiders". A year later with the Triumph Dolomite championship buoying his profile within the Leyland organization and Leyland's competition department centralized, Ralph had a more positive reception. As it turned out, he got the right engine, but the wrong car. British Leyland chose the XJ12C.

When the first XJ12 shell was delivered to Broadspeed's workshop the reception was less than positive. Andy Rouse, former race driver and now development engineer on the XJ12 project was less than impressed; "...there was a Rover SD1 in the car park, and I can remember – after looking at the Jaguar – going into Ralph's office and saying, we've got the wrong car; we should be racing the Rover."

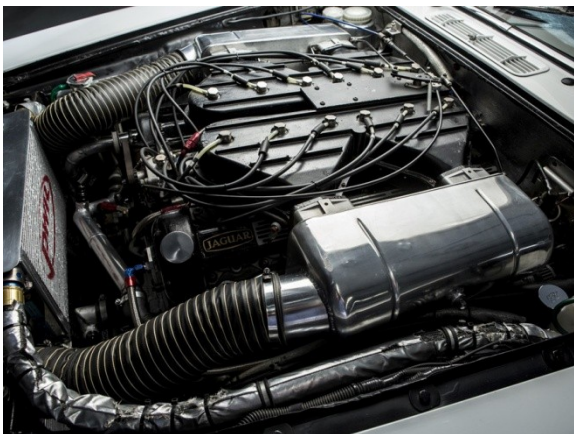


Developing the V-12 engine for racing was the first of many challenges. Regulations required the cars to run with wet sumps. Several engines were destroyed while modifying the V-12 sump to reduce oil surge and starvation problems. Engine capacity was increased to 5.4 liters with a 12:1 compression ratio. With 550 horsepower on tap, speed was not going to be a problem.

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

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Getting the massively heavy car to handle on the same par with the lighter BMWs was another story.

Internal British Leyland politics was also an issue. Derek Bell, who later went on to be a five time Le Mans winner, remembers being thrilled to be asked to drive for Jaguar as part of the XJ12 project. Once on the team he was told he would not be driving a Jaguar, he would be driving a British Leyland product. When the car and team was introduced at Brown's Lane in 1976 there was no British racing green paint on the car. It was painted in Leyland corporate white and blue with the Leyland logo predominantly displayed on the windscreen, front wing and door panels. The word Jaguar did not appear anywhere. A rather small-ish leaper graced the lower quarter panel. Bell also recalls that the drivers knew it was a Jaguar and "that meant a lot". At the introduction the head of Leyland Public Relations confidently announced that the car was going to win at the Salzburg ETCC race two weeks hence. Bell recalls the team all looking at each other with the same thought –"We haven't turned a bloody wheel yet!" When the season started the car wasn't even ready for testing. It wasn't until late in the season, at the RAC Tourist Trophy at Silverstone, that the Broadspeed Leyland XJ12C finally made its debut. Piloted by two of my personal favorite British Drivers of that era, Derek Bell and David Hobbs, the Leyland XJ12 was quite fast. Bell put the car on the pole nearly two seconds faster than the second qualified BMW CSL 3.0.



Bell stormed into the lead and proceeded to engage in fierce duel with the BMW for the first few laps. Both cars experienced tire problems; ending up with damaged bodywork from an exploding left rear. After pitting for fresh tires the pair continued to lap almost side by side with the XJ pulling ahead slightly.



After the required driver swap, Hobbs completed only six laps before the left rear driveshaft snapped at its outboard end, thus ending the race for the XJ. The driveshaft problem was attributed to the long drive back to the pits on the left rear rim after the tire exploded. Silverstone was to be the only race for the XJ12 in the 1976 season.

The team started the 1977 season with two new cars in the new British Leyland racing livery of red, white and blue. The leaper was gone altogether, thus leaving nothing on the exterior of the car to indicate it was a Jaguar.



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

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It was quite clear that Jaguar was offering no support at all to the program because they had wanted to do it themselves and were over ruled by Leyland. Discernible changes to the cars included a large spoiler on the boot and 19 inch Alloy wheels. The power steering was also removed to reduce weight. The first race, at Monza, Italy, was both a bit of a repeat of Silverstone the previous year and a preview of things to come. The team went through all but one engine in practice due to oil starvation problems, leaving only one car for the race. Tim Schenken put the car on the pole by over a second, but retired two laps into the race with no oil pressure. Next at Salzburgring one car started on the pole and the other started fourth. Andy Rouse led from the start, but both cars retired due to driveshaft failures. The cars missed the next three races while Jaguar engineers sorted out the driveshaft issue. At round five of the championship the XJ12s arrived at Brno, Czechoslovakia after two weeks of testing at Goodwood. With both cars hitting 170mph on the straights, the driveshaft issue appeared to be resolved. Both cars qualified on the front row. According to Bell, who took the pole, "We were really flying!" After surging to the lead, Bell retired with a seized gearbox and John Fitzpatrick's car finished a distant 12<sup>th</sup> after a high speed tire failure damaged both the bodywork and the rear suspension. It was the first time one of the XJ12s finished a race.

The Nurburgring in Germany was the next stop. The Nurburgring at that time was a brutal thirteen mile long course through the Eifel mountains with well over 100 turns. Sir Jackie Stewart referred to it as the "Green Hell". Prior to the race the rules requiring wet sumps were changed, but Broadspeed did not have time to change the engines over to dry sumps. Consequently oil surge and starvation continued to be an issue. With no power steering, no power brakes, and 12 inch wide tires on 19 inch wheels, the cars were quite a handful on the long twisty circuit. Per Andy Rouse, "With no power steering, driving the 'Ring was like being sentenced to hard labour." Despite those challenges, Fitzpatrick put his car on the pole and Bell lined up right behind him. Fitzpatrick completed the first lap of the race a full 12 seconds ahead of the second place BMW at a blistering 110mph average speed. Unfortunately he suffered an engine failure on lap two and retired. Bell ran a fairly conservative race finishing in second place, two and a half minutes behind the winning BMW. This was to be the highest finish the XJ12s would achieve. At the next race in Zandvoort, Holland, the cars finally had dry sump lubrication, qualified well, but both retired with oil pump issues. The 1977 Tourist Trophy race at Silverstone marked one year since the debut of the XJ12. Expectations

were high. Again, both cars qualified on the front row. Schenken led from the start, but retired early with a broken front hub.



Bell crashed seven laps from the end while running second behind the winning BMW. At the next race in Zolder, Belgium both cars retired, one with a seized gearbox and the other with a broken valve spring. After Zolder, British Leyland officially called an end to the program. The cars did not compete in the remaining two races. Not long after that a disheartened Ralph Broad sold Broadspeed Engineering and retired in Portugal where he ran a wood burning stove business.

Historically the Leyland XJ12 ended up being Jaguar's least successful race car, even though it wasn't called a Jaguar.



The Broadspeed XJ12s were as brutally fast as they were unreliable. Perhaps the most serious flaw in Ralph Broad's dream of returning Jaguar to racing was that Jaguar just wasn't interested in having him do it.

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

Paul T





## Yardley – Easton Annual Triumph / Jaguar Delaware River Scenic Drive



Saturday May, 19<sup>th</sup>, 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](mailto:rosen244@verizon.net) or call 609-923-7655

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





Are  
You  
missing  
out?

Over 40 DVJC members have now registered as members on our new website. In addition to publicly available content, each of them now has ready access in one location to members only pages including “by name” and “by vehicle” membership directories, archived editions of the Purr and online renewal and payment of dues for the 2019 year.

Visit the secure site (<https://delvaljaguarclub.com>) anytime to see that latest club news and photos, find information and register for coming events, read the current edition of the Purr and much more.

Step by step instructions for creating your membership profile are available under the “Become a Member” tab. The dropdown box for type of membership includes a \$0.00 option for everyone who has already paid his or her 2018 dues. If you need assistance, write to [membership@delvaljaguarclub.com](mailto:membership@delvaljaguarclub.com).

You are encouraged to provide feedback and suggestions for ways to improve the value and ease of use of the site. Send to [info@delvaljaguarclub.com](mailto:info@delvaljaguarclub.com) or use the Website Feedback page provided to registered members.



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# Delaware Valley Jaguar Club Breakfast Socials

June 17, 2018

10:00 a.m.

**Spring House Tavern**  
**1032 Bethlehem Pike**  
**Spring House, PA 19477**  
Phone 215-646-1788  
www.springhousetavern.com

**PLEASE RSVP TO PAUL MERLUZZI ([pawlym@aol.com](mailto:pawlym@aol.com)) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

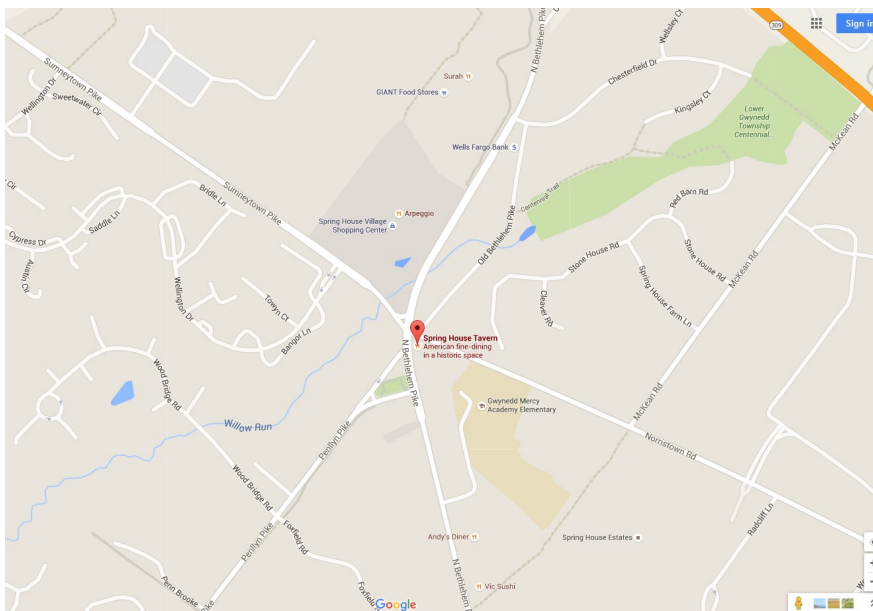
## **Driving directions from the Pennsylvania Turnpike:**

**Exit at Fort Washington Interchange**, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left.

**Directions from North:** Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

**From South:** Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.

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**DELAWARE VALLEY JAGUAR CLUB MAY BREAKFAST SOCIAL**  
**MAY 27, 2018 7:30 am**  
**La Locanda Ristorante Italiano**  
**4989 West Chester Pike, Newtown Square, PA 19073**  
**(At the intersection of Route 3 and Providence Road)**

Join your fellow DVJC members and other automotive aficionados at a breakfast buffet and live viewing of this year's Monte Carlo Formula 1 Grand Prix Race at La Locanda Ristorante Italiano on Sunday May 27 from 7:30 am to 10:30 am. The breakfast buffet is \$26 per person plus tax and gratuity and includes a complimentary mimosa. A cash bar is available for additional drinks.

Don't miss this fine Grand Prix Brunch and be prepared for an outstanding display of vintage and exotic sports cars in the parking lot. La Locanda's owners, Mario Palumbi and Franco Stefanatto, are avid car enthusiasts and Formula 1 Grand Prix Racing fans. Enjoy a delicious brunch and a fantastic Grand Prix Race. Alas no Jaguar team, but let's have a major showing of British felines to overwhelm the Italian, German, and French examples that show up.

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PLEASE USE THE DVJC WEBSITE <https://delvaljaguarclub.com/> AND CLICK THE *Event Schedule* TAB OR SEND AN EMAIL MESSAGE TO PAUL MERLUZZI AT pawlym@aol.com.



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# The Rally Experience

By Brian Craig

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Given an option, how would you choose to spend your 46<sup>th</sup> Wedding Anniversary? How about “couped” up in an XK8 (a red coupe) for the day? My best friend, Pauline, indulged me by being the navigator for the Rally Round The Erie Canal rally on May 4<sup>th</sup> through 6<sup>th</sup>. To me there was no better way to spend the day than beside my wife and soul mate.

This wasn't our first anniversary spent rallying. Back in 2006 Kurt Rappold, after three years of cajoling, convincing and badgering, convinced us to try a rally. So on our 34<sup>th</sup> anniversary we packed up our 2003 X-Type and headed for Millville, New Jersey for the Thunderbolt Rally. We had no idea what we were getting into. Other than the clothes we packed and the required equipment we were told about when registering (tow rope, flares, fire extinguisher and first aid kit) we were totally unprepared. We got some basic instruction in how to rally and realized we did not have the necessary equipment, essentially a face clock with second hand, a clip board, and some markers/highlighters. We headed off to the local K-Mart and purchased a clock for less than \$5 and the rest. Later we received our first set of rally instructions and they looked like total jibberish. What had we done? On Friday night we had dinner with so many wonderful people including DVJC members Charles Olson and his daughter Chris Bajkowski, Steve and Betty Kress, Tom Murray and Chris Jordan, Tom and Nancy Jones, Kurt Rappold and Bob Brown, and Bill and Marge Callery, and later Glenn and Karen Davis. We also met members of the Northeast Rally Club who have become good friends over the following years.

On Saturday morning, May 6<sup>th</sup>, 2006, (our actual anniversary date) we headed off to some remote roads in South Jersey trying to interpret the rally instructions. In the process we made wrong turns, messed up the timing instructions, tried our best to do the assigned speeds, and showed up at the lunch break in time to get a bottle of water and leave. Thanks to Sister McRae, the first person we met at registration and a wonderful person to know, dinner that night included a cake celebrating our special event. It also included advice from our fellow rally participants telling us how to stay on course and improve our rally results. To make a long story short we completed the rally on Sunday and received a plaque for 1<sup>st</sup> place in the Rookie Division. It helped greatly that we were the only rookie team. We were hooked. With one exception we have participated in every Northeast Rally Club rally since then. The weekend of May 4<sup>th</sup> – 6<sup>th</sup> was our 24<sup>th</sup> rally.

The Rally Round the Erie Canal was held in Fairport,

New York, and was based at the Egypt Volunteer Fire Department. We were happy to see many old rally friends and we made some new ones. We were joined by fellow DVJC members Betty and Steve Kress (2000 XKR conv., green) and Nancy and Bill Beible (2005 XK8 conv., blue). Tom and Nancy Jones were registered but could not attend as they were tending an ailing and dearly loved dog. They were sorely missed. Because we use the stock speedometers in our relatively modern cars we are part of the SOP (Seat of Pants) division. There is also a Pro division, cars equipped with calibrateable speedometers, and a Rookie division, those participating in their first rally. There were a total of 50 cars participating.

Once you learn to interpret the instructions it is clear they are specific and designed to keep you on course. While they are meant to be challenging they are not meant to be confusing. The challenge is to follow the instructions exactly. Participants start at one minute intervals and ideally should finish the rally one minute apart. Of course that doesn't happen. Specified speeds are usually 5 mph under the posted speed limit. They never exceed the limit. The challenge for the driver and navigator is to compensate for the many stops and speed changes. For example, an instruction may be to approach a stop sign at 35 mph, stop for 15 minutes, then proceed at 30 mph. The trick is the calculated time is based on you going to the stop sign and stopping immediately, stopping for the specified interval, and then proceeding instantly at the specified speed. You have to compensate for the amount of time it takes for your car to slow down and speed up. You are also instructed to change speeds at specific signs or go a specified speed for a specific amount of time. There are check points along the route, you do not know where they will be, and you are penalized for every second you are too fast or too slow. Each check point constitutes a leg. Anyone passing a check point at the exact time is awarded an ACE.

Over the course of the three days of the Rally Round the Erie Canal participants traveled in excess of 400 miles. There were 14 check points. Three instruction books were issued, one for each day. They contained a total of 567 instructions on 82 pages. Rally participants were in competition for 18 driving hours. There were 143 stop signs, 343 speed changes and 53 timed speed segments.

Team Kress and Team Beible were not able to attend the Friday part of the rally. Friday is considered a practice rally. Participants are scored on the combined Saturday and Sunday results. Team Kress provided an example of the importance of an accurate speedome-

# The Rally Experience (continued)

ter. Steve Kress was having trouble with his speedo. He was able to correct the problem for the last two legs. Team Kress scored 1 second for each of the last two legs, an incredible result. We can only imagine what their result would have been with a good speedometer for the entire rally.

DVJC displayed respectable results at the rally. Team Beible placed 8<sup>th</sup> SOP, 36<sup>th</sup> overall with a score of 4m25s. Team Kress finished 26<sup>th</sup> overall, 4<sup>th</sup> place SOP with a score of 2m39s. Pauline and I, thanks to Pauline's incredible navigating skills, finished 11<sup>th</sup> overall, 1<sup>st</sup> in SOP, with a score of 48s and we scored two ACES.

It was wonderful to spend the weekend with such good friends, especially Betty, Steve, Nancy and Bill, and all our Northeast Rally Club buddies. Coming away from the event with two sets of ACE stickers and a 1<sup>st</sup> place trophy was very satisfying. Spending the time seated next to Pauline was priceless.

The next Northeast Rally Club event will be the Pumpkin Run in Millsboro, Delaware, October 19 – 21 in Millsboro, Delaware. It would be wonderful to have some more DVJC members participate. It is an opportunity to drive your favorite marquee, share time with DVJC friends and make some new ones.

## Northeast Rally Club

## Rally Round the Erie Canal

Sunday - 05/06/2018 - Stage 2

Rally Results: Final

^ 1 worst leg scores dropped from these stages  
^

Overall Rank	Car	Class	Class Rank	Score Year	Make	Model	Team	Stage 1	Stage 2	Total	Factor	Score
1	38	Pro	1	1964	Chevrolet	Nova	Martin G/Martin J	0m08s	0m11s	0m19s	0.970	0m18.43s
2	66	Pro	2	1932	Ford	Cabriolet	Knowles J/Gentry B	0m24s	0m05s	0m29s	0.810	0m23.49s
3	60	Pro	3	1940	Chevrolet	Master	Hudson J/Hudson S	0m22s	0m15s	0m37s	0.850	0m31.45s
4	55	Pro	4	1962	Ford	Coupe	Tribble L/Rookey R	0m18s	0m20s	0m38s	0.960	0m36.48s
5	65	Pro	5	1964	Dodge	Dart	Gentry O/Gentry G	0m25s	0m13s	0m38s	0.970	0m36.86s
6	57	Pro	6	1939	Ford	Coupe	Tourje S/Tourje E	0m12s	0m32s	0m44s	0.845	0m37.18s
7	19	Pro	7	2015	Mini	Cooper S	Gezon R/Morseburg C	0m22s	0m18s	0m40s	1.000	0m40.00s
8	10	Pro	8	1969	Saab	96 Deluxe	Blood B/Keller S	0m18s	0m23s	0m41s	0.995	0m40.80s
9	83	Pro	9	1935	Ford	Coupe	Deering B/Deering I	0m25s	0m25s	0m50s	0.825	0m41.25s
10	23	Pro	10	1929	Ford	Model A	Thams K/Thams S	0m25s	0m28s	0m53s	0.790	0m41.87s
11	18	Sop	1	1999	Jaguar	XK8	Craig B/Craig P	0m09s	0m39s	0m48s	1.000	0m48.00s
12	29	Pro	11	1937	Ford	Coupe	Haverty D/Secrest B	0m30s	0m31s	1m01s	0.835	0m50.94s
13	14	Pro	12	1953	Chevy	210	Sleeman L/Coon D	0m20s	0m40s	1m00s	0.915	0m54.90s
14	33	Pro	13	1930	Ford	Speedster	Powley B/McIntosh R	0m42s	0m34s	1m16s	0.800	1m00.80s
15	34	Pro	14	1964	Chevrolet	Impala SS	LaMountain P/Sacramone B	0m22s	0m41s	1m03s	0.970	1m01.11s
16	6	Pro	15	1972	Mercedes	230 SLC	Von Langsdorff H/McKelvie S	0m32s	0m49s	1m21s	1.000	1m21.00s
17	16	Rookie	1	1965	Ford	Mustang	Schives K/Stahl K	0m42s	0m44s	1m26s	0.975	1m23.85s
18	13	Pro	16	1967	Oldsmobile	Vista Cruiser	Dort D/Dort P	0m42s	0m47s	1m29s	0.985	1m27.67s
19	95	Sop	2	2018	Infinity	Q560	Metcalfe C/Metcalfe P	0m57s	0m39s	1m36s	1.000	1m36.00s
20	98	Pro	17	1957	Volkswagen	Beetle	McDorr G/McDorr C	1m15s	0m33s	1m48s	0.935	1m40.98s
21	9	Pro	18	1932	Chevrolet	Sedan	Hurst E/Hurst B	1m33s	0m39s	2m12s	0.810	1m46.92s
22	32	Pro	19	1929	Ford	Model A	Rutledge C/Rutledge T	0m12s	2m26s	2m38s	0.790	2m04.82s
23	45	Rookie	2	2011	Audi	A-6	Fleming L/Fleming D	1m02s	1m15s	2m17s	1.000	2m17.00s
24	3	Sop	3	1966	Dodge	Charger	Bitterman Jr. M/Roth J	1m39s	0m42s	2m21s	0.980	2m18.18s
25	44	Pro	20	1929	Ford	Speedster	Josler B/Josler W	2m18s	0m50s	3m08s	0.790	2m28.52s
26	2	Sop	4	2000	Jaguar	XKR	Kress S/Kress B	0m41s	1m58s	2m39s	1.000	2m39.00s
27	17	Rookie	3	1941	Packard	120 Conv Coupe	Stahl B/Stahl N	2m07s	1m06s	3m13s	0.855	2m45.02s
28	103	Sop	5	1940	Ford	Convertible	Gordon G/Nerad B	0m53s	2m27s	3m20s	0.850	2m50.00s
29	4	Rookie	4	1963	Chevrolet	Corvette	Horne R/Roemer R	2m20s	0m44s	3m04s	0.965	2m57.56s
30	22	Sop	6	1966	Chevrolet	Nova	Mueller G/Mueller T	1m31s	1m52s	3m23s	0.980	3m18.94s
31	27	Rookie	5	1937	Studebaker	Dictator	Vandermare R/Rier S	1m09s	3m02s	4m11s	0.835	3m29.59s
32	20	Pro	21	1965	Ford	Ranchero	Creary K/States L	3m34s	0m13s	3m47s	0.975	3m41.33s
33	1	Sop	7	1967	Ford	Galaxy	Bitterman Sr. M/Bitterman M	2m18s	1m30s	3m48s	0.985	3m44.58s
34	94	Pro	22	1965	Ford	Mustang	Mangan T/Mangan M	3m32s	0m30s	4m02s	0.975	3m55.95s
35	39	Pro	23	1954	Studebaker	Commander	Corey J/Corey E	1m47s	2m33s	4m20s	0.920	3m59.20s
36	5	Sop	8	2005	Jaguar	XK 8	Beible, Jr W/Beible, Jr. N	2m42s	1m43s	4m25s	1.000	4m25.00s
37	11	Rookie	6	1969	Buick	Skylark	Stephens A/Frederick L	2m12s	2m26s	4m38s	0.995	4m36.61s
38	7	Rookie	7	1955	Packard	Caribbean	Hockin G/Galvin J	3m33s	1m30s	5m03s	0.925	4m40.28s
39	35	Pro	24	1938	Ford	Coupe	Greene B/Greene S	1m16s	4m54s	6m10s	0.840	5m10.80s
40	90	Pro	25	1935	Auburn	Convertible	McAllister D/Stahl T	4m01s	2m31s	6m32s	0.825	5m23.40s
41	24	Rookie	8	1965	Oldsmobile	Cutlass	Twitchell L/Twitchell K	4m24s	1m16s	5m40s	0.975	5m31.50s
42	25	Rookie	9	1982	Mercedes	380SL	Strowe J/Valentine K	5m33s	0m57s	6m30s	1.000	6m30.00s
43	8	Pro	26	1934	Ford	Indy	Hersey P/Hedke S	6m47s	1m21s	8m08s	0.820	6m40.16s
44	30	Sop	9	1968	Ford	Mustang	Sarver S/Marrone M	5m25s	1m33s	6m58s	0.990	6m53.82s
45	129	Rookie	10	1966	Volvo	122S	Wells D/McGuire P	6m38s	0m45s	7m23s	0.980	7m14.14s
46	28	Rookie	11	1964	Pontiac	LeMans	Pittinaro T/Pellegrino P	3m50s	8m26s	12m16s	0.970	11m53.92s
47	58	Pro	27	1930	Ford	Roadster	Fredette R/Caudle J	15m00s	0m33s	15m33s	0.800	12m26.40s
48	21	Sop	10	2000	Ford	Escape	Preston B/Navigator J	11m19s	1m58s	13m17s	1.000	13m17.00s
49	15	Rookie	12	1992	Mazda	Miata	Michaud J/Michaud M	15m55s	7m44s	23m39s	1.000	23m39.00s
50	12	Rookie	13	1965	Chevy	Nova	Moore K/Reardon M	18m00s	DNS	DNS	0.975	DNS

Final results of the Rally Round the Erie Canal. Note the diversity of car years, makes and models. Just seeing these cars being actively driven is worth participating in the rally.





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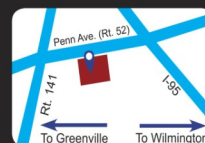
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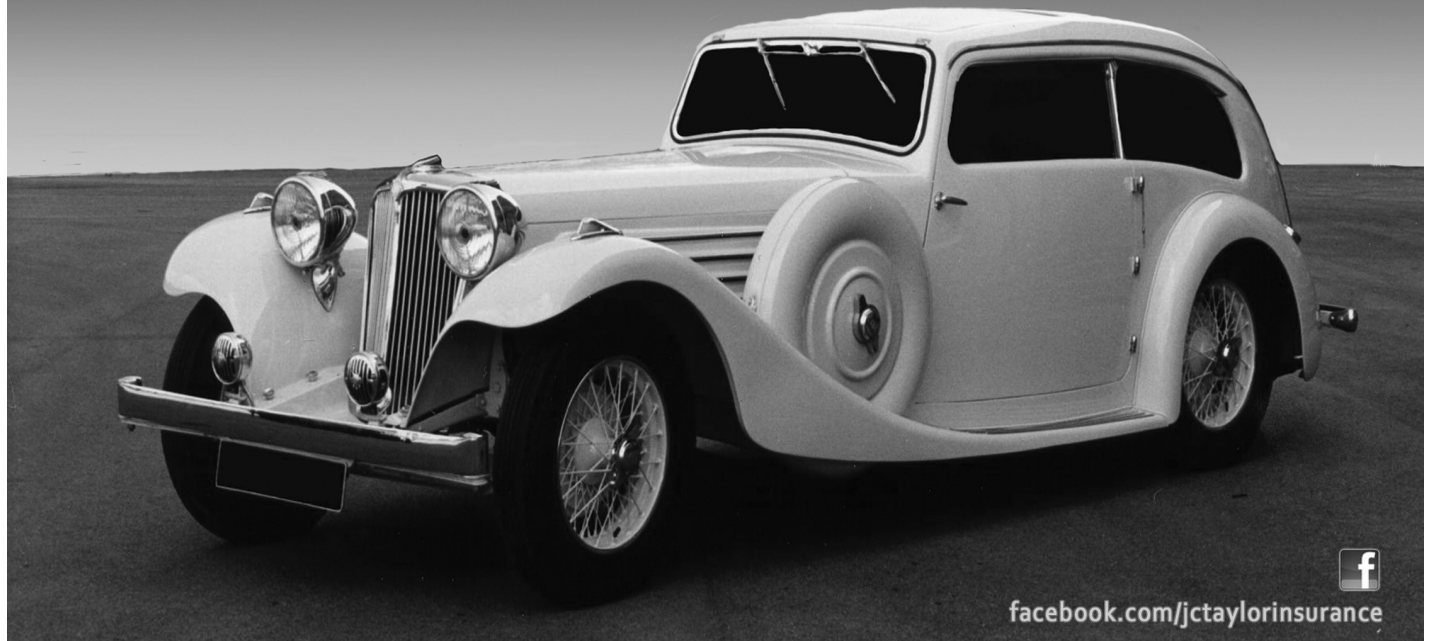


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