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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*June 2018*

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## 2018 DVJC Concours



Congratulations to Ann Perry for being awarded the 2018 DVJC Concours d'Elegance Spirit of Kurt Rappold Award. This was the first year of the award named for DVJC past President and tireless event planner, worker, and participant Kurt Rappold. Seen here are DVJC past President and Chief Judge Charles Olson, recipient Ann Perry, and Kurt's son-in-law Jeff Dement. Scores from the Concours and an article about the event can be viewed on pages 17 & 18.



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.

## Newsletter Contents

Advertising Rates.....	3
List of Officers .....	3
Upcoming DVJC Events .....	4
Other Interesting Events.....	4
President's Mewsings .....	5
DVJC 14th Annual Slalom .....	8-9
Speaking of Things Jaguar.....	10
Classifieds .....	16
Welcome New Members.....	16
2018 Concours d'Elegance .....	17
2018 Concours Scores, Champion.....	17
2018 Concours Scores, Driven & Special .....	18
Are You Missing Out .....	19
DVJC Breakfast Socials.....	21
DVJC Governance .....	22
An Uncommon Sight.....	22
The People of the Concours.....	23

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Auto Appraisal Group .....	3
Clover Leaf .....	20
Jaguar Main Line .....	20
Jaguar of West Chester .....	24
American Collectors Insurance .....	25
Lindley Motors .....	25
Welsh Enterprises .....	25
Union Park Jaguar .....	26
SNG Barratt .....	27
JC Taylor .....	27
XKs Unlimited.....	28



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### DVJC OFFICERS INFORMATION

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

# Upcoming DVJC Events

**June 17, 2018**  
**July 15, 2018**  
**10:00 A.M.**

*Please RSVP*

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

*Contact: Paul Merluzzi pawlym@aol.com or <https://delvaljaguarclub.com>*

**July 22, 2017**

**DVJC Annual Slalom (see p. 8-9)**  
**(Pre-registration advised)**

**Garnet Valley High School**  
**Smithbridge Road, Glen Mills, PA**

*Contact: Rich Rosen, 609-923-7655, [delvaljaguarclub.com](https://delvaljaguarclub.com)*

**July 28, 2018**

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

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

**August 12, 2018**

**New Hope Auto Show**  
**New Hope-Solebury High School**  
**Bridge Street (Route 179), New Hope, PA**

*Contact: [www.newhopeautoshow.com](http://www.newhopeautoshow.com)*





## President's Mewsings *June 2018*

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

### DVJC News and Other Stuff ...

**Monthly Breakfasts:** Our monthly breakfasts will resume at the Spring House Tavern on June 17, Father's Day. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly ([pawlym@aol.com](mailto:pawlym@aol.com)) if you plan to attend. Please note that the Spring House Tavern will have a slight price increase starting with our next visit that will result in a cost increase to us of about \$2.00.

The May breakfast was held at La Locanda Restaurant in Edgemont/Newtown Square. Once again, with threatening weather, we had a great DVJC turnout. It was more than threatening to a few people, who experienced a deluge just prior to the 7:30am meeting time. It was an enjoyable morning (see Paul Trout's summary in his 'Speaking of Things Jaguar' column on page 10), especially seeing other than a Ferrari or a Mercedes in the winner's circle. The brunch was not up to the standard we are used to at the Spring House Tavern; the quality was good but the offerings were fewer and I did not get to have my usual slice of prime rib for dessert. As Paul mentioned in his column, the DVJC represented about one-half of the crowd (I'm sure a few of the "regulars" stayed away because of the weather), so I will use that as leverage to try to get a more substantial brunch offering next year. The XK-150 FHC enjoyed getting out and appreciated all the attention from the attendees.

### **Yardley-Easton Delaware River Scenic Drive:**

On May 19, several members of the DVJC and DVT enjoyed 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. We had a

great turnout (35 people, much to Rich Rosen's surprise) despite the rainy weather. Other than a few drips through the window seals, the XJS behaved beautifully. Thank you to Rich Rosen and Bob De Lucia for organizing the event.

**Concours:** The DVJC Concours d'Elegance on June 2 was successful at our "new old" venue, Historic Hope Lodge (see Paul Trout's summary in his 'Speaking of Things Jaguar' column on page 10 and Jim Sjoreen's summary on page 17). Once again, weather was on our minds as the representatives from DVJC, DVT, and Hope Lodge made a decision on Friday to stick with original date (Saturday June 2) rather than the rain date (Sunday June 3) even though the weather forecast for Sunday looked more promising at the time. It turns out that was the right decision (that's why they get paid the big bucks) because Saturday turned out to be a beautiful and sunny (albeit a bit humid) and Sunday was semi-miserable. Thanks to Jim Sjoreen (DVJC Concours Chair) and Charlie Olson (Chief Judge) and all who volunteered throughout the planning and execution - judges, scorers, parking volunteers, registration volunteers, regalia sales, logistics planners, registrars, data base maintainers, collateral designers/printers, and all who brought their felines to be judged or displayed. Thanks also to the DVT and Hope Lodge team members who did an enormous amount of work before, during, and after the event. To all of you - it should be easier next year.

**Gathering:** PLEASE NOTE - the Jaguar Gathering of Friends and my Conception Party, originally scheduled for June 30, has been rescheduled for July 28, 2018 due to a conflict with a function with my Rotary Club. I apologize for the scheduling error. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly ([pawlym@aol.com](mailto:pawlym@aol.com)) if you plan to attend.

**Slalom:** The Annual DVJC Slalom will be held on July 21st. PLEASE sign up on the DVJC website (<https://delvaljaguarcub.com>) or contact Rich Rosen ([rosen244@verizon.net](mailto:rosen244@verizon.net)) if you plan to attend. It will be sooooo .... different without Kurt this year. Details for this and all future DVJC events can be found on the web site.

More on Watkins Glen next month.

### **Formula E Update ...**

**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. He says part of his motivation to get involved is for environmental reasons.

"Since my retirement, I've become very interested in the e-mobility movement and its potential to positively impact our society and our planet," said Rosberg, who bowed out from F1 after edging teammate Lewis Hamilton to the title. "I've therefore also long believed in the potential of Formula E and came on board as an investor some time ago."

Founder and CEO of Formula E Alejandro Agag called it a "special moment" for the series.

"He's such an incredible ambassador for world motorsport and a champion," said Agag. "So, it's also another fantastic endorsement for the ABB FIA Formula E Championship to have Nico as an investor and shareholder of Formula E."

Formula E fans also had an unexpected treat last month. Rosberg got behind the wheel of

the striking new Gen2 model ahead of May's Berlin E-Prix, giving fans a first public demonstration of the car described as "the future of racing." Boasting an ultramodern design and aggressive aesthetic, the second-generation racer offers almost twice as much energy storage capacity and double the range as the previous vehicle. That means drivers will no longer have to make a mid-race car swap, as they have since the sport first took to race tracks in 2014.

"I'm really excited to get behind the wheel of the Gen2 car," said Rosberg. "It will be great to experience this high-performance e-mobility car and let's see if I still have it in me! It makes it even more special that I'm able to do this at the Berlin E-Prix, as I've always loved racing in my home country, Germany."

The FIA brought together a number of leading designers and engineers from around the world to work on the concept -- the first time motorsport's governing body has directed the creation of a car for competition. Already the new design has caused quite a stir, with many comparing the second-generation racer to the Batmobile.

"It's a very special moment to see a new car running for the first time in public and it requires an equally special name to have that honor," said Agag. To see a name like Rosberg taking the wheel of the Gen2 car in front of the German fans in Berlin is a great moment for the series."

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



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 in Paris at the end of April. After the disappointing stop in Paris, Panasonic Jaguar Racing moved on to Berlin Flughafen Tempelhof in fifth place in the team standings. In the driver standings, Nelson Piquet, Jr. is sitting in seventh place and Mitch Evans in eighth place.

**Berlin, Germany, May 19, 2018:** Panasonic Jaguar Racing returned to the points with a hard fought sixth place finish at the Berlin E-Prix at Tempelhof Airport circuit. Before the race, Jaguar discovered Mitch Evans was unable to provide radio feedback however he could still hear the team's communications. Despite this, he brought his Jaguar I-TYPE 2 home higher than his qualifying position of ninth to demonstrate his natural racing ability and the strong team dynamic that exists between the driver and engineers.

Mitch and team mate Nelson Piquet Jr instantly gained places on the opening laps and settled into their race strategies on the notoriously hard temporary Tempelhof circuit. During one of the longest races of the championship, Mitch consistently matched the energy levels of the race leaders but was unable to break into the top five. In the last five laps Nelson jumped from 13th to tenth in a series of skillful overtaking maneuvers. As he battled for ninth on the last lap he overshot turn one and lost a number of places. He rejoined the circuit in 12th place a position he held to the finish.

The team next moves on to Switzerland for the inaugural Zurich E-Prix, the tenth E-Prix of the ABB FIA Formula E Championship, with Mitch sitting seventh and Nelson eighth in the driver standings. The team retain fifth place in the team standings.

**Zurich, Switzerland, June 10, 2018:** For the

first time in over 60 years, circuit racing returned to Switzerland in the form of the inaugural Zurich E-Prix on June 10. The Swiss banned motor racing after the horrific crash at the 1955 24 Hours of Le Mans in which 83 people were killed and 120 were injured.

With the track measuring 2.46km long, all ten teams and 20 drivers raced along the lake-side, past the Arboretum - the home of the Allianz E-Village festival - before bearing left, into the historic city center and looping back to the start/finish line in front of Enge harbor.

Mitch Evans secured Panasonic Jaguar Racing's first-ever pole position during the inaugural Zurich E-Prix. After setting the fastest time in qualifying the young New Zealand driver kept his cool during the Superpole shoot-out to secure the Julius Baer Pole Position trophy and three valuable points. His teammate Nelson Piquet Jr started in position 11 on the grid.

Following a strong start to the race Mitch pulled clear of the field before being caught and passed by eventual winner Lucas Di Grassi. Unfortunately, Mitch was among a number of drivers who were penalized with a drive through penalty for speeding under a Full Course Yellow, which eliminated his chances of a podium. He finished the historic Swiss race in seventh. Jaguar retain fifth position in the Team Standings.

Nelson suffered early contact and damage forced him to pit early for repairs. Following his car change he was a lap down from the leaders which led to his retirement.

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





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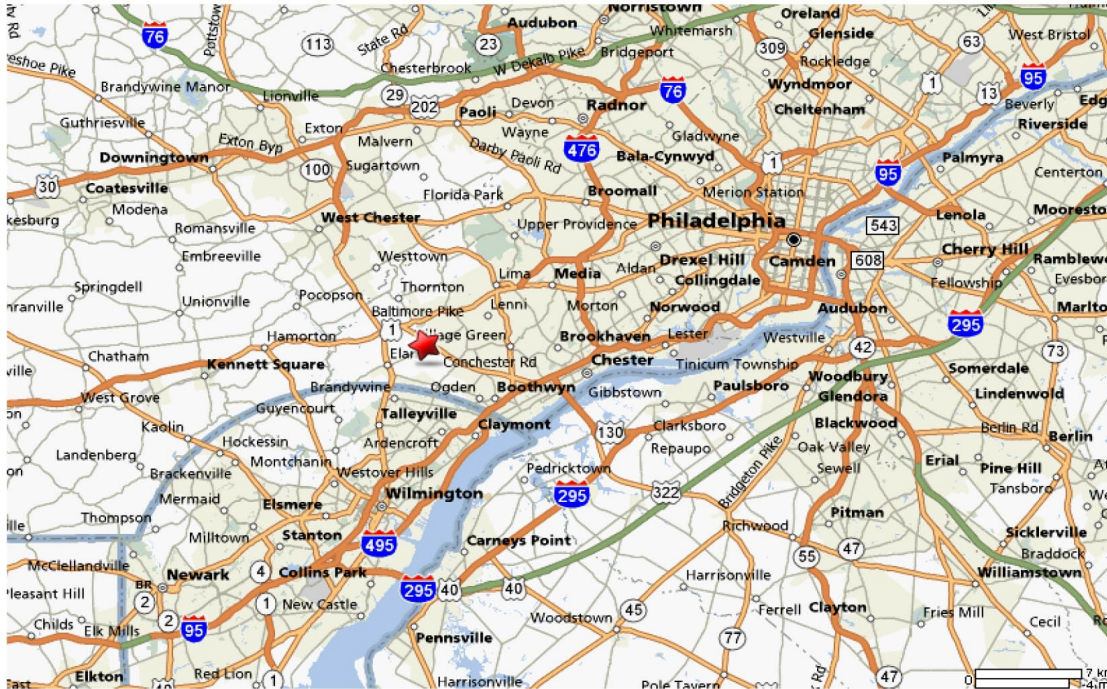
Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 21, 2018. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: \_\_\_\_\_

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# DVJC 2018 SLALOM

## Directions to Garnet Valley High School Glen Mills, PA



### DIRECTIONS:

From the North: Northeast Extension 476, continue on 476 Blue Route to Route 1 South to Route 202 South or go to Valley Forge Exit 26 to Route 202 South. Follow Route 202 South towards West Chester. Turn left on Smithbridge Road for 2.1 miles. GVHS is on the right.

From the East (NJ): Take the Commodore Barry Bridge, go South on I-95 to exit 2 and go north on 452 to Village Green and West on Concord Road. Follow Concord Road through Aston to the traffic light at Smithbridge Road. Turn left on Smithbridge. GVHS is down the road on the left.

If you 'wind up' on Route 322 continue to right turn on Route 1, then turn right onto Concord Road. From here, you would turn right onto Smithbridge Road. GVHS is down the road on the left. (There is no exit from 322 onto Smithbridge Road.)

From the South: From I-95 take exit 8 to Route 202 North. Continue on Route 202 North into Pennsylvania. Turn right on Smithbridge Road. Bruster's Ice Cream is on the right. Continue on Smithbridge Road for about 3 miles. GVHS is on the right.

From the West: On the PA Turnpike, take exit 23 South on Route 100 to Route 202 South to left on Smithbridge Road. GVHS is on the right.

There are signs for GVHS as you approach the school. The school is not visible from the road; look for the sign at the driveway as the school sits back from the road down a long driveway.





## Speaking of Things Jaguar - June 2018

By Paul Trout

### Rainy Days and Sunshine

It was a beautiful sunny afternoon in Windsor on that rainy morning as we sat in front of our TVs viewing The Royal Wedding. There's nothing like British royal pomp and ceremony. Stunning dresses and hats, traditional and historic uniforms, swords and polished helmets.....Britannia at its finest! The arrivals and departures were in Royal carriages, Rolls Royce's, Bentley's, Daimlers, Land Rovers and, of course Jaguars. For we who are Jaguar aficionados, the highlight was when Harry and Meghan drove off to one of their receptions in a stunning Jaguar E-Type OTS. It was an electrifying moment, because this wasn't just any old E-Type, but the one and only electric powered Jaguar E-Type Zero!



Bearing a number plate with the wedding date "E190518" and powered by an XK 330-4 Rimac sourced all electric lithium-ion power train, the ice blue E-Type silently conveyed the Royal Couple around the courtyard and out the arch of Windsor Castle. It wasn't apparent when they first walked out and Harry held the door for Meghan, but when it pulled away and all you could hear was the crunch of the royal gravel under the tires, my eyes were drawn to the lack of exhaust pipes under that rear number plate.

What a statement the Royal Couple was making.....Steeped in tradition; the Royal We embrace the future! What great, yet subtle, endorsement of Jaguar Classics as well. According to Jaguar Classics "...the Jaguar E-type Concept Zero honours the spirit of that golden age while inspiring classic enthusiasts to em-

brace advanced, zero-emission powertrain technology." For more on the E-Type Zero see the October 2017 edition of the DVJC Jaguar's Purr.



Jaguar Classics is committed to ensuring Classic Jaguars have the future they deserve, by developing electric power train conversions that preserve the looks, handling and performance characteristics of the original cars, but with zero emissions. These fully reversible conversions can be applied to any XK powered Jaguar built between 1948 and 1992. All that is required is about \$400K and a donor car. For information or to schedule your conversion contact Jaguar Classics at [info@classic.jaguar.co.uk](mailto:info@classic.jaguar.co.uk).

As the Saturday of the Annual Yardley – Easton Triumph/Jaguar Delaware River Scenic Drive approached, the weather forecast continued to add more and more volumes of anticipated rain. To be honest, it heavily influenced my decision to stay home and work on my MG. Quite experienced in cancelling past events, Rich Rosen sent out an email late in week indicating the rain wasn't going cause yet another cancellation. Rain or shine, It was ON!! He did offer a qualification that in light of the weather prediction, "sensible cars" would be welcome. As I mentioned, my Saturday was spent in the garage, so at the Concours I asked Rich how many people actually showed up for the tour. With some residual astonishment in his voice he replied "Thirty five! The best turn out ever!" I could have had a semi-Jaguar kind of day in my Subaru. To those who did go on the tour.... Well Done! I tip my Jaguar hat to your true motoring enthusiasm!

And the rain continued through the rest of the month.



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

The night before the Monte Carlo Breakfast Event we were pondering whether to take Sue's X-Type which gets driven year round in all kinds of weather, or my XKR as was initially planned. In the morning the weather looked a bit better than anticipated, so I took the cover off of the XKR and backed it out into the driveway. As I walked back in to the garage, a shower highlighted my fresh wax job with plenty of water beads. As we pulled out of the driveway, it was literally pouring. The road and the car were both dry by the time we arrived at the La Locanda Risorante Italiano and there were quite a few classics and exotics in the parking lot. Among others there were several McLarens (of course the dealership is just up the road and most with their window stickers affixed across the passenger side of the windscreen), a Lamborghini or two, a nice classic Alfa GTA, a modern Ford GT, an XK8, an XKR, an XJS and an XJ saloon.



To me the star of the show was front and center; Paul M's gorgeous BRG XK 150 FHC. I mentioned to Paul that I was surprised he drove it; given the rainy forecast. He advised that he washes it with water, so a little rain wasn't gonna hurt it. I thought...built in a country where sunshine is an anomaly; that's a pretty good philosophy. We went inside to get some breakfast before the race started. The fairly large room with the large screen TV was pretty well packed. About half of the crowd were DVJC members; a nice turnout from the club. There were a couple of younger fellows sitting at the table with us and I asked them if they had a favorite in the race. I had to chuckle at the response..."we're Italian" Code for "Ferrari, of course". Apparently they are part of the local Tifosi. The race was typical of a Grand Prix of Monaco; a bit of a high speed parade. At Monaco the race is generally decided in qualifying the day before. If the pole sitter gets to turn one in the lead, as he usually does, the race is his to lose. Overtaking is very difficult on the streets of Monte Carlo. As I learned, and schooled

others many times in my short racing career, catching the car leading you is one thing; overtaking it is a whole other thing. Daniel Ricciardo scored a well deserved victory and the Tifosi had to settle for Ferraris in second and fourth. For many of us, watching Riccario's teammate Max Verstappen muscle his way from 20<sup>th</sup> position on the grid to a 9<sup>th</sup> place finish with his usual reckless abandon was the highlight of the race. The Monaco Grand Prix is a bit of an anomaly in the Formula One recurring circus. There is lots of pomp and tradition, but the race itself often leaves you a bit flat. On the other hand, watching a race with a group of car enthusiasts and driving my XKR to get there is my Jaguar kind of day!

Well, the rains of May decided to spill over into June as the date of the annual DVJC Concours at Cars and Motorcycles of England approached. By early Friday the prediction for Sunday (the rain or shine rain date) seemed marginally better than Saturday. I'm sure Jim Sjooren rolled the dice a few times before he made the call that the Concours was on for Saturday. Kudos to Jim for making the right call!

Even though I passed on having the XKR judged this year, I spent most of the day Friday detailing it inside and out. It rained a bit on Friday night, so the roads out my way were a bit wet and a bit muddy in parts Saturday morning. I drove really slowly until we got out to a major road. Great! I thought.... But when we got on the turnpike the rumble ruts on the shoulder were full of water and I kept getting behind drivers who couldn't keep their cars centered in their lanes; hence the XKR got sprayed good a couple of times. By the time we got to Hope Lodge the car looked (to me) like it had just completed the Dakar Rally across Africa. I left Sue at the registration tent and went off to see what I could do. About eight ounces of Griot's Speed Shine and six micro fiber towels later I found that Anthracite finish again and all was well.



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

Sue and I have a bit of history with Hope Lodge, so we were looking forward to returning there for the Concours. We used to take my MGB there for the British car shows in the past. Also our middle son, Ben, and his wife, Summer, were wed in the garden at Hope Lodge on a very warm Saturday in early June several years ago. It is such a nice, historic venue for car shows and weddings.



My wet adventure getting there aside, Saturday at Hope Lodge turned out to be a very nice day. The sounds of the cars arriving and later departing, the sparkling chrome and colorful lines of Britain's finest motorcars filled the senses owners and spectators alike.



Our side of the field was filled with nearly eighty years of Jaguars from the XK-SS to the F-Pace and F-Types.



Seventy years of the XK 120 was celebrated with three stunning examples, one of which was driven there by a gentleman who is a few years older than his beautiful BRG XK 120 Coupe; both have just a hint of patina.



From trailer queens that are restored to better condition than the day they left the factory in Coventry to preservation class classics that have a nice patina showing that they have been treasured as well as driven. Straw hats and baseball caps, floor mats beside the doors, number plate holders carefully placed under the front bumper, lights flashing and dual horns tooting during the OVT, these are the sights and sounds of a JCNA Concours. Judges politely asking owners to open doors, bonnets, boots and battery compartments starts the judging process. Leaning into interiors and over wings into the engine bays, crouching next to each wheel, checking the paint finishes and noting non-authentic equipment, the judging teams start from the standard of a Jaguar exactly as it left the factory; 100 points. A bit of dirt here, a scratch or nick there, the wrong clamp on that hose or a Leaper where a Growler should be all equate to a tenth of a point here, five tenths of a point there as the actual condition of the car is reflected in a score somewhere south of 100.



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



There are 100 point Jaguars out there, but they are rare. DVJC was privileged this year to have five 100 point Jaguars on our field. Starting a bit before the scheduled "Rags Down" time, the collection of 24 judges (in teams of three) approached the 30 plus Jaguars on the field with courtesy, decorum and professionalism. I don't think clipboards were dropped on any cars or any owner's pride seriously bruised in the judging process. I've been a judge for a few Concours and I've been privileged to be teamed with a couple of well experienced judges who have a great depth of knowledge on the cars we judge. Their willingness to share their knowledge and expertise has provided a wonderful learning experience for me. They are just another example of the great people that make up DVJC.

Sue and I had to leave prior to the awards ceremony which I am told was impressive. The highlight was, of course, the awarding of the DVJC Concours d'Elegance Spirit of Kurt Rappold Award to Ann Perry. I'm sorry I missed that. I hear she was quite surprised and honored. Congratulations to Ann! Well Done and richly deserved!



A JCNA Concours doesn't happen without a great deal of planning and effort by volunteers. A successful one like the DVJC Concours at the Cars and Motorcycles of England is no exception. I can't begin to name eve-

ryone who contributed their time and expertise, rest assured there were a whole lot of them. Thanks to those who manned the registration tent and to the OV team. Thanks to those who set up the field and tents on Friday and Saturday. Thanks to the parking coordinators, Paul M and Alex, and the parking volunteers both on the field and for the spectators. Thanks to the Chief Judge, Charlie Olson, Assistant Chief Judge Jeff Dement, the judges and scoring runners. A special thanks to our scorers, Clara and Gerry who, I'm sure, had to deal with questionable penmanship and various interpretations of the Arabic numeral system. Thanks to our Field Marshal, Communications Coordinator and Club Photographer Brian Craig. Thanks to Bill Beible for ensuring the Concours registration process on the JCNA web site worked flawlessly. Thanks to Grace Smith for supplying and manning the JCNA Regalia tent. If I've missed anyone; Thanks to you as well! And finally a big, well deserved, THANK YOU to our Concours Chairman Jim Sjoreen without whose leadership, tenacity and patience the 2018 DVJC Concours would not have been the success that it was. Well Done Jim!



So, despite the best efforts of the May Rain Gods, there were plenty of "Jaguar Kind of Days". Moving deeper into June there are a couple more opportunities to have a "Jaguar Kind of Day" with other members of DVJC. There is the monthly DVJC Breakfast social at Spring House Tavern on June 17<sup>th</sup> which is also Father's Day. What better way to enjoy the morning of



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

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Father's Day than with your DVJC friends. Then there is a Jaguar Gathering of Friends and Conception Party at Casa Merluzzi on July 28<sup>th</sup>. If you haven't been to a Jaguar Gathering of Friends, you are missing out on a fun time. I'll let Paul M explain the Conception Party concept. Looking a bit farther out there is another Breakfast Social on July 15<sup>th</sup> and our annual DVJC Slalom on July 21<sup>st</sup>. Details for these and all future DVJC events can be found on our web site at [Delvaljaguarclub.com](http://Delvaljaguarclub.com).

### Fifty Years of the Jaguar XJ Saloon cont..

September this year will mark the fiftieth anniversary of the introduction of the Jaguar XJ6. The XJ Saloon, in its various forms, during its evolutionary journey has continued to be the flagship model in the Jaguar lineup. In celebration of its Jubilee Anniversary, as mentioned last month, Speaking of Things Jaguar will be a bit XJ centric through September. This month I'll talk about a couple of special XJs from the Jaguar Heritage collection.

#### Sir William's XJ6

When it was introduced in September of 1968 after four years and six million pounds of development, the XJ6 was the most technically complicated and sophisticated Jaguar ever to leave the factory at Coventry. It was also the best looking and most refined luxury saloon money could buy at the time. The XJ6 was the last car developed directly under Sir William Lyons and by Jaguar as an independent company. Needless to say the XJ6 was very special to Sir William. He once called it the most important car that Jaguar ever made. Given its longevity as the Jaguar's flagship model, I'd have to agree. Passionately committed to providing cars that offered the best value in their class, Sir William was known as a stern, but fair man and a strict timekeeper. The autocratic chairman controlled every aspect of his rapidly expanding business empire, generally making even the smallest of decisions himself. He was known to show up unannounced on the factory floor from time to time, just to keep the workers on their toes. It was on one of those factory floor visits that Sir William walked down the assembly line and picked chassis number 1L 1370 BW at random to be his personal car. He gave very specific instructions that it was not to be specially prepared in any way. In April 1969, the 370<sup>th</sup> right-hand drive XJ6, a 4.2 automatic in Sable Brown with number plate PHP 42G was delivered Sir William Lyons to replace his then current company car, a rare limousine MkX. It had no radio fitted.



Mostly chauffeur driven, but often driven by Sir William himself, PHP 42G stayed in the Jaguar fleet until 1976. It is thought that riding in the rear seat of the car convinced him that a long wheelbase model was needed to secure the upper class market. In 1972 the optional long-wheelbase model was introduced with an additional four inches of legroom for the rear passenger. PHP 42G was restored by the Jaguar Enthusiast's Club in 1994 and presently resides in the Jaguar Heritage Collection.



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



Immaculately maintained, it is one of the finest examples of a series one XJ6. Chrome rimmed instruments in the dash and the absence of head rests easily mark it as a very early production model of the car Sir William called “the finest Jaguar ever”. Nearly fifty years on with its low powerful stance and (now) classic yet timeless lines PHP 42G certainly looks the part.

### Royal Claret for the Queen Mother

Elizabeth Angela Marguerite Bowes-Lyon was the wife of King George VI and the mother of Queen Elizabeth II and Princess Margaret, Countess of Snowdon. She also owned a 1955 Jaguar MkVII in her favorite color, Royal Claret. In 1973 she decided it might be time to replace it. Not that there were any issues with the car as she had it regularly sent back the factory for updating.



It may have been recent introduction of the smooth performing Jaguar XJ12 that inspired her. Certainly the 300 pound premium for that model wasn't going to be an issue. While the Queen Mother was known to have a fondness for Daimlers, given the royal links to the marque, this was to be a direct replacement for the Jaguar MkVII which she regularly drove; so a Jaguar XJ12 was decided.



The long wheelbase Jaguar XJ12 was given a special build with a Vanden Plas interior, which at that time was reserved for only Sovereigns and Daimler Double-Sixes. It was finished in the specified Royal Claret with a dark rear screen. Unlike Sir William's radio free XJ6, the Queen mother specified not only a radio, but also an 8-track player. Just in time to play “Dark Side of the Moon”. The Queen Mother drove her XJ12 for many years and, as with the MkVII, had it regularly returned to the factory for updates. The car resided at Clarence House until her death in 2002. She expressly requested that the Royal Claret XJ12 be returned to Jaguar upon her passing. It is presently part of the Jaguar Heritage Collection.





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

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These two Jaguar XJ Saloons, shown here on the gravel drive of Sir William Lyon's family home, Wapenbury Hall, were built about four years apart. A fairly nondescript (at the time) Sable Brown XJ6 without a radio randomly selected by an industrial leader and motoring visionary who had been knighted for his services to the British motor industry and the other built to the exact specifications for the matriarch of the British Royal family. Fabled ownership aside, both

are stunning examples of the last Jaguars built by an independent Jaguar company, the first not to wear the leaper on the bonnet and, perhaps, the most important model in Jaguar's history.

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

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Anthony Greenwood  
Trenton, NJ





**DELAWARE VALLEY JAGUAR CLUB**  
**2018 Concours d' Elegance at Historic Hope Lodge**



**Scoring Results -Champion Class**

Class	Entrant	Year	Model	Body Type	Color	Score	Club
C-01/PRE	Prior, Chris & Garance	1938	SS-100	OTS	Suede Green	97.050	DVJC
C-02/120	Gaertner, W. Ronald	1953	XK-120	FHC	British Racing Green	100.000	Virginia
C-02/120	Gerhard, John H.	1954	XK-120	OTS	Old English White	99.910	DVJC
C-04/150	Gaertner, W. Ronald	1960	XK-150	DHC	Red	100.000	Virginia
C-05/E1	Iannacone, Lori & Kritzer, Karl	1961	XKE	OTS	Red	100.000	DVJC
C-05/E1	Smith, Terence M. & Barbara	1967	XKE	OTS	Dark Blue	100.000	Jaguar Club of Pittsburgh
C-05/E1	Francis, Wicker	1965	XKE	FHC	Opalescent Dark Blue	99.740	DVJC
C-05/E1	Schotland, Ron	1966	XKE	OTS	Opalescent Silver Blue	99.560	DVJC
C-11/XJ	Meyers, Howard	2009	XJ8	Saloon	Liquid Silver	100.000	At Large
C-13/JS	Moser, David	1995	XJS	Conv.	Green	99.870	DVJC
C-13/JS	Morrison, Greg	1993	XJR-S	OTS	Black	99.830	DVJC
C-14/K8	Silvestri, Robert	1998	XK8	Conv.	Meteorite	99.960	Southern New England
C-15/XK	Schultheis, Steve	2007	XK	Conv.	Black	99.730	DVJC
C-16/SX	Quilty, Steve	2007	X-Type	Estate	Chili Red	99.870	Suncoast Jaguar Club
C-17/PN	Huber, Chris	1956	XK-140	OTS	Arbour Green	93.930	DVJC
C-20/F	Spaulding, Dennis M.	2014	F-Type S	Conv.	Rhodium Silver	99.970	DVJC
C-21/FP	Smith, Grace	2017	F-Pace	SUV	Sapphire Blue	99.860	DVJC

## 2018 DVJC Concours d'Elegance

By Jim Sjoreen

Against all odds, weather odds that is, another successful Concours d'Elegance is in the books. The DVJC's annual concours, a JCNA-sanctioned event held on Saturday, June 2 at the Historic Hope Lodge in Fort Washington, PA, attracted a wide range of Jaguar motorcars across all divisions and spanning nine decades.

Forty-two of the fifty-four cars that registered were able to participate despite the threat of rain during one of the wettest periods in the region. Thirty-one cars representing twenty classes were judged, starting with a stunning 1938 SS-100 in the C-01/PRE class, including the Special class that saw two tastefully modified E



**DELAWARE VALLEY JAGUAR CLUB**  
**2018 Concours d' Elegance at Historic Hope Lodge**



**Scoring Results -Driven and Special Class**

Class	Entrant	Year	Model	Body Type	Color	Score	Club
D-07/XJ	Barry, Ed	1997	XJ8	Saloon	Sapphire Blue Metallic	9.990	Jaguar Touring Club
D-07/XJ	Beible, Bill	1996	XJ12	Saloon	BRG	9.987	DVJC
D-07/XJ	Van Vlijmen, Mick	1997	XJ6L	Saloon	Cabarnet	9.964	DVJC
D-08/XJS	Kob, Leo	1986	XJ-SC	Cabriolet	Gunmetal	9.988	DVJC
D-08/XJS	Kitson, Charles	1988	XJ-SC	Cabriolet	Talisman Silver	9.974	DVJC
D-08/XJS	Perry, Ann	1985	XJS	Coupe	Antelope	9.955	DVJC
D-09/XJS	Barry, Ed	1995	XJS	Conv.	Flamenco Pearl	9.973	Jaguar Touring Club
D-10/K8	Gerbis, Albert	2006	XKR	Conv.	Black	9.972	DVJC
D-11/XK	Tate, Gary	2011	XKR	Coupe	White	9.998	DVJC
D-11/XK	Detzky, Michael L.	2007	XK	Conv.	BRG	9.984	DVJC
D-12/J8	Morgan, Dave	2004	XJ8	Saloon	Black	9.998	Central Ohio
D-15/F	Geary, Pat	2015	F-Type	Coupe	Green	9.998	JC of Ohio
S-02/MOD	Kob, Leo	1967	XKE	Coupe	OEW	9.991	DVJC
S-02/MOD	Fitzgerald, Kevin	1969	XKE	OTS	Blue	9.962	DVJC

## 2018 DVJC Concours d'Elegance (continued)

Types competing for first place in the S-02/MOD class and continuing through current F Pace and F Type models. Entrants from across the state and as far away as Florida, Ohio, Connecticut and Virginia contributed to the passion and comradery that surround the Jaguar brand.

The DVJC concours was held in conjunction with the Cars & Motorcycles of England, a gathering of all British marques, be it four wheels or two. Co-hosted with the Delaware Valley Triumph Club, this event has grown to become one of the largest all-British motoring events in the Northeast. With the sun

breaking out for most of the day, entrants, spectators and club members were able to view a field of over 160 cars, both old and new with several local dealers displaying their latest models.

In addition to all things British, Hope Lodge hosted its second annual Ales & Petals at Hope Lodge event featuring craft beers, wine, food and live music, all of which could be enjoyed in surroundings that date back to the 18<sup>th</sup> century. Against the backdrop of some of the finest and most iconic cars in the world, the day had something for everyone.



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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

July 15, 2018

10:00 a.m.

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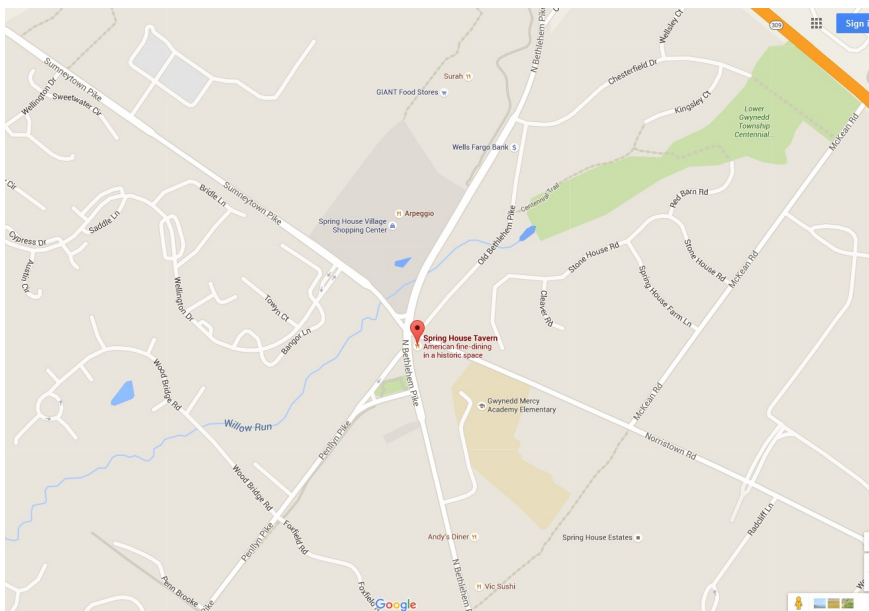
## **Driving directions from the Pennsylvania Turnpike:**

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

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

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

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





# *Delaware Valley Jaguar Club Governance*

The terms of each of the club's officers and directors will expire at the end of calendar year 2018. All positions will be open.

If you are interested in serving the club by being a candidate for any of the positions, please advise me via email regarding your intention to run and designate the position you seek.

The elected club positions are:

President  
Vice President  
Secretary  
Treasurer  
Director (3 positions)

Thank you,  
Alex Giacobetti  
[Agiacobetti@abglaw.net](mailto:Agiacobetti@abglaw.net)

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## An Uncommon Sight?



The XK120 is rated at 160 horsepower. However, after overheating while waiting for the Concours OV it was reduced to 3 manpower. Top speed went from 120 mph to less than 1.2 mph (darn near went backwards). Apologies to John Gerhard but I couldn't resist. Good news—the car cooled down, completed OV, and placed 2nd in C2/120.



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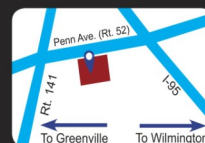
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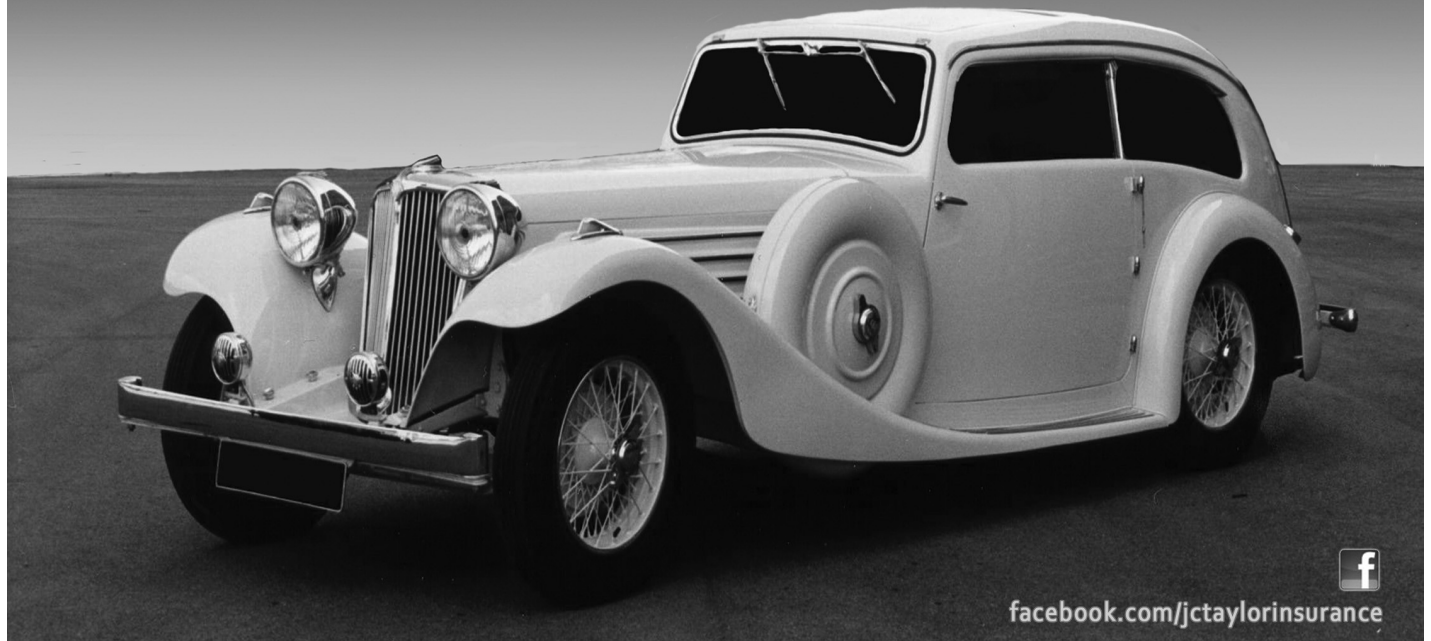


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