
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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July 2018

2018 DVJC Slalom



The 14th Annual DVJC Slalom will be held on Saturday, July 21, 2018, at the Garnet Valley High School, home of the Jaguars. Please see pages 9 & 10 for more information. One of our most consistent competitors was Kurt Rappold. Kurt could be counted on to bring something interesting to the event. The last several years he made his slalom circuits in a MK X, the only one in the country to compete in the slalom. Coming to this event, as a competitor or a volunteer, would be a great way to honor Kurt's memory.



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

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Upcoming DVJC Events

July 15, 2018

August 19, 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 21, 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

July 28, 2018

**Jaguar Gathering of Friends — Conception Party,
Noon—5PM**

Home of Paul & Irena Merluzzi,

1445 Grand Oak Lane, West Chester, PA

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

August 18, 2018

Rally / Dinner / Concert

Rally starting 2PM, dinner at The Stone Barn

Concert Under the Stars, Longwood Gardens

Kennett Symphony Orchestra

Contact: Paul Merluzzi, pawlym@aol.com or

<https://delvaljaguarclub.com>

Other Interesting Events

August 12, 2018

New Hope Auto Show

New Hope-Solebury High School

Bridge Street (Route 179), New Hope, PA

Contact: www.newhopeautoshow.com



President's Mewsings *July 2018*

DVJC News and Other Stuff ...

Monthly Breakfasts: Our monthly breakfasts will continue at the Spring House Tavern on July 15. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly (pawlym@aol.com) if you plan to attend. That is also the same day as the Newtown Antique & Classic Car Show, for which I signed up before realizing it conflicted with our July breakfast. Decisions, decisions ...!

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) if you plan to attend. Just bring your own lawn chairs and any alcoholic beverages you plan to drink. All other soft drinks and food will be provided by the hosts.

Slalom: The Annual DVJC Slalom will be held on July 21st. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact Rich Rosen (rosen244@verizon.net) if you plan to attend. Rich needs some help, so contact him if you can lend a hand. Details for this and all future DVJC events can be found on the web site.

Teamwork: As I wind down during the last six months of my “lame duck” year as your president, I am happy with what has been accomplished. My #1 objective was to make the club more ‘social’, fueled by our common interest in Jaguar cars. We have become a much more active club, with excellent club attendance at our breakfasts, gatherings, and special events. As a

result, I (along with you, I presume) have made a number of new friends – and I certainly believe the friendships will be long-lasting. It is exciting for me to see members jumping in to help when needed – especially for the very labor-intensive events like the Concours d'Elegance. We are friends and we are a team – and teamwork is displayed in the many things we do as a club. This was clearly demonstrated as many members mobilized to fill the vacuum left by Kurt Rappold's sudden passing. All who worked tirelessly on the Concours realized how much he meant to the club. All who work to make a successful Slalom event on July 21 will have the same feeling. Teamwork is easy and natural among friends.

In six months you will have a new leader with new ideas and a new agenda. It is important for organizations to have a succession plan with leadership candidates waiting in the wings. Please let Alex Giacobetti, our Governance Committee Chairperson, know if you would like to throw your hat in the ring for one of the DVJC leadership positions.

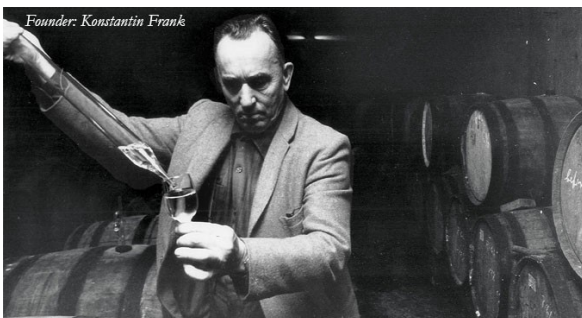
Watkins Glen – Konstantin Frank ... a Unique Winery

The Finger Lakes has become a world-class wine destination. The lakes and rolling hills in the region make for not only amazing scenery, but also fantastic wines, spirits, and beers. We will hopefully be able to take some time on Saturday, September 8th to tour some of the wineries in the region. One that is on the “must-do” list is the Dr. Konstantin Frank Vinifera Wine Cellars, not only for the fine wines and food but also for the historical perspective it lends to region's wine-making reputation.

Dr. Konstantin Frank ignited the “Vinifera Revolution”, a movement that forever changed the course of wine growing in the Finger Lakes

President's Mewsings *July 2018 (continued)*

and the United States. Dr. Frank's vision, knowledge and determination are credited with elevating the New York wine industry from a state of happy mediocrity to a level that today commands world attention.



A European immigrant, Dr. Frank and his family arrived in the United States in 1951. After a brief stay in New York City, Dr. Frank, a professor of plant sciences who held a Ph.D. in viticulture, moved upstate to take a position at Cornell University's Geneva Experiment Station.

Dr. Frank believed from his years in the Ukraine that the lack of proper rootstock, not the cold climate, was the reason for the failure of *Vitis Vinifera* (European wine grape varieties) vines in the Finger Lakes region. He continued to promote his beliefs and to seek a sympathetic ear, which he found in Charles Fournier, a French champagne maker and president of nearby Gold Seal Vineyards. Communicating in French, Dr. Frank revealed his research for growing the delicate European vinifera grape varieties in cold climates. For the first time the Northeastern United States could produce European varieties of wines.

In 1962, merely a decade after arriving in America, Dr. Frank founded Vinifera Wine Cellars. The winery quickly earned a reputation for spectacular Rieslings and its original planting of vines formed the backbone of

New York's world-class wines and champagnes.

One of the winery's greatest virtues is that it is family run. Dr. Frank's son, Willy Frank, continued the tradition of excellence and determination started by his father. Willy amazed the industry in the late 1980's by releasing an exquisite sparkling wine made at his very own Chateau Frank. He adheres to the "methode champenoise" using the three classic French Champagne grape varieties successfully creating another first for the Finger Lakes Region of New York – world class sparkling wines.

With the help of his cousin Eric Volz as vineyard manager, Willy's son, Frederick Frank, took over leadership of the winery in 1993 and expanded production with the introduction of a value brand, Salmon Run, which is in honor of the majestic landlocked Salmon and beautiful Keuka Lake. Under Fred's leadership the winery's production and number of medals earned has increased greatly and he looks forward to one day turning over the reins to his daughter, Meaghan Frank, who hopes to continue as the fourth generation of Franks at the winery. Meaghan joined the family business after receiving an MBA in Wine Business from the prestigious University of Adelaide in Australia and a Master's in Oenology from Cornell University.

Fred's sister, Barbara Frank (third generation), is a Consulting Winemaker and Regional Sales Manager. Barbara assists in developing quality sparkling wines at Chateau Frank and also plays an important role in "spreading the word" in the New York City and New Jersey markets about the quality of the Dr. Konstantin Frank wines.

One of the secrets of success behind the Dr. Konstantin Frank world-renowned vineyards

President's Mewsings *July 2018 (continued)*

is Vineyard Manager and Vice President, Eric Volz (third generation). Eric had the privilege of learning his trade firsthand from his grandfather, Konstantin Frank and father, Walter Volz (the winery's first Vineyard Manager).

The winery believes that quality starts in the vineyards with careful attention to detail and nurturing of the old vine vineyards first planted by Dr. Frank in 1958. These old vine vineyards are among the oldest in the United States. While they produce fewer grapes, the quality of the fruit results in more complex wines. Over the years, the family has discovered that the northern European grape varieties are most well suited for the Finger Lakes region. Varieties such as Riesling, Gewürztraminer, Pinot Noir and most recently, Grüner Veltliner are among the most prized at the winery.

Formula E Update ...

Jaguar Vector Racing Breaks the Maritime Electric World Record

Jaguar Vector Racing has broken the outright world and national electric speed records in a battery-powered boat with a speed of 88.61mph, breaking the previous electric best of 76.8 mph set in 2008. The electric speed boat was developed in partnership with Jaguar Racing's technical partner, Williams Advanced Engineering, using Formula E technology.

Vector is a British company launched in 2012 that achieved immediate recognition through its partnership with Martini and back-to-back wins in the historic Cowes Torquay Cowes race in 2014-15. In 2017 Vector announced Jaguar as its new title partner, with a focus on performance, lifestyle, and its British heri-

tage. The team intends to break a number of world and national speed records in the next 18 months as part of a major initiative to push the boundaries of performance and to showcase British engineering.

Williams Advanced Engineering Limited operates a technology and engineering services business and is part of the Williams Group. In 2010 Williams Grand Prix Engineering Limited began diversifying its operations, leading to the establishment of the Williams Advanced Engineering division, which has now become Williams Advanced Engineering Limited. Combining cutting-edge technology derived from four decades of success in the ultra-competitive environment of Formula One, Williams Advanced Engineering provides world-class technical innovation, engineering, testing, manufacturing and operational consultancy services to the automotive, motorsport, aerospace, defense, health and energy sectors. Working in close collaboration with its customers, Williams Advanced Engineering helps meet the sustainability challenges of the 21st century and improve performance, with its expertise in aerodynamics, thermodynamics, electrification, advanced lightweight materials and vehicle integration. The Company was honored with the Queen's Award for Enterprise in Innovation 2018.

In 2016, Vector broke new ground with the delivery of its first high-performance surveillance USV interceptor. The company will unveil a further three new models in its maritime security range later this year, alongside a new 60ft luxury performance yacht capable of speeds in excess of 55 knots.

The unique Jaguar Vector V20E electric boat recorded an average speed of 88.61mph across the two legs of the famous 1km course on Coniston Water, England. Jaguar Vector

President's Mewsings *July 2018 (continued)*

co-founder and technical director Peter Dredge piloted the V20E.



Malcolm Crease, CEO, Jaguar Vector Racing, stated that “After 12 months of hard work, this is a fantastic result for the team and our partners and a great first step in bringing the power and versatility of electrification to the marine industry. It is a great honor for the Vector team to follow in the footsteps of Donald Campbell CBE and to set a world record on the historic Coniston Water.”

Mark Cameron, Director of Experiential Marketing, Jaguar Land Rover, chimed in “Congratulations to Jaguar Vector Racing for setting a new benchmark for an electric boat with this world record. Jaguar is at the forefront of electrification technology and our mission is to ‘Race to Innovate’ on track and on the water. Thank you to the whole team and our technical partner Williams Advanced Engineering for successfully transferring the technology we are using in Formula E with Panasonic Jaguar Racing from racecar to power boat.”

Craig Wilson, Managing Director, Williams Advanced Engineering added “Williams Advanced Engineering is proud to have supported this new world record by Jaguar Vec-

tor Racing by using our award-winning knowledge of electrification to provide the boat’s electric power, motor and control systems. Our experience from powering the entire Formula E grid for the past four seasons of racing and our ongoing partnership with Jaguar in the ABB FIA Formula E championship provided the technical and operational platform required to achieve this fantastic result. Congratulations to all involved in this wonderful achievement.”

Catching Up on Formula E Results

After Panasonic Jaguar Racing’s consistent record of scoring points in each round of the 2017/2018 ABB FIA Formula E Championship finally came to an end in Paris, Mitch Evans secured Panasonic Jaguar Racing’s first-ever pole position during the inaugural Zurich E-Prix on June 10th as reported in this column last month. His teammate Nelson Piquet Jr started in position 11 on the grid, but he 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.

The team now looks forward to the Qatar Airways New York City E-Prix double header on July 14 and 15 at the Red Hook, Brooklyn circuit. The track is 2.373 km (slightly less than 1.5 miles) with 14 turns. It features stunning views of the iconic Manhattan skyline and the Statue of Liberty. The double-header season finale will bring Season Four of the ABB FIA Formula E Championship to a close, with a new champion crowned. Results will be reported in the August Purr.

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



DELAWARE VALLEY JAGUAR CLUB

14th ANNUAL SLALOM

Saturday, July 21, 2018

8 AM to Noon

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Day of Slalom \$35

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Slalom Class: _____

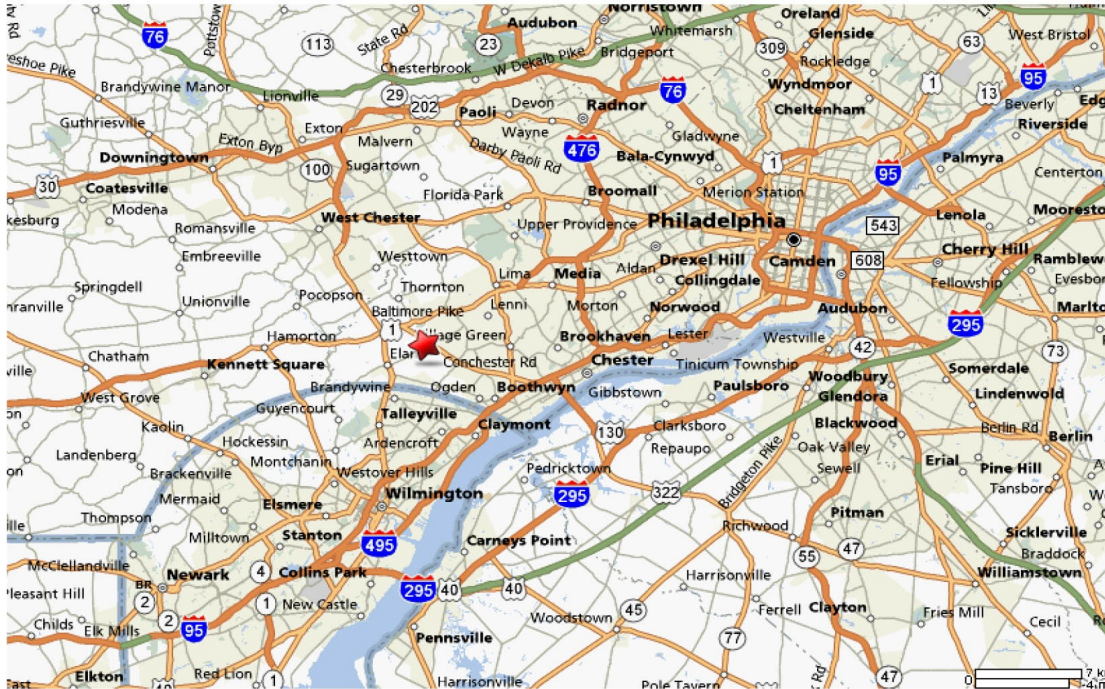
Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 21, 2018. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

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 - July 2018

By Paul Trout

Jaguar Spotting and Photos on the Bulkhead

Early last year in my first "Speaking of Things Jaguar....." column I talked about ways to have "A Jaguar Kind of Day". You don't have to be attending a DVJC event or even driving your Jaguar, although they are the best ways to have one. Sometimes you don't know you are going to have one until you are in the midst of it. That happened to me last Sunday as I was making the eight hour trek to the annual Trout Family Beach Vacation in North Carolina. No, we weren't in the XKR as the Subaru is way better suited for that kind of adventure. We hadn't been thirty minutes into the trip when I leaned over to Sue and said "There's one of our kind." My oldest son who was making the trip down with us leaned up from the back seat with a bit of a startled/worried expression on his face and asked Sue "What does he mean?" "Oh, Dad just spotted a Jaguar..." He just said "oh". There may also have been an eye roll; I couldn't tell. He's known me all of his life and I've known him for the better part of mine; he gets me. Anyway, across the intersection was a very nice gray X300. Someone was having "A Jaguar Kind of Day". Shortly after we crossed into Delaware we caught up with and tracked a bit with a Jaguar Racing Green X-Type. The voice in my head whispered softly "Jaguar Kind of Day?" It was an early 2.5 appearing to be in quite nice condition. The mature looking woman driving it had a smile on her face. Assured she was having "A Jaguar Kind of Day", I gave her the "Nice Car" nod and waved to her. I'm sure she hadn't a clue why, but she smiled anyway and motored on in her Jaguar. Of course the thought of lowering the window and shouting across Sue to her "I see you are having "A Jaguar Kind of Day"! We have and love Jaguar cars and I get excited when I see someone enjoying their Jaguar. Want to join our club?" Strangely, the wave seemed more appropriate.... The X-Type was number two of a total of ten Jaguars spotted during the trip down. To my line of thinking seeing more than one Jaguar an hour is indeed "A Jaguar Kind of Day".

I always get a lot of reading done during the family beach week. The latest Jaguar Journal arrived the day before we left and it was the "XJ Fiftieth Anniversary Edition", so it came to the beach with me. I particularly enjoyed reading Nick Hull's "Genesis of the

XJ6". As members of DVJC and therefore members of JCNA, we are fortunate to have such an entertaining and informative Jaguar magazine delivered to our door every other month. This is an exceptional issue. I also really enjoyed this month's Member Spotlight featuring Ron Gaertner. I've been privileged to be on the concours judging team for both Ron's XK120 FHC and his XK150 OTS.



They are both magnificent examples of the Marque. Having only known Ron as the owner of two 100 point cars that are such a pleasure to inspect, the article adds for me quite a bit more dimension to a very interesting man. I suspect I may see him a bit differently next concours.

One of the highlights of the long drive down and back from the Outer Banks is crossing the Chesapeake Bay via the Bridge Tunnel. As we approach it from either direction my thoughts often drift to a time when I used to cross it more frequently; fifty years ago when I lived on the USS Guam LPH9.

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



The Guam's home port was Norfolk, VA. When we were in Norfolk I would usually come home to Pottstown, PA on the weekends. Instead of a Subaru Outback I was driving an MGB roadster then. The drive time was a bit shorter, especially on the trip back to the ship on Sunday night. I generally left about midnight to make a 6am muster. I was never late. There wasn't a lot of Jaguar spotting on those trips. The USS Guam was an amphibious assault ship, or more commonly a helicopter carrier designed to transport 2000 fully equipped Marine Assault Troops and land them in combat areas via helicopter. In 1968 the Viet Nam war was raging and the US was rapidly increasing the number of ground troops deployed there. Deploying massive numbers of troops requires a massive training program. As fate would have it, that was our mission. We would pick up Marines, most of them just out of boot camp, and helicopters in North Carolina and head to Panama for jungle training. After jungle training we would take them to Vieques, Puerto Rico for practice assault landings under simulated combat conditions. We would stop at a couple of "Liberty Ports" for R&R and head back to North Carolina. Those Marines would head for Viet Nam and we would pick up another 2000. I hoped, at the time, that our mission helped some of them make it back home alive.

So, where is the Jaguar in all of this naval reminiscing going? Living in close quarters with the crew of 500 sailors you tend, over time, to discover a few that you have something in common with, other than your uniform. My bunk mate above me was a pretty weird guy in that he slept with his eyes open and didn't talk much. Let me tell you, approaching someone at 4am to get them to take their watch shift and seeing them asleep with their eyes open is really creepy. Most sailors had pictures of their girlfriend or a Playboy centerfold taped up on the bulkhead or the bottom of the rack above them. Not me, I had a large photo of an Austin Mini Cooper S, red with a black roof, torn out of a Road & Track magazine. Back home a red Morris Mini 850 that I bought for the princely sum of \$75 was sitting in my grandmother's garage, but what I really craved was a Cooper S. It took a little over thirty years to satisfy that craving, but that's another story.

Anyway, he slept with his eyes open and I had pictures of tiny cars on my bulkhead; guess we both had a little weirdness in common. One day he said to me "I have a TR4". Surprised, I put my BMC - "I'd rather push my MG than drive a Triumph" (BTW, Triumph guys have a similar phrase) bias aside and said "Hey cool! I have an MGB". So, we kind of had something in common. One day one of the navigation guys who bunked in the same compartment overheard us talking British sporty cars. He nodded at me and said he too had a sports car and walked off. Intrigued, the next time I saw him I asked about it. He told me we could go get a beer in it when we got back to Norfolk and walked off. I got the impression he had a sports car, but maybe he wasn't a sports car guy.

When we got back to Norfolk he told me he didn't keep it on the base, so we would have to wait until he retrieved from a garage near his apartment. His credibility was starting to fade a bit, but since most everybody on the ship seemed to know him, I thought ok, we'll see. A couple of days later he saw me and just said "See you on the pier at 4:30". We walked over to the massive naval base parking lot and there, gleaming in the sun, sat his light blue series one E-Type OTS. I just stood there and went Wow! He said "Do you want to get that beer or what?" Yep he wasn't a sports car guy; just a guy who happened to have one of the coolest cars on the planet. We had a couple of beers back at his apartment that night and went for a long drive. That was my first ride on an E-Type. I had a few other rides and beers with him, but never got to know him very well. He was like that. Later the mystery of the nice apartment and the E-Type did eventually clear up. It seems in 1968 in a Navy town and on a ship with 2000 Marines and a crew of 500, selling weed was a very profitable enterprise.

Sometime between September and December 1968, a color photo of the new Jaguar XJ6 joined the Mini on the bulkhead by my rack. When I first saw pictures of the new Jaguar sedan (I hadn't learned to call them saloons yet) I thought it was breathtakingly beautiful. At that time sedans did not typically excite me. The series one Maserati Quattroporte was, up to that point, the only car with four doors that I admired. As beautiful as the Quattroporte was, it paled in comparison to the XJ6. A bit like Mutt and Jeff, the quick little Mini and the most beautiful four door sedan I had laid eyes on were side by side on my bulkhead. My weirdness factor moved up a notch.....apparently my fantasies were a little different than the other guys. I don't know how many of those sailors ever ended up with Playboy models, but I owned and raced a Mini Cooper S and I drive a Jaguar.

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

So, back to the drive home... The Jaguar factor on that long trip home was a bit lower with only six spotted, but one of them had been also seen on the way down. In fact I have seen the same white sixties something Jaguar S-Type on every trip up and back for the past twenty; maybe thirty years. All that time it has been sitting in the same spot aside the drive way of an antique dealer on the northbound side of Rt 13, just south of Greenwood, Delaware. Seeing it at about 45 mph from the road it looks fairly nice, but sitting in the same spot outdoors for that long, I suspect the tin worm has had his way with its underside. I haven't seen a "For Sale" sign, but generally everything on an antique dealer's premise is for sale for the right price. Even if it was for sale, what would I do with it? I realize that in today's world any car in any condition could theoretically be restored, but as rusty as this car must be, the cost would seriously exceed the value. I often think about stopping to get the story on this Jaguar, but then again, perhaps my own story of it as a land mark on an annual trek north and south might be a better one. So as I pass it I think of it resting and rusting out its days remembering that it was once someone's pride and joy. It still makes at least one person smile a couple of times a year.

Two Down, One to Go!

I'll spare you my annual July No Jaguars at Le Mans lament this year. Instead it's Alonso Wins Le Mans!!!



Fernando Alonso is my favorite active race driver. Note that I didn't say favorite Formula One driver. He has been on a mission to prove he is way more than that; and succeeding. With few exceptions, today's top race drivers tend to be single series drivers known only for NASCAR, IndyCar, WEC or Formula One. Contracts with sponsors and owners have tended to get in the way of drivers branching out to other series. That wasn't always the case. All of my boyhood heroes raced all kinds of cars. Jim Clark, two times F1 World Champion also won the Indy 500 in 1965 and raced Can Am. Phil Hill America's first F1 World Champion also won Le Mans three times and raced in the Can Am series. Mario Andretti, America's second F1 World Champion, raced just about every type of race car you can think of and remains the only driver to win the Indy 500, the Daytona 500 and the Formula One Championship. A. J. Foyt, known best for winning the Indy 500 four times, also won the Daytona 500, the 24 Hours of Daytona and Le Mans; the only driver with that distinction. Graham Hill, two times F1 World Champion, is the only driver to have won the Triple Crown of Motorsports.



The Triple Crown of Motorsports consists of the Monte Carlo Grand Prix, the Le Mans 24 hour and the Indianapolis 500; the three most prestigious races in international motorsports. Two years ago 36 year old Fernando Alonso, known as one of the greatest Formula One drivers, announced that his career goal is now to become the second driver ever to win the Motorsports Triple Crown. He won Monte Carlo in 2006 and 2007. In 2017 he skipped the Monte Carlo Grand Prix to Drive for Andretti Racing in the Indy 500. He qualified 5th and was running in 7th place with 21 laps remaining when his Honda engine broke. He got a standing ovation from the crowd when he stepped out of the car. He was awarded both the Fastest Rookie and Rookie of the Year awards. Last month, driving for Toyota Gazoo Racing, he put the #8 Toyota TS050 on the pole in qualifying. As night fell in France, the #8 Toyota was running second to the #7 Toyota by a

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

margin of two minutes. Alonso drove a quadruple stint during the night and closed that gap to 30 seconds. The #8 car took the lead with Kazuki Nakajima at the wheel in the 16th hour and finished in first place two laps ahead of the #7. Alonso won the Le Mans 24 Hour endurance race! He now joins only 13 other drivers who have won two of the three Triple Crown races.

Alonso is under contract to drive F1 for McLaren at least through the 2018 and possibly 2019 seasons. However McLaren is currently seriously considering a full season IndyCar effort for 2019. Not only has McLaren CEO Zak Brown met with IndyCar Series management, he has also had discussions with various team owners and engine providers. McLaren is no stranger to the Indianapolis having won the 500 three times in the seventies. With Alonso's career goal now focused on winning the Indy 500, the timing for McLaren's reentry into the IndyCar Series couldn't be better.

And now for the annual July post Le Mans Jaguar lament. No Jaguars again this year....sigh.

Jag Bits

Jaguar Classics Celebrates fifty Years of XJ with a Resto Mod

What does the term Resto Mod actually mean? A quick search revealed this fairly objective definition: *A true "restoration" is a vehicle that has been reassembled with the goal of bringing it back to factory-stock condition only. A "Resto Mod" job is defined as a vehicle that has been put back together with the addition of new modern or aftermarket parts that were not on the vehicle when it came from the factory.* Resto Mod is a relatively recent phenomenon in the collector-car world. As a counterpoint to the "survivor" craze, these new cars mix old and new technology to create the best of both worlds, matching classic styling with modern comfort, performance and reliability. Typically Resto Mods have been limited to Detroit iron and muscle cars. You may remember from an earlier column that one of our members, Dennis Levitt, who owns a beautiful Jaguar XKR



175, is building a really cool Pontiac GTO Resto Mod.

It seems Jaguar Classics is getting into this Resto Mod business. The electric powered Jaguar E-Type Zero that Jaguar Classics built last year, and made a considerable media splash as the newlywed royal couple's vehicle of choice to convey them to one of their receptions, could technically be considered a Resto Mod. It is a restored series one E-Type chassis with some serious modern upgrades. A 60's sports car with electric power, LED lights and a digital dashboard certainly fits the definition of Resto Mod.



And now Jaguar Classic has built a Resto Mod XJ6. This time it is a 1984 Series 3 XJ6 for a rock star. Iron Maiden drummer, Nicko McBrain, commissioned Jaguar Classics to build him a "Greatest Hits" XJ6 with no expense spared. A lifelong Jaguar enthusiast, Nicko wanted the car to have touches inspired by all five decades of the XJ as well as be representative of his heavy metal musical heritage. Engineers and craftsmen at JLR Classic Works in Coventry refinished, replaced or redesigned more than 4000 parts during the 3500 hour project. The unique finished product is quite stunning in Mauve over Pimento Red. Some preserved parts from Nick's first XJ6 were included in the build, such as the bonnet leaper and the 1984 ignition key.

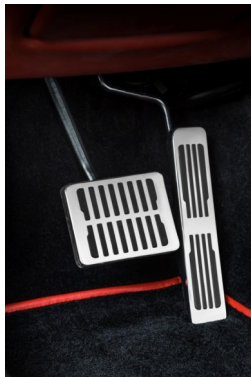


Speaking of Things Jaguar - July 2018 (cont'd.)

A stop/start button on the dashboard ignites the 4.2 six which also has some reconditioned components from his original XJ6. It also has an E-Type triple SU carburettor intake with a machined quad pipe exhaust system. The suspension has been upgraded with adjustable rear dampers.



Inside, the dashboard features dark gray stained sycamore which is Nicko's preferred snare drum material. In the center is an Alpine touch screen that controls the satellite navigation, phone, rear camera and the 1100W sound system with speakers from the latest Jaguar XF. I'll bet "Best of the Beast" sounds amazing on that. At the center of the three spoke sport steering wheel is Nicko's unique personal mascot, the "Eddie Growler" which first appeared on his specially commissioned 2013 XKR-S. Other interior touches include control knobs machined to look like those on electric guitar amps and drum kit inspired metal pedals.



Outside, the front and rear bumpers are seamlessly blended into the custom wings with unique chrome work and flush side markers. The wheel arches are flared to accommodate the 18 inch chrome wire wheels and 235/45 R18 Pirelli P Zero tires. Bullet mirrors adorn both front doors. Both the front and rear doors have been resculpted and have unique sills. The LED headlamps are circled with "Halo" running lights.



Per Tim Hanning, Director of JLR Classics "Creating this 'Greatest Hits' XJ, and the whole process of bringing someone's automotive dream to life, has been extraordinarily rewarding for the Jaguar Classic team. It's been a pleasure to work with Nicko and we're looking forward to hearing the reaction to this project."



Well Tim, This Jaguar enthusiast thinks JLR Classics truly created a "Greatest Hits" XJ6. The car was revealed at this year's Geneva Auto Show to kick off the Jaguar celebration of fifty years of the XJ.

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



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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.

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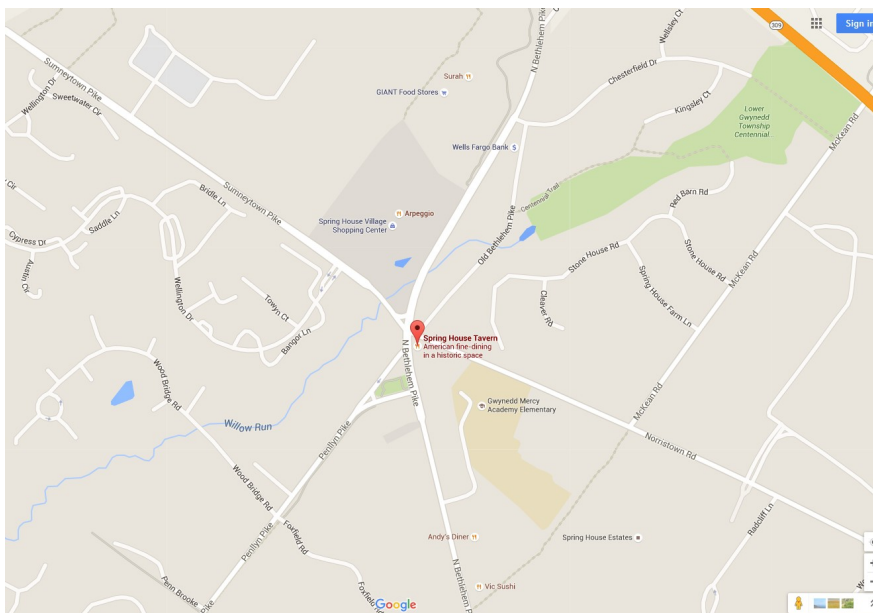
Driving directions from the Pennsylvania Turnpike:

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*



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:

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Thank you,
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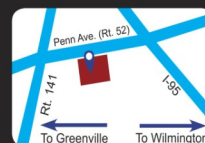
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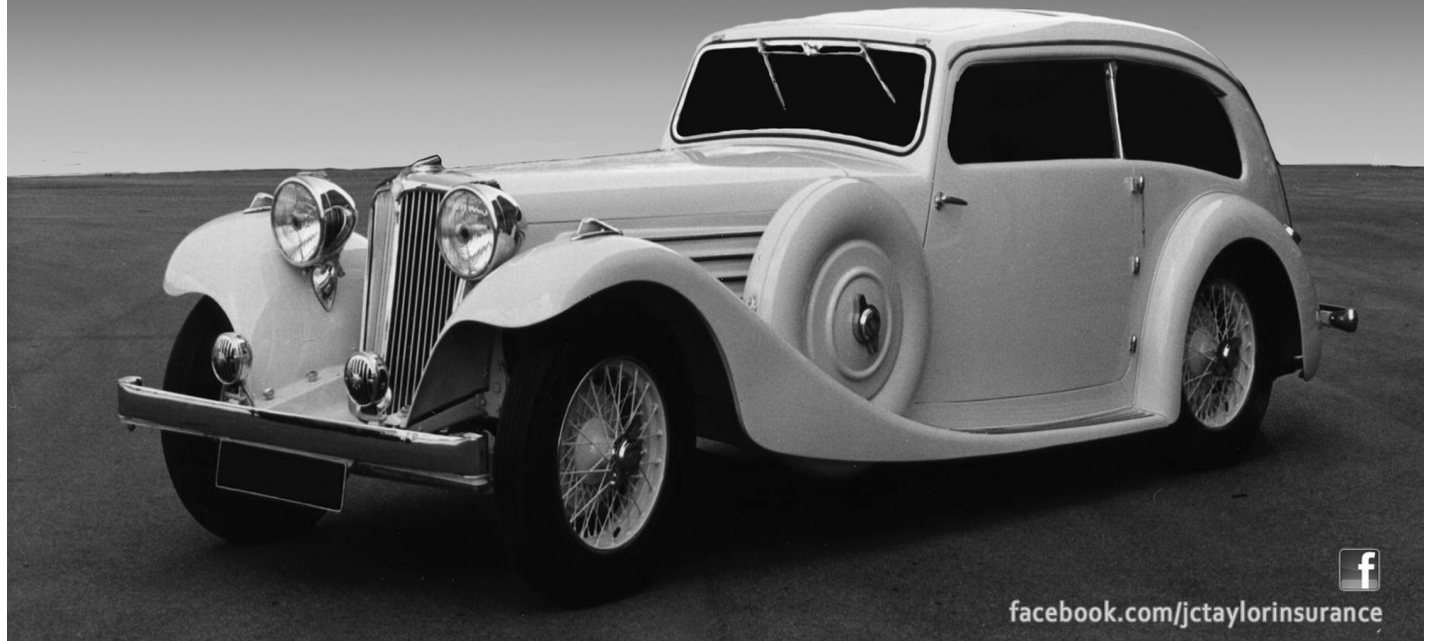


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