
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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August 2018

2018 DVJC Slalom



The Annual Delaware Valley Jaguar Club Slalom was again held at the Garnet Valley High School, home of the Jaguars, on Saturday, July 21, 2018. Competitors posting times were Rich Rosen, Steve Kress, Peter Daniel, Steve Schulthies, Bill Beible, Charles Olson, Grace Smith, and John Larson. See results posted on page 18. Members of the Pennsylvania State Police were on hand to watch the competition. Fortunate for Rich Rosen they were very friendly and tolerant. Thanks to Susan Rosen for her great photography.



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

August 19, 2018
September 16, 2018
10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 21)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

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

August 18, 2018

DVJC / AMOC Rally / Dinner Concert (see page 10)
Start: Unionville High School to The Stone Barn to
Longwood Gardens

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

Also: <https://delvaljaguarclub.com>

October 19–21, 2018

Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE

Contact: Brian Craig, 215-483-5861 or
www.northeastrallyclub.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

September 8, 2018

5th Annual Knights of Clumbus Auto Show and Flea Market
St. Catherine of Siena

321 Witmer Road, Horsham, PA 19044

Contact: Tony Gray, 717-586-6335 or graycav56@aol.com

Notice

Grace Smith has a lovely man's black polo with a red cat in size XL and does not have an order form for it.
If you ordered this item please call Grace Smith at 215-996-9897



President's Mewsings *August 2018*

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

DVJC News and Other Stuff ...

August 18 – 3rd Annual Scenic Drive / Dinner / Concert: Take a spirited drive through the beautiful back roads of Southern Chester County, followed by a scrumptious buffet dinner at The Stone Barn. Then enjoy some light classical music under the stars by the Kennett Symphony at the Longwood Gardens Open Air Theater. Ticket price includes admission to Longwood Gardens and the post-concert Illuminated Fountain Show. See the flyer on page 10. The concert will move indoors to the Unionville High School Auditorium in case of inclement weather.

Date/Time: August 18, 2018 at 2:30pm
Starting Point: Unionville High School, 750 Unionville Rd, Kennett Square, PA 19348
Cost: \$85/person

RSVP by August 13 to reserve a spot by registering on the DVJC website (<https://delvaljaguarclub.com>) or contacting me directly (pawlym@aol.com) if you plan to attend.

August 19 - Monthly Breakfast: Our monthly breakfasts will continue at the Spring House Tavern on August 19. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly (pawlym@aol.com) if you plan to attend.

Slalom: Please read Paul Trout's excellent coverage of the Slalom, held on July 21, later in this issue. It was our first Slalom without Kurt Rappold. Thanks to Rich Rosen for seamlessly taking the helm. I missed the Slalom this year because Irena and I were in Schenectady NY attending the Celebration of Life for Margaret

Schaller, who passed away at age 97 in July. Margaret was the mother of my good friend Lee Schaller and shared my interest in symphonic music, fine art, and poetry. You might have met Lee at the Gathering on July 28. She is a racing aficionado who raced in SCCA Showroom Stock class in her younger days when she lived in California.

Jaguar Gathering of Friends and Conception

Party: We had a splendid day and great turnout for the July 28th Gathering and the celebration of the 76th Anniversary of my Conception. We had 56 people at the event, mostly DVJC members along with a few family members, neighbors, and Kennett Symphony friends. My neighbors loved the car show on the street – mostly old/new Jaguars with an Aston Martin and an Alfa Romeo sprinkled in. My lovely wife Irena did an exceptional job of planning the menu so that I could avoid being in front of the BBQ grills all afternoon (as I did last year). I hope you all enjoyed your arrival being announced by Syd, our neighbor dog.

Can any child be cuter than Josephine LaRoche? I am so glad Alex and Ana brought her to the party. She always seems so happy – no doubt due to the love that she senses from her parents.

It doesn't seem that long ago that my grandsons, Nate and Sam, were Josephine's age (and that cute). Back then I took a day off from work every week (a benefit of owning the business) and hung out with them until they went to kindergarten. I hope you had a chance to meet them. Nate is just shy of 18 years and is 6' 2", Sam will be 14 in December and is 5' 10". The tall blonde with blue eyes at the party is their mother, my daughter, Ericka, who will be 577 months old when you read this article. She has been, and always will be, the light of my life. She and my son-in-law, Jonathan, are terrific parents as evidenced by the well-mannered, re-

spectful behavior of my grandsons. Jonathan was a bit formal when he first started dating Ericka (seemed to be a family trait), but eventually adapted to the hugging, kissing, joie-de-vivre style of the Merluzzi family. His only major fault is being a Red Sox fan.

Watkins Glen – Notes for Newbies

NOTE: This section was contributed by my friend and fellow Watkins Glen aficionado, Charlie Beck. Many of you met Charlie and his wife Joan when they attended a few of our breakfasts and the recent Gathering on July 28 at Casa Merluzzi.

Having been to The Glen more than 50 or 60 times over the years (OK, decades...I'm getting old) hopefully I've learned a few things about one of my favorite places on this earth. Here are a few tidbits that I hope will help you enjoy your first visit:

The weather can, and will, change rapidly. When going up to the track, and I say "up" because it sits on a plateau about 3 miles from the actual village of Watkins Glen, take plenty of layers. It can start very chilly, warm up to tee shirt temperature and get cold, windy and rainy...all in one day...hell, all in one morning! Weather can blow in off Seneca Lake and create some unique conditions. (Seriously, I once saw snow flurries in August...). Bring rain gear — the odds are high that you will need it at some point in the weekend.

For the vintage race weekend, the grandstands are all wide open and free roaming; just take a seat anywhere you like. Same for the paddock and garages...full access is included in your ticket. Since this is an amateur race weekend, you may be able to walk into the pits, and as long as you stay out of the way and stay safe, you should be OK.

Note: In many areas of the garage and paddock, and definitely anywhere in the pits, you

must have long pants, no shorts. I'm not sure how they would feel about women's pants currently in style that end well above the ankle, but the fact that they leave the ankles exposed would make me think "probably not acceptable". You must have closed shoes (i.e., no sandals or open toe shoes), and covered shoulders (i.e., full shirt or tee shirt, no "strap type" shirts. Not sure about these "open shoulder" shirts that are in style, but I doubt they are acceptable). Your best bet is to wear jeans, sneakers and a full tee or sport shirt. It's a shame to see some spectacular car nearby, but not be able to go into that area because you don't have full clothing. You can wear shorts anywhere else in the spectator areas of course.

Wear good walking shoes —you'll doing a lot of that. The paddock and garage area are a candy store of toys and you'll want to see them all. You'll also want to move around from corner to corner to get a good perspective of the track. The grandstands on the outside of Turn One, the hills on the inside of Turn One and the outside of Turn Seven, the bleachers at the top of the Esses, and standing at the fence on the outside of Turn Nine, are my favorite places to go.

While not too many amateur racers use radios like the pro teams, if you have a scanner it's still worthwhile, and fun, to keep an ear on race control.

Food and drink: Since you park in the track facility, you can bring in anything you like in the way of food and beverages. Alcohol is allowed; just use your head. Don't take it anywhere in the paddock / garage / pit area of course, and if you get rowdy or stupid you'll get to meet New York state's finest up close and personal. There are a couple of food stands in the track — typical hot dogs & burgers — not great, but not terrible and not surprisingly they are at rather inflated prices.

Best suggestion is to stop at Subway or a convenience store and bring your own drinks, sandwiches and munchies.

Cash: Bring enough. The food & drink stands, and many of the vendors (posters, shirts, hats, etc.) only take cash.

When leaving the track, watch your speed on Rt 14, Rt 414 and Rt 17. The police aren't dumb. They know that it's a race weekend, and people want to get home, have some adrenaline going from watching the races, etc. It's not uncommon to see someone fly past you on the Interstate, then see them 10 miles down the road discussing things with an officer.

I could go on and on for hours (shut up, Charlie), but I'll stop here. If you want more info, suggestions on where to eat, a list of good wineries, or listen to me bore you with stories of years past, don't be bashful...give me a call.

267-549-1936 Charlie Beck

JLR Reports a Loss ...

Jaguar Land Rover (JLR) has reported a loss for the first time in three years after sales slowed in China. The UK's biggest car firm, which is owned by India's Tata Motors, blamed the setback on "multiple challenges". This included the impact of what it said was a "temporary issue" from a change in Chinese import duties. China planned to cut import tariffs for cars and parts for most vehicles to 15% from 25% starting on July 1st. As a result, JLR said, many consumers delayed purchases. The tariff change is part of the country's efforts to try to reduce tensions with the US over trade.

The firm isn't the only car company affected by the changes to trade policies. Three US car firms warned that their performance had

been affected by changes in tariffs. Ford and General Motors lowered profit forecasts for 2018, citing higher steel and aluminum prices caused by new US tariffs. Fiat Chrysler, which owns Jeep and Maserati, also slashed its 2018 revenue outlook after sales in China slumped as buyers postponed purchases in anticipation of lower car tariffs.

Formula E Update ...

Katherine Legge Joins Rahal Letterman Lanigan I-PACE eTROPHY Team

Rahal Letterman Lanigan Racing (RLL) announced that sports car and open-wheel racing veteran Katherine Legge will drive one of the team's two Jaguar I-PACE eTROPHY series electric racecars during the 2018/2019 ABB FIA Formula E season. An American-themed car design was unveiled by RLL co-owner Bobby Rahal, Legge and team officials at the New York E-Prix 2017/2018 season-finale (see next section).

"I am very proud to be driving in the Jaguar I-PACE eTROPHY Formula e series for Rahal Letterman Lanigan Racing," said Katherine Legge. "I have followed Formula E since its inception and have been very impressed with the growth in the electric car market and electric racing as a whole. I have also wanted to drive for Bobby for the past 10 years or more so this for me is the realization of a dream. Driving for a British brand like Jaguar on a global stage and 'racing to innovate' sounds like the best kind of challenge to me. I'm excited!"



RLL first announced participation in the Jaguar I-PACE eTROPHY Series, the world's first production-based electric vehicle race series, in November 2017. The team will announce the second driver prior to their first test session which is expected to take place in September 2018 in the UK.

"I have known Katherine for a number of years and have always been impressed with her capabilities and how she handles herself," said Bobby Rahal, co-owner of Rahal Letterman Lanigan Racing with David Letterman and Michael Lanigan. "She did a great job in Formula Atlantic, Indy car and now in sports car racing and I think she will do very well for us in the Jaguar I-PACE eTROPHY series. We have spoken about working together for a number of years and I'm pleased to finally be able to put a program together."

"This program has been a year in the making and this weekend is a big milestone for us," added Rahal. "I'm very impressed with the communication we have had with Jaguar and how things are progressing in England. To a person, we are all excited to get going and go racing. We are also very proud to unveil the livery of our two-car team. Being an American-based team now racing around the world, we all felt it would be important to compete under our national colors and we think the I-PACE eTROPHY really looks great in red, white and blue. It will be obvious where we are from when people see our cars."

The Jaguar I-PACE eTROPHY is a support series to the ABB FIA Formula E Championship and the first to be based off of a street-legal production battery electric vehicle. Races will take place the same weekend, and on the same city street circuits as the ABB FIA Formula E races during the 2018-19 season. The series, which will exclusively feature up to 20 Jaguar I-PACE eTROPHY race cars, offers teams the chance to showcase

driving talent and electric performance, while competing on the world stage in zero-emissions motorsport.

Panasonic Jaguar Racing Shows Improvement

Panasonic Jaguar Racing finished their second season in the ABB FIA Formula E Championship with a double points finish reinforcing the team's development since joining the series.

After heavy storms overnight, both Mitch Evans and Nelson Piquet Jr qualified strongly in challenging conditions to start the final race of the 2017/18 season in sixth and seventh.

Following a strong start Nelson moved up to fourth. With split strategies, Mitch entered the pits first before completing a quick car change to rejoin the field in sixth with Nelson following a lap later returning to the track in eighth. Both drivers' successful battery management allowed Nelson to move up to seventh on the last lap of the race ensuring the two Jaguar I-TYPE 2's crossed the line for the final time side by side.

Panasonic Jaguar Racing's second year in Formula E will be remembered as a season of firsts with the team claiming their first podium finish in Hong Kong before securing their first pole position in Zurich. The British team's mission of 'Race to Innovate' both on and off track culminated in the global launch of the Jaguar I-PACE all-electric SUV.

The Jaguar I-TYPE 2 showed progress from its predecessor enabling the team to be consistently fighting for points. The team finished with a total of 119 points - sixth in the team standings. Mitch led the team home in seventh place in the driver standings with Nelson finishing ninth.

President's Mewsings *August 2018 (continued)*

With testing for Season 5 of the ABB FIA Formula E Championship already under way Panasonic Jaguar Racing is hard at work developing the all-new Jaguar I-TYPE 3 as Formula E moves to its second-generation race-cars.

James Barclay, Team Director, Panasonic Jaguar Racing: "We made a big step forward this year and I believe we are the most improved team. Last year was a learning year and this season we have scored points in all but two races. It would have been great to secure a couple more podiums but we will take the learnings and it will make us stronger for next year. I would like to thank the whole team and our partners for all the hard work and dedication. We are all motivated to work hard before the start of next season and aim to carry this positive momentum forward."

After the season-ending race, Mitch Evans stated, "It's great to get points today. Securing a double points finish was our target and it's a strong way to finish the year. We're already working towards next season, we missed some opportunities this year but we are motivated to build on the improvements."

Nelson Piquet added, "Today we achieved our goal of finishing in the points. We started the season strongly and could have achieved more. I'm looking forward to next year and finding the pace and efficiency ahead of the first race of the season. We will have to work really hard to regularly compete with the other teams from December onwards."

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

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



Mark Your Calendars
August 18, 2018
2:30 pm

DVJC / AMOC
Rally/Dinner/Concert
Start: Unionville High School
Cost: \$85/person

Take a spirited drive through the beautiful back roads of Southern Chester County, followed by a scrumptious buffet dinner at The Stone Barn. Then enjoy some light classical music under the stars by the Kennett Symphony at the Longwood Gardens Open Air Theater. Ticket price includes admission to Longwood Gardens and the post-concert Illuminated Fountain Show.

RSVP by August 13 to Paul Merluzzi
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Speaking of Things Jaguar - August 2018

By Paul Trout

Three Sixes, Two Eights, and a Pair of Twelve's

Sixes full of eights can be a pretty good hand. But a pair of twelve's? Now that's a rarity in a poker hand or on the Garnet Valley Jaguars parking lot. Of the fifty eight Jaguar pistons that showed up last Saturday for the parking lot Grand Prix known as the DVJC Slalom, nearly half of them were beating in the hearts of a pair of V-12 E-Types.



We had quite a diversity of Jaguar hearts beating in the seven Cats that showed up to roar around the cones. Along with the V-12's there were two 4.2 liter V-8's and three different six cylinder configurations; a 3.0 V-6, a 4.0, and a 4.2. Helping out with the required safety tech inspection, I was able to get a good look at all of them. The graceful lines of a Jaguar take on so much greater meaning when you gaze upon the powerful heart that beats under the bonnet. Six, eight, twelve, they are all well engineered works of art that produce the performance and make the sounds that bring those graceful lines to life.



As the week prior to the Slalom moved forward, the

weather forecast for Saturday looked increasingly more direly as we entered the mid-July monsoon season. In a brief email exchange with Rich Rosen on Friday, he assured me there was no need for any rain contingency as the rain would hold off until just after the last car completed its last run. Not sure who he knows, but that is exactly how the day unfolded. Perhaps Kurt put a good word in for us... With the expert help, particularly with the timing equipment, of Rich's son Cooper, we got the course set up quickly and decided to start the runs early and slot late comers in upon arrival. I had made the decision on Friday night not to run due to a concern with the XKR's rear suspension, so instead I took on the Green Lane Growler's job as official starter. Working the start line was a bit of a departure for me, but I embraced and enjoyed it. When I was racing hill climbs in the Pennsylvania Hill Climb Series, there was always a starter who would guide me in positioning the car on the start line. More importantly he would check my belts to ensure they were latched and tight, make sure I was fully suited (zipped up, gloves on, helmet strap cinched, etc.) and look around the car to see that I hadn't left a water bottle or a wrench lying on the floor. Seemingly simple little things like that can become really serious issues very quickly on the race course. So, I took the start line job seriously; checking belts, helmets and ensuring the course was clear before releasing the drivers to assault the cones.



Each driver has his or her own approach to the start of a slalom run. Some show up to the line with a big smile, bantering a bit, ready to have some fun. Others are more tentative, clearly wanting to focus without conversation.

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



Either way, I could see that mental focus set in with each of them just before they launched onto course, each with a unique combination of Jaguar roar and tire grip. Standing at the start line through the duration of each run gives one a great perspective to observe the eyes and hands of the drivers and the resultant car control.



Over the course of five runs I could see that some drivers were beginning to get into that zone where you are going incrementally faster as the blur of the run begins to slow down. It's a great feeling that I remember well. Solo racing, which is what the slalom is, while competitive, is really about personal best. Trying something a little different from the last run to see if you can shave a hundredth of a second off to set a new personal best time. Of course there are times when the effort to shave time increases it. Pushing the car harder is not always the best strategy. Smoother is generally faster. Watching the launch at the start of each run is always fun with the powerful Jaguar motors converting their energy to motion and sound. Many years ago I attended the Fiero Club of America National Convention at the Indianapolis Motor Speedway and the keynote speaker was the reigning SCCA Solo Racing Champion. The thing I remember most from his talk was how much he emphasized the importance of the launch and equally important having your mind in the first gate (or turn in the slalom) before the launch. Otherwise, a great launch is going to get you to the first gate before your mind is ready for it. Saturday there were a number of different launch tactics,

each best suited to the particular driver and his or her car at that moment. The cars with the third pedal were clearly the most fun. Burnouts are exciting, but they make for slow starts. Just a wee bit of wheel slip to keep the revs up works so much better; just a throttle blip and a chirp!



The cars with automatic gearboxes were a whole other game. There are two lines of thought with the modern era cars that have increasingly sophisticated electronic driver aids and transmission/suspension options. The driver aids (Traction Control, Dynamic Stability Control, etc.); make use of them or turn them off? These are essentially safety features designed to prevent loss of control. Since they make use of the brakes to stabilize the car when it is sensing an unstable situation, logic says they will slow you down during a slalom run. On the other hand, more of the loud pedal may let you beat the system. I think it would be interesting to have a driver who has very consistent times take several runs both ways to prove the point one way or the other. I have always turned the Traction Control off with a preference of controlling what the car does on the course instead of it controlling what I do. A personal preference without statistics to validate. On the other hand, the electronic transmission and suspension options can be quite helpful in the slalom. Depending upon the vintage of your modern Jaguar, these settings change the shift points and tighten up the suspension. So, for my XKR it is Traction Control Off, Sport Mode On, gearbox locked in second. The launches of the Jaguars with automatic gearboxes were varied and generally smooth with great sounds. Some just pushed the loud pedal and left. Others planted the brake pedal and stacked up the car with the loud pedal like a dragster. The release of the brakes then made for a quick and exciting launch.

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



Having said all of this, at the end of the day, whatever works best and is most comfortable is the right thing for that driver at the moment of his or her run. It's all about having fun and learning a bit more about you and your car that counts. Overall the 14th Annual DVJC Slalom was a pretty good show for both the drivers and the spectators alike. Spectators? Yes, we had some. At one point we had three Pennsylvania State Troopers enjoying the show. Two of them even stayed and lined their patrol cars up with the Jaguars for a photograph.



They seemed impressed with the skills of our drivers, particularly Rich Rosen's traditional post off course donut. There was plenty of smoke and nice round black circles; always a hit!



As Rich had predicted, raindrops started spitting as the last car completed the last run.



We gathered the cones and timing equipment in a slight drizzle and headed off to breakfast at a local restaurant to collectively reflect on the sights, sounds and speed of the event. And then the rain came down in earnest. Kudos, thanks, and congratulations to Rich Rosen, chairman, for a very successful DVJC Slalom event. Kurt's last Slalom was a tough act to follow, but Rich was clearly up to the task. I'm sure Kurt was smiling. Well done Rich!

In Defense of the Series III?

I so enjoyed watching Steve Kress's British Racing Green V12 E-Type OTS and Rich Rosen's Sable V12 E-Type 2+2 roar around the cones on Saturday. The performance and sound pumped out by those 5.3 liter V12s is such a sensory treat. Those sensual lines in such a powerful stance just say "Fast & Smooth". The next evening, whilst scrolling through the numerous Jaguar oriented FaceBook pages that I frequent, an article about the Series III E-Types with a somewhat disturbing title caught my eye. The article was titled "Defending the Jaguar E-Type Series III" and it started like this... *Let's face it – the third-incarnation of Jaguar's E-type is far removed from the world-changing mantra offered by the 1961 original. Bloated and hefty, comparing the Series III V12 to William Lyons' original concept is like paralleling 1950s Elvis Presley to his '70s alter-ego.*" I couldn't agree less! The Series III E-Type requires no defense. It is a great car in its own right. Yes, the Series III is a different car, but not a lesser car. Is the 427 Cobra a lesser car than the original 260/289 version? Larger, wider wings, wider wheels, a significantly bigger engine and higher performance. That describes both the 427 Cobra and the Series III E-Type. Rather than bloated and hefty, I see a more muscular stance with wider, more powerful haunches. Granted, Enzo Ferrari called the original E-Type "*the most beautiful car ever made*". I agree with him, but that doesn't make the Series III a toad. That broader bonnet and larger mouth are there because there is massive and powerful V12 sitting under it. Pumping out 272 bhp and more torque than a battleship, the 5.3 liter V12 could move the Series III

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

from zero to sixty in 6.8 seconds; not only quite fast for the seventies, but a feat the previous two E-Type series never achieved.



Let's remember that Bob Tullius of Group 44 drove the Series III E-Type to the SCCA B-Production championship in 1975. Those cars were brutally fast with a sound that would make any Ferrari envious. Rather than allow the Series III to be the Don Rickles of the E-Type family, I prefer to see it as the final evolution of "the most beautiful car ever made", perhaps better suited to the world as it was ten years later.

"Grand Jaguar Lane" for a Day

Casa Meluzzi, venue for the July Jaguar Gathering of Friends, sits on shade tree lined Grand Oak Lane, but on Saturday last it looked more like Grand Jaguar lane. As we pulled up in the XKR there were Jaguars lining both sides of the street. Old ones, new ones; black ones, blue ones....



As I gazed down the street I could see Brian Craig's beautiful red XK8, Dennis Levitt's stunning custom XKR 175, and not just one but two F-Pace SUVs. On the opposite side was "Leaky", Ken Ruocco's lovely 420. Farther up the street there were a couple of F-Types and a pair of X-Types. I have a soft spot for X-Types. Behind my XKR was Mike Wolf's E-Type Coupe and across the street an Aston Martin rolled up. If you are going to show up to a Jaguar gathering in another marque, that would be a good one. Alan Aptner delivered a delightful cask of wine in his very nice

Alfa 164 and the Alan Browns rolled up in their wonderfully restored MGB Touring. Alan was able to report progress on his E-Type Coupe he is currently restoring and even hinted at a target reveal date. The other Brownes, Dave and Rose, were elegantly represented on "Grand Jaguar Lane" with their sleek XJL, gorgeous in its Claret finish. Standing in the Casa Merluzzi driveway there were literally beautiful Jaguars as far as you could see on both sides of the street in either direction. A magnificent sight to behold!



While Max Sandler and I were admiring Max's newly acquired X-Type Estate, Steve Kress asked if we could provide a bit of technical assistance with his BRG Series III E-Type OTS. As he opened the long green bonnet he explained that the air conditioner had stopped working about half way there. He, of course lost my attention as my gaze fixed upon that V12 as it was slowly revealed. What a beautiful site. After some diagnostic oriented switching of things on and off it was suggested either low refrigerant level or electrical malfunction (on a British car?) were the culprit. Either way, the compressor clutch wasn't engaging and Steve and Betty would surely be driving home with the windows down. A short walk up the Meluzzi driveway revealed a shaded deck with quite a crowd of DVJC members enjoying great food, drink and each other's company. We also got to meet Paul and Irena's daughter, son-in-law and their grandchildren, a delightful family so reflective of Paul and Irena. Of course, the "Belle of the Ball" was little Josephine La Roche. What a cute and smiley little girl. The event was billed as both a Jaguar Gathering of Friends and Conception Party. So, complete with a cake topped with cars, we sang "Happy Birthday" to President Paul. His birthday is in March. Do the math. A good time was had by all. The July Jaguar Gathering of Friends is an event that many of us look forward to and Paul has given indication that it will continue next year.

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



So, if you missed it this year, be sure to check the events listing on delvaljaguarclub.com in the spring to get it on your calendar. On behalf of myself and Sue, and DVJC, I would like to thank Paul and Irena for their gracious hospitality in hosting such an enjoyable party and providing such a grand Jaguar and British car show on Grand Oak Lane.

Jag Bits

Celebrating 50 Years of the XJ6



As many of you know, I subscribe to a number of motoring magazines. Classic Motorsports is one that occasionally provides some inspiration for this column. A small inset at the bottom of the cover of this month's issue immediately caught my eye. **"Jaguar XJ6 – Experts share tech and buying advice for the cornerstone classic."** While I expected a bit more than a page and a third, there seemed to be some good insight worth sharing offered by Paul Tsikuris of Tsikuris Classics and Dave Welsh of Welsh Enterprises. Tsikuris suggests that the Series 1 cars are the prettiest, but the automatic gearboxes are archaic and don't shift well. He feels a good upgrade for them is converting to the European version four-speed manual with overdrive. He acknowledges that the Series 2 cars (particularly the XJC) are starting to appreciate in value despite, as he says, the interior, especially the switches, feeling a bit cheap. While the Series 3 cars may have, in his opinion, lost a bit of the classic look of the earlier cars, the engines are much less prone to overheating and the quality of the interior is significantly improved. Tsikuris offers some bits of advice for XJ6 owners. He suggests you try to remember to park your XJ6 with the wheels straight. Parking with the wheels turned stresses the steering rack seals and

causes them to degrade prematurely. He also suggests running a steel brake line from the rear bleeder under the car as the rear brakes are quite difficult to bleed. He closes suggesting if he could build his own XJ6 it would be a Series 2 body with Series 1 bumpers and a Series 3 drive train.



Dave Welsh goes right to the self-leveling rear suspension, suggesting that it will eventually fail and be very costly to repair or replace. Welsh Enterprises sells a kit to convert to conventional shocks for \$415. He goes on to offer some details to look for when shopping for an XJ6, especially one with high mileage. Have the brake accumulators and switches, cam gaskets and head gaskets ever been changed? Has the differential been replaced or rebuilt? Look for leaks from the cam covers and differential. He also suggests changing the differential fluid each time you change the engine oil and filter.



So if you are a Classic Motorsports subscriber, sorry for the spoiler. If you aren't, I've pretty much covered the article for you then.

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

Paul T

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1995 Racing Green, XJS Convertible

4.0L, six cylinder, 71K original miles, excellent condition inside and out. I have owned this, garaged and covered beauty, for 17 years. Must sell due to poor health. \$18,750. OBO.

Please contact Rod Pieretti, 302-540-6000, e-mail: rpieretti@verizon.net.



2018 DVJC Slalom Collage—Photos by Susan Rosen



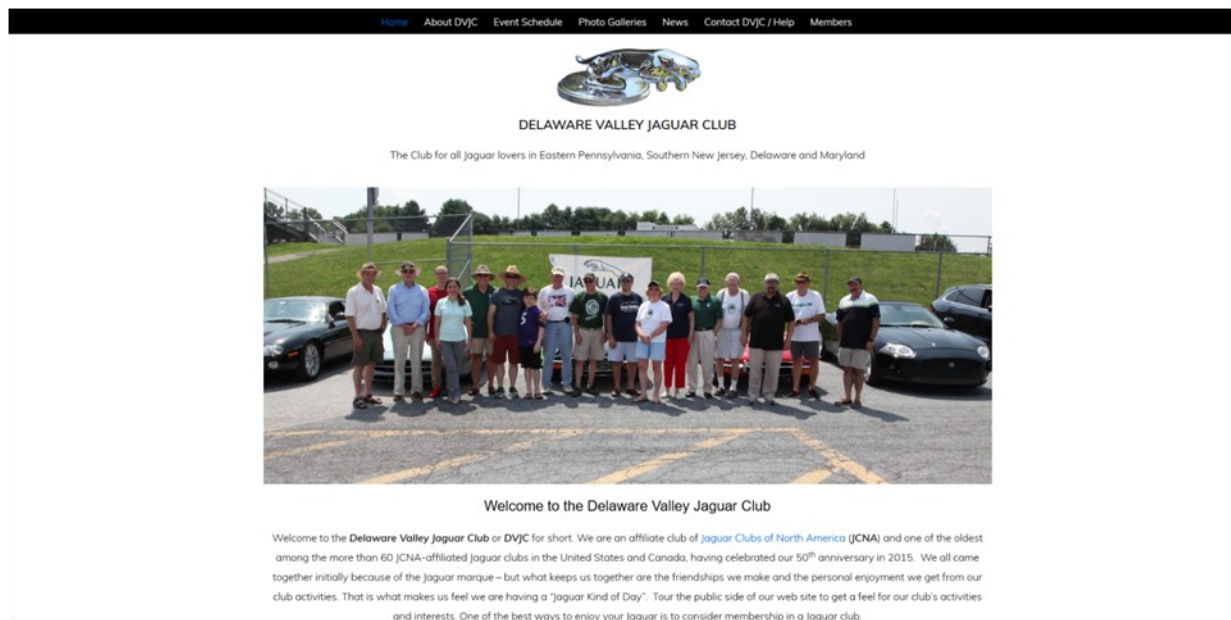


EVENT RESULT - LIST

Master Report

Date:	Saturday, July 21, 2018	Club:	NE33-Delaware Valley Jaguar Club
Type:	Slalom	Event Name:	2018 DVJC Annual Slalom
Location:	Garnet Valley High School 552 Smithbridge Road, Glen Mills, PA 19342		
Person Filing:	Richard Rosen	Phone:	856-428-4290
Address:	244 Ardmore Avenue Haddonfield, NJ 08033	Email:	rosen244@verizon.net

Class	Entrant Name	Specific Entrant Name	JCNA#	Car Specs	Score
E - E Types - 12 cylinders (1971-1975)	Richard and Susan Rosen	Rich Rosen	NE33-41093J	1971 E-Type 2+2, Sable	46.08800
E - E Types - 12 cylinders (1971-1975)	Stephen and Betty Kress	Steve Kress	NE33-15743CJ	1972 E-Type OTS, BRG	47.74300
J - XJS - Including XJS-R and XJSC (1976-1996)	Peter Daniel		NE33-37918J	1995 XJS Conv., Ice Blue	52.89600
K - Two Wheel Drive Non-Supercharged GT Cars - XK, XK8 and S-Type (1996-present)	Steven Schulthies		NE33-44404J	2007 XK Conv., Black	44.16400
K - Two Wheel Drive Non-Supercharged GT Cars - XK, XK8 and S-Type (1996-present)	Bill and Nancy Beible	Bill Beible	NE33-54850J	2005 XK8 Conv., Blue	47.22000
N - AWD Cars - X Type and F-Pace (2002-present)	Charles W Olson		NE33-29236CJ	2017 F-Pace SUV, Sapphire Blue	49.45800
N - AWD Cars - X Type and F-Pace (2002-present)	Grace Smith		NE33-61880J	2017 F-Pace SUV, Sapphire Blue	55.84300
SP/H - Street Prepared, Heavyweight - All 6, 8 and 12 cylinder sedans and GT	John C. Larson		NE40-33872J	1977 XJ6C Coupe, Grey	44.63400



More than half of our members have now registered on the DVJC website. Visit the secure site (<https://delvaljaguarclub.com>) anytime to see that latest club news and photos, find information and register and pay online (paperless and stampless) for coming events, access the current edition of the Purr and much more. An “Alert” area has been added to the home page for time critical communication such as “go/no go” for the recent Concours due to forecasted bad rains.

Improvements currently being considered include adding a members-only discussion forum, opening postings for member comments and including classified ads on the site. 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 or use the Website Feedback page provided to registered members.

Keeping the website reliable and up to date requires regular attention by the web team. Members of that team are Tom Shaner, Brian Craig, Pauline Craig, Paul Trout and Ann Perry.

If you haven’t yet registered, I encourage you to do so. Paperless 2019 membership renewal and dues payments will be available later this fall. 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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Delaware Valley Jaguar Club Breakfast Socials

August 19, 2018
September 16, 2018

10:00 a.m.

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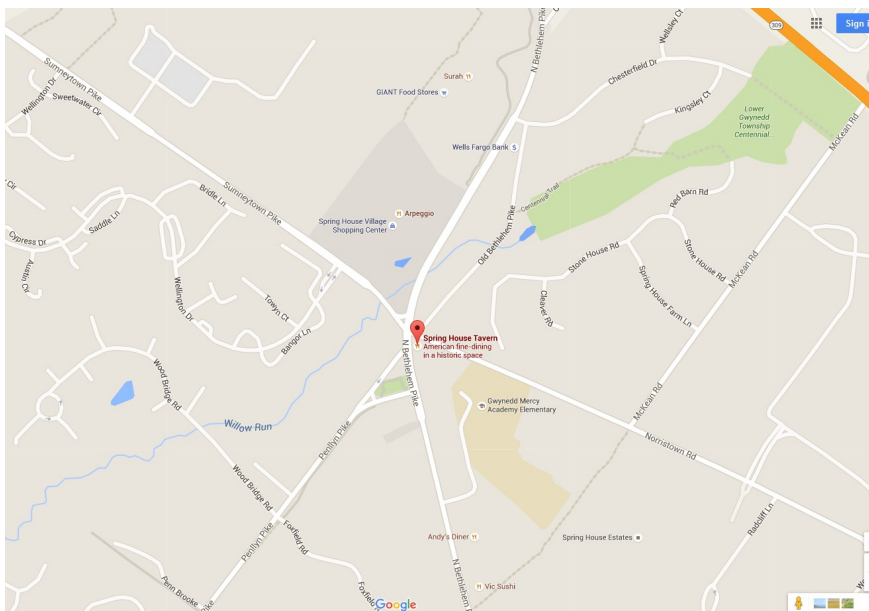
Driving directions from the Pennsylvania Turnpike:

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*



2018 DVJC Gathering of Friends Photos Collage



Quotes About Cars Found on the Internet

When a man opens a car door for his wife, it's either a new car or a new wife. [Prince Philip](#)

I've always been asked, 'What is my favorite car?' and I've always said 'The next one.' [Carroll Shelby](#)

To attract men, I wear a perfume called 'New Car Interior.' [Rita Rudner](#)

I came out of the mall one day, and a guy was standing there with a coat hanger in his window, and I couldn't stop myself. I asked the stupid question. 'You lock your keys in the car?' 'Nope, just washed it, gonna hang it up to dry.' [Bill Engvall](#)

I couldn't find the sports car of my dreams, so I built it myself. [Ferdinand Porsche](#)

My wife wants sex in the back of the car and she wants me to drive. Rodney Dangerfield

Never have more children than you have car windows. Erma Bombeck

The best car safety device is a rear-view mirror with a cop in it. [Dudley Moore](#)

"Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus."— [Françoise Sagan](#)

"The problem with the designated driver program, it's not a desirable job, but if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." [Jeff Foxworthy](#)

"Americans will put up with anything provided it doesn't block traffic." [Dan Rather](#)

"Driving a hot car is a lot like sex to me, or a lot like I keep thinking sex should be: A total body experience, overwhelming, to all the senses, taking you places you've never been, packing a punch that leaves you breathless and touches your soul. The Viper was way more satisfying than my last boyfriend." [Karen Marie Moning](#), [Faefever](#)

"If you are clinically insane, by which I mean you wake up in the morning, and you think you are an onion, this is your car, (about the BMW X3)." [Jeremy Clarkson](#)

"With each replacement of parts, a car slowly becomes Chinese." [Mr. Kuniyasu](#)

"I invented nothing new. I simply assembled the discoveries of other men behind whom were centuries of work. Had I worked fifty or ten or even five years before, I would have failed. So it is with every new thing. Progress happens when all the factors that make for it are ready, and then it is inevitable. To teach that a comparatively few men are responsible for the greatest forward steps of mankind is the worst sort of nonsense." [Henry Ford](#)

"If someone were to ask me for a short cut to sensuality, I would suggest he go shopping for a used 427 Shelby-Cobra. But it is only fair to warn you that of the 300 guys who switched to them in 1966, only two went back to women." [Mort Sahl](#)

"Some drivers deserve to walk." [Anthony T. Hincks](#)

"Hey, don't knock it. It still runs. Most of the time, even after I turn it off." Jo" [Sherrilyn Kenyon](#), [Son of No One](#)

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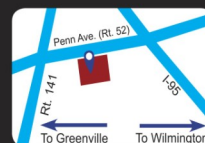
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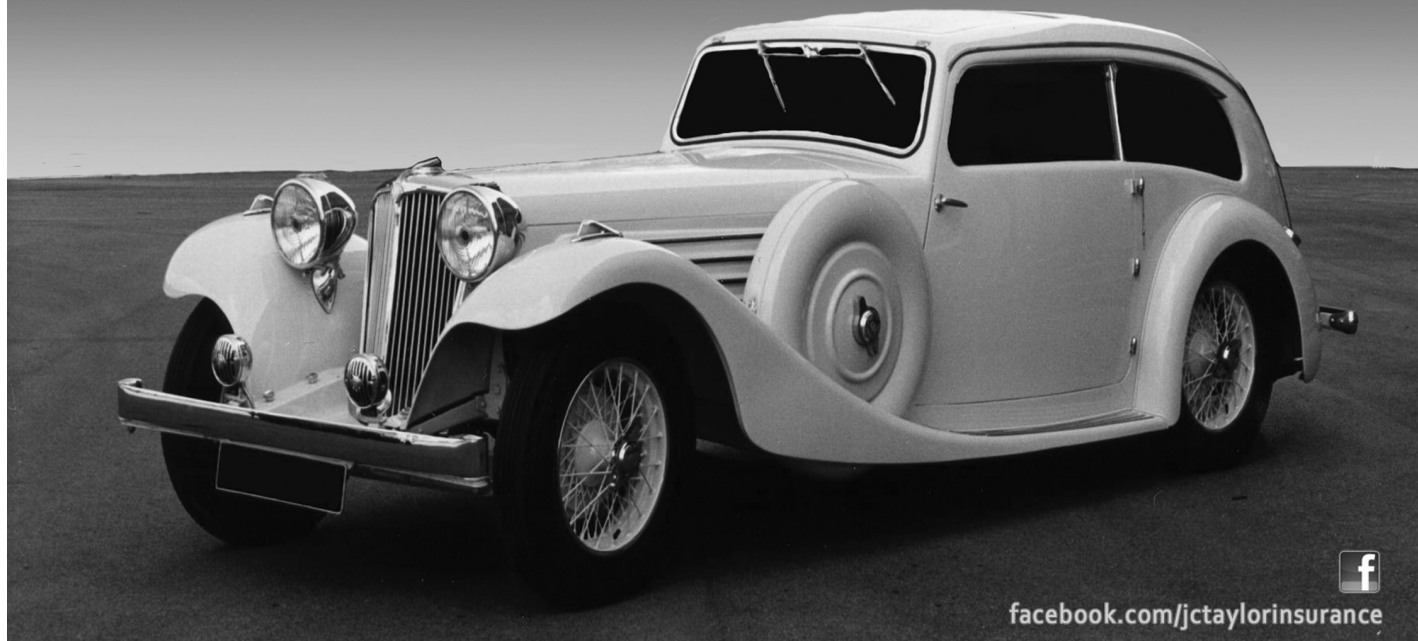


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