
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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September 2018

DVJC at Watkins Glen



The Delaware Valley Jaguar Club was well represented at Watkins Glen during the Tour de Marque and US Vintage Grand Prix from September 6th through 9th. More than 40 DVJC members and friends attended activities in 17 member Jaguars. Please see Paul Merluzzi's report in the *President's Mewsings* as well as Kevin Fitzgerald's article and photos on page 19. Thanks to Kevin for the group photo above.



NOTICE—It's time to start thinking about renewing your DVJC membership for 2019. The DVJC Web site is currently being updated to allow membership renewals on-line. We will keep you informed in *The Jaguar's Purr* as well as through e-mails regarding the renewal process. We look forward to another active and interesting year in 2019.

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Upcoming DVJC Events

September 16, 2018

October 19, 2018

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 22)

**Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477**

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

October 7, 2018

**The Classics at Brantwyn benefitting the Kennett
Symphony Orchestra (see pp. 8–9)**

**Brantwyn Estate,
600 Rockland Road, Wilmington, DE**

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

October 19–21, 2018

Pumpkin Run Rally (see pp. 16–17)

Note: Special Trial Rally on October 19—see p. 15

Millsboro Volunteer Fire Co., Millsboro, DE

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

Other Interesting Events

October 14, 2018

Brits at the Vineyard (see p. 21)

Crossing Vineyards Outing

1853 Wrightstown Road, Newtown, PA 18940

*Contact: Melody Laurel, woodnymphsong@gmail.com,
Cell 267-784-0019*



President's Mewsings *September 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: We had a small turnout for this event, but a good time was had by all. We were joined by Barry and Alexandra Randell, members of the Aston Martin Owners Club – though Alexandra owns an XK-120. We took a spirited drive through the beautiful back roads of Southern Chester County (dodging a few raindrops), followed by a scrumptious buffet dinner at The Stone Barn. Because of the threat of rain, the Kennett Symphony Executive Director and I decided to move the Kennett Symphony concert indoors to the Unionville High School Auditorium, which made the timing more difficult to attend the post-concert Illuminated Fountain Show. Oh well – hopefully better luck next year.

September 16 - Monthly Breakfast: Our monthly breakfasts will continue at the Spring House Tavern on September 16. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly (pawlym@aol.com) if you plan to attend.

October 7 – The Classics at Brantwyn: The Classics at Brantwyn is an invitational car show held at the Brantwyn Estate at the DuPont Country Club that benefits the Kennett Symphony Orchestra. Please see the information on page 8 & 9. I would like to get another vintage Jaguar show car (or two) for the event. But most of all, I'd like to see you there enjoying the 30 invited show cars, a delicious brunch prepared by the DuPont Country Club, and some fine jazz by the Terry Klinefelter quartet featuring Roger Girke. If you have questions or need more information, contact me at pawlym@aol.com, or call the Kennett Symphony office (610-444-6363).

October 19-21 - Pumpkin Run Rally: Northeast Rally Club Pumpkin Run Rally. See page 16—17 for registration information. The rally benefits the Millsboro Fire Company usually to the tune of five or six thousand dollars. You also get to sample delightful repasts prepared by the ladies of the Millsboro Fire Company Auxiliary. This year Charlie Olson has negotiated a “mini rally” with the organizers. If you can't spend the whole weekend on the event, you can join your comrades on Friday for a one-day run.

Watkins Glen – Denouement

NOTE: I am writing this upon returning from Watkins Glen after a wonderful weekend with friends and fellow DVJC members. Based on comments and email messages received, a good time was had by all.

Thank you all for putting up with my shameless promotion of the Watkins Glen Grand Prix Festival and the US Vintage Grand Prix in this column over the past year. My persistence paid off. We had twenty cars in the Tour de Marque, sixteen in the FLX Journey to the Top, one in the Corning Concours. Overall, we had forty-plus people from the Delaware Valley Jaguar Club at the Glen for the weekend.

All had a good time enjoying the following activities (see page 7:)

Thursday 9/6/2018 – The FLX Car Show and Journey to the Top. Over 100 Jaguars, including 17 from the DVJC, gathered at Lafayette Park in Watkins Glen for a spectacular car show Thursday morning. The gorgeous C-Type (Chassis #009) that was piloted to victory at the 1952 Watkins Glen Grand Prix by John Fitch was there courtesy of the current owners, brothers David and Drake Darrin whose father purchased the car in 1956. They are also nephews of renowned coachbuilder Dutch Darrin. The car, which was featured on the event poster, has an abundance of provenance, including the signature of Stirling Moss. Our club was honored

with two awards at the show: 1) The greatest number of cars displayed, and 2) Most popular modern car – Dennis Spaulding's Rhodium Silver F-Type Convertible. After the cars were displayed from 10:00am until 2:00pm, we went on a road rally to the Lakewood Vineyards on the west side of Seneca Lake for a wine tasting and where we received a souvenir bottle of Riesling with the event poster on the label. We then went on a second rally to the Top of the Lake Restaurant at the north end of Keuka lake. We were joined briefly by Jim Shields and his brother Tom, who flew in from California. Jim was presented with a certificate for "Overcoming the Most to Attend the Gathering at the Top". As many of you know, Jim is a long-time DVJC member who has been suffering with ALS for many years. Charlie Olson and Grace Smith also presented Jim with a Jaguar hat.



Friday 9/7/2018 - Tour de Marque. Every year the Grand Prix Festival committee chooses a different car to be honored as the featured marque; Jaguar was chosen for

2018. This event is limited to the featured marque, and over 100 Jaguars of all shapes, sizes and vintages participated this year. The Tour de Marque is one of five rallies that take place on Friday, all of which arrive in the village of Watkins Glen throughout the day. We gathered at the Chateau LaFayette Renau Winery on the east side of Seneca Lake at 8:00am. After registration (and a doughnut or two) and a driver's meeting, we embarked on a rally/tour across the beautiful glacially-carved countryside of the Finger Lakes region that culminated in brunch at the Media Center at Watkins Glen International. We then took a couple of paced laps of the world-famous road course after which we proceeded downtown for two paced laps of the Old Course in front of the thousands of people visiting town and lining the streets for the Festival, behind the Jaguar pace car. After our two laps of the Old Course the event finishes with Jaguars on display on the grass at Lafayette Park. All participants driving the old course can claim the title of Stone Bridge Driver. Congratulations!

My 1958 XK-150 FHC was chosen to be the pace car for the six Grand Prix Festival rallies, including the Tour de Marque. It is shown below, coming through Milliken's Corner, driven by the Festival Pace Car Driver, Robyn Resch



Saturday 9/8/2018 and Sunday 9/9/2018 – US Vintage Grand Prix. As mentioned many times in this column, Watkins Glen is

the spiritual home of post war racing in the United States. Racing at “the Glen” has undergone many changes over the decades, evolving from a street course to purpose built Grand Prix circuit. The annual weeklong festival after Labor Day honors the racing roots of Watkins Glen, with the downtown festival, original course race reenactment, and the United States Vintage Grand Prix - one of the largest vintage racing events in the country. This year, the Trans-Am Championship returns as a companion series to this great weekend of historic competition. Racing traditions continue with numerous vintage groups and the Collier Cup, a race that features MGs. Overall, there are more than 15 race groups that range from pre-war to the rolling thunder of Can-Am and Formula 5000 cars plus an enduro race.

Saturday Evening 9/8/2018 – Dinner Gathering. A group of about 25 of us met at Tantino’s Restaurant in Horseheads, one of my favorite places, on Saturday evening. We enjoyed an Italian buffet along with wine (of course!) and their decadent desserts that are made in their bakery next door.

The Weather – We warned you that the Watkins Glen weather can, and will, change rapidly. It went from hot, humid 90 degrees at the beginning of the week to cold, windy 60-degree weather on the weekend. At least the rain held off until late Sunday.

Formula E Update ...

More Competition

Mercedes and Porsche will be joining the Formula E series in the sixth season (2019/2020) – more competition, but hopefully not less competitiveness. Those teams tend to dominate whatever series they enter. Formula E, on the other hand, has crowned

four different title winners in the four years it has been in existence. Domination hurts motorsports series, so Formula E must work hard to maintain the sustained competitive spread it has enjoyed so far. The rigidly controlled rules – manufacturers can only produce their own motor, inverter, gearbox, suspension and control systems, packaged in a spec chassis – mean spending is reduced and it is less likely that one team will have a sizable advantage. The cars are notoriously complex to drive, with the heavy batteries and tricky brakes – so results are more dependent on driver skills rather technology which also helps to maintain competitiveness.

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

| Name | | Tour de Marque | FLX Jag Car Show & Climb to the Top | Coming Concours |
|--------------|-----------------------|----------------|-------------------------------------|-----------------|
| Adnopoz | Ef & Guest | x | | |
| Beible | Bill & Nancy | x | x | |
| Daniel | Peter & Todd | x | | |
| Epstein | Chuck & Josh | x | | |
| Fitzgerald | Kevin & Chris | x | x | |
| Giacobetti | Alex & Teri | x | x | |
| Kitson | Chuck & Charline | x | x | |
| Kunkle | Gerry & EJ | x | | |
| La Framboise | Noe & Rosalie | x | x | |
| Merhuzzi | Paul & Irena | x | x | |
| Olson | Charlie & Grace Smith | x | x | |
| Robson | Steve | x | x | |
| Rosen | Rich & Sue | x | x | |
| Shaner | Tom & Jake | x | x | |
| Sjoreen | Jim, Denise, Gunnar | x | | |
| Spaulding | Dennis | | x | x |
| Trout | Paul & Sue | x | x | |
| van Vlijmen | Mick | x | x | |
| Wolf | Mike & Sue | x | x | |
| Wolf | Tom | x | x | |
| Yezil | Sergey & Yuliya | x | x | |



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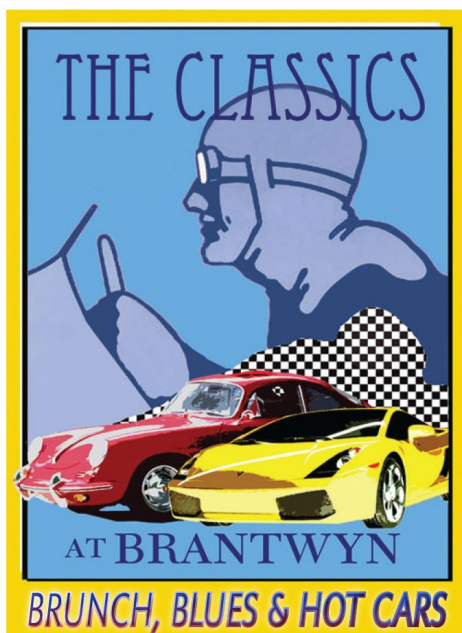
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A Century of Beautiful Automobiles

The Classics at Brantwyn is an event centered on beautiful and historic automobiles from the beginning of the 20th century to the present. Held on the exquisite grounds of the Brantwyn Estate (formerly a duPont family residence), The Classics is a unique garden party featuring an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars.

Schedule of Events

10:30 am - Guests Arrive - “Lamborghini Bellinis”
Music by Brian Cox & Friends *Front of Brantwyn Mansion*

11:00 am - “Grand Parade” & Car/Driver Introductions
Front of Brantwyn Mansion

Noon - Brunch/Open Bar
Casual Viewing of Show Cars
Entertainment by the Terry Klinefelter Quartet
Brantwyn Mansion & Rear Garden

2:00 pm - Voting Closed – “People’s Choice Best of Show” Award
Rear Garden of Brantwyn Mansion

2:30 pm - Presentation of – “People’s Choice Best of Show” Award
Rear Garden of Brantwyn Mansion

2:45 pm – Guests Depart
This is a rain or shine event.

TICKETS - \$95 - Reservations are limited
Reserved Tables of 10 are available

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Website Forum Added

By: Bill Beible

A discussion forum for DVJC members has been added to our website (www.delvaljaguarclub.com). It is available to all registered members. You can start a new thread on a topic of interest to you or join a discussion begun by one of our other members.

To access the forum:

- * Log in to the DVJC website.
- * Click "Member Forum" under the "Members" tab.
- * Click "DVJC Connect" on the forum page. From here, you can join a discussion by clicking that topic or go to the bottom of the page and begin a new topic.

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



Speaking of Things Jaguar - September 2018

By Paul Trout

FrankenJags!!

Growing up in the late fifties, my earliest automotive passion was for hot rods. Hot Rod magazine was faithfully delivered to my door each month and read cover to cover well before any homework was ever considered. The term "Roadster", to me at the time, meant a '32 Ford with a souped up V-8 engine. It was only after my "E-Type on the cover of Road & Track" epiphany that I realized the term meant so much more in the context of European sports cars. While sometimes that souped up V-8 in the hot rod was a Ford flathead which could have been original to a '32 ford, it was often a transplanted V-8 from a GM or Chrysler car. As time moved on it became increasingly the norm for the gleaming chrome gilded V-8 of a hot rod to be a Hemi or a small or big block Chevy. As my passion for hot rods faded faster than that of an ex-girlfriend, an even greater passion for European sports cars grew rapidly. The great sports cars of the time, even those that were "hot rodged" generally retained the engines they were built with or, at least one from the original manufacturer. What wonderful engines they were: flat fours in Porsches, DOHC sixes in Jaguars, V-12s in Ferraris, cast iron fours in MGs and Triumphs, heavy cast iron sixes in Healeys. The term "Motor Car" had meaning then. The heart of the car was the motor and heart transplants were rare. Yeah there was the occasional exception, generally in this country. The occasional Chevy powered Healey here and there, sort of a hot rod/sports car hybrid. My friends and I actually put a Volvo engine in an MG TD. With the original rear end it went 0-70 in a really big hurry, but leveled out there. Not sure what ever happened to it. The owner moved with his family to Chicago and the car left here in a box car to join him. I even put a Porsche engine in my '60 Volkswagen. Of course that was way more acceptable as Volkswagen and Porsche were first cousins. You might be thinking, what about the Allards and Shelby with his Cobras. While they were automobile manufacturers, they did not design and build their own engines. They secured American V-8 power plants from suppliers and manufactured their cars around them. As the powerful heart beating in the lightweight chassis was of another make, the term monster or beast was often applied to them in the most positive sense of the word. So, where is all of this headed? Well, lately there has been a plethora of what I call "FrankenJags" rising to

the surface. It's like some sort of Jaguar Zombie Apocalypse. They are terrifying in their irreverence with pseudo justifications of "increased reliability" and reduced maintenance", "fewer leaks", great sound", "better performance". So let's examine them a bit more closely to see if any of those justifications hold water (or oil). Increased reliability; Bah Humbug! Who needs reliability when you can have tradition and heritage? Reduced maintenance; Balderdash! Yeah, it takes a whole lot of your day topping up those dashpots! Fewer leaks; Cats mark their spots; nobody cares where a Chevy last parked. Great sound; now I have to admit I really enjoyed the angry roar of the C7R Corvettes at Daytona, but that sound matched the race car pumping it out. A small block Chevy rumble just doesn't match the graceful lines of a Jaguar. It's just wrong. Better performance is such an ambiguous term. Let's just leave that one with Jaguar; "The Art of Performance". So here are a few examples of these reliable, well maintained, leak proof, great sounding, better performing monstrosities:

V-8 Powered 1974 XJ12



From the outside this looks like a really nice XJ12. In fact, it is a really nice XJ12, until you raise the bonnet and see the GM 350 V-8 where that magnificent Jaguar V-12 should be.

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



Interestingly this car was actually sold twice on Bring a Trailer. The first sale fell through when the buyer failed to meet the purchase agreement. Perhaps he came to his senses fearing neighbors showing up in the middle of the night with torches and pitch forks. He has been banned from future purchase on the site. This car sold for just \$7600. Quite indicative of how “Frankensteining” up a beautiful Jaguar diminishes its value. I can only hope the new owner saw this as a bargain opportunity to go find a Jaguar V-12 and make this beautiful car whole again.

V-8 Powered 1953 Jaguar XK120 Drop Head Coupe



Ok, the wire wheel hubcaps give you some hint that something is amiss here. The interior has a few non-period modifications as well, but all in all this looks like a pretty nice XK120.



Again you raise the bonnet to find, this time, a 1961 Mercury 292 V-8 where that wonderful twin cam XK engine should be. What's even more disturbing is that it is mated to a Ford automatic transmission. Egad! It's as if Dr. Frankenstein created the Bride of Frankenstein by putting the brain of an NFL lines man in the head of a supermodel. Looks pretty, but just doesn't sound right. This one sold for \$38k. When was the last time you saw an XK120 go for less than twice that? I suspect it would have gone for more as a roller without an engine.

1976 XJC SBC (Small Block Chevy)

This one looks like a great example of the rare XJC. The exterior finish looks good in photos and the interior is near perfect. Yes, the roof is in black paint rather than vinyl, a common, but tasteful modification.



However, once again, raising the bonnet reveals not a DOHC XK six, but a 350 GM V-8.

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



This XJC sold for just \$13k. Are you starting to see a pattern here? Here are a couple of other examples:

1976 XJ12 with a Chevrolet 454 V-8 – sold for \$6,000

1974 XJ6 with 350 Chevrolet V-8 – sold for \$3600

All of these Jaguars were good looking cars that saw their values significantly diminished in the name of reliability (?). Who would do this to such beautiful cars? Well, it seems this is just the tip of the ice berg. A quick search of Google revealed a bunch of “FrankenJag” laboratories out there. Some have such irreverent names as “Brokenkitty.com” and “Jagsthatrun.com.” I’m sure they all have mechanics named Igor (pronounced eye-gore) and have “Monster Mash” playing in their shops. I called one shop and asked to speak to the manager. I was told by one of the Igor’s that the doctor was up on the roof with an XJ6 waiting for a lightning bolt. Hopefully the neighbors with pitch forks and torches weren’t far off.

Clearly, there is a market for these “FrankenJags” and there seem to be indications of acceptance within the collector car community. In the last issue of Hagerty magazine, one of my favorite car publications, there was an article about their DriveShare program. DriveShare is a program that matches classic car owners who are willing to rent their cars with people who want to rent and drive them. A quick review of their web page presented a 1959 MGA Coupe for \$195 per day, a 1967 Mercedes 250 SE for \$300 per day, 1964 Corvette convertible for \$400 per day, and a 1965 Mustang convertible or 1959 356 Porsche, each for \$500 per day. So with all of those iconic classic cars to choose from, what do they select to include in the article? You guessed it. A 1974 XJ FrankenJag with a 350 V-8! Well, as with the rest of the “FrankenJags” the rental price reflects the diminished value of the

car...\$169 per day. The owner suggested that three of the past five XJ’s he has purchased have had this swap. Another indication of how this epidemic this plague is. It’s like the “Invasion of the Body Snatchers” all over again. Fortunately JCNA isn’t having any of it. Not taking any chances, Concours Vehicle Operations Inspectors are now being issued pitchforks, torches (unlit until required, matches supplied), silver bullets, a mallet and a wooden stake. They are instructed to carefully raise the bonnet of each Jaguar to ensure there is a real Jaguar heart beating in the cat. If not, shoot it with the silver bullets, drive the stake through its heart and direct the mob toward the owner who will, undoubtedly by this time, be headed for the nearest wind mill.

Rally/Dinner/Concert with Rain

As with some other recent DVJC events, the weather forecast leading up to the annual Rally/Dinner/Concert was “iffy” at best. This event has had a history of fair weather, but high temperatures. Last year the concert was delayed until the temperature dropped a bit because the orchestra was not permitted to play in temperatures above 90. The temperature was not the issue this year; it was the threat of a thunderstorm. Sue and I brought her X-Type because we wanted to try having her drive in the rally with me navigating.



We arrived at Unionville High School at the appointed time to find the parking lot full of cars other than Jaguars. Threatening weather has a way of keeping the cats in their garages. As we were standing with the assembled group of rallyists, a very nice Aston Martin wheeled up. The passenger lowered the window and asked “Is this the Jaguar Club event?”

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



The three Jaguars scattered among the Mercedes sedans, SUVs and crossovers were not a dead giveaway. Whilst chatting later with the Aston Martin owner he said he was going to bring his Jaguar, but it looked like there was going to be rain. So, he brought his Aston Martin? Struck me as a bit odd. So, over dinner I asked him about his Jaguar and he showed me a picture of his gorgeous XK120 Roadster, clearly a Concours car in the 100 point range. No longer seemed odd. As it turned out, it showered off and on during the running of the rally, which was untimed with a series of questions whose answers would only be apparent to those who followed the correct route. When we arrived at the Stone Barn restaurant we were pleasantly surprised to find Brian and Pauline Craig, DVJC Rally champions. Brian was taking pictures; not odd.



With Brian's beautiful red XK8, there was now a total of four Jaguars; enough to certify it as an official DVJC event. We all had a delightful dinner with lots of stories to tell from the previous two hours of jaunting about the Chester County countryside. After dinner President Paul announced the winner, or winners, of the observationally challenging visual awareness test that was conducted as part of the rally. Apparently having Sue drive with me navigating seemed to

work out well as we ended up in a tie for the win with Terry and Angie Robinson. With a flip of a coin (Angie called it) the Trout team was declared the victors. Seemed fitting, as we were actually driving a Jaguar. Earlier in the day the Kennett Symphony had made the call that the Concert under the stars would be held in the Unionville High School auditorium due to the weather. Even though we weren't under the stars at Longwood Gardens, it was a wonderful concert. If you haven't been to a Kennett Symphony concert you are missing out on a truly great musical experience. At the end of the day, despite the weather impact, I believe a good time was had by all. On behalf of everyone who enjoyed the event, I would like to thank Paul and Irena Merluzzi for all of their time and effort put forth in making the Annual DVJC Rally/Dinner/concert a success. Well Done Merluzzi's!!



Jag Bits

Jaguar Land Rover Classic Works to Expand to North America

Early last year JLR opened its first Classic Works facility in Coventry, UK. The 151,000 square foot operation is dedicated to building, restoring and selling classic Jaguars and Land Rovers. A second facility in Germany was opened later in the year. I was wondering when JLR would remember they have a huge market for classic Jaguars in North America. The answer came on August 15th when Georgia Governor Nathan Deal announced that Jaguar Land Rover would be opening a 75,000 square foot Jaguar Classics shop in Savannah. With an estimated cost of \$15 million the building will house a showroom and a 42 bay shop dedicated to restoring and maintaining customers' cars, as well as buying, restoring and delivering finished Jaguar classics complete with a one-year warranty. Construction is slated to begin in the fall of 2019. JLR is looking to hire 75 craftsmen to staff the facility.

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

JLR Has Eyes for You

As the automotive industry rolls down the road to the autonomous vehicle era, there will, undoubtedly, be a number of bumps in that road. A recent Cox Automotive Evolution of Mobility Study found that, despite advances in computer vision technology and millions of test miles completed by the likes of Waymo, Uber, GM, Apple, Tesla, and Ford, self-driving vehicles are now perceived as being less safe than they were in 2016. This is most likely due to result of high-profile fatalities involving autonomous vehicles operated by Uber and Tesla earlier this year. The report indicated that a key factor in easing public concerns would be to make them as predictable as possible and enabling intuitive communication with human driven vehicles and, perhaps more importantly, human pedestrians. In response to this, Ford, issued its own report on the state of autonomous vehicles titled "A Matter of Trust". In that report Ford announced it had developed a system of lights to enable autonomous vehicles to communicate with human driven cars and pedestrians.



This week Jaguar Land Rover, who, as we know, has a keen interest in the autonomous future, announced a more novel approach to this trust issue. Working with a team of cognitive psychologists to work out how vehicle behavior affects pedestrian confidence, JLR



determined that one of the ways to increase trust in autonomous vehicles is to make them appear and act more human. As part of JLR's government supported Autodrive program they are currently trialing autonomous vehicles called "Intelligent Pods". These vehicles are equipped with giant front-facing "eyes" that indicate to pedestrians that they have been identified or "seen". To test the viability of this concept, JLR Future Mobility team built a mock up street scene to study the behavior of 500 test subjects as they wait to cross the street with an Intelligent Pod (Eye Pod) approaching. Per Pete Bennet, Manager of JLR Future Mobility team, "It's second-nature to glance at the driver of the approaching vehicle before stepping into the road. Understanding how this translates in tomorrow's more automated world is important." "We want to know if it is beneficial to provide humans with information about a vehicle's intentions or whether simply letting a pedestrian know it has been recognized is enough to improve confidence."

I wonder if the eye pods will wink at a pretty girl or cute guy depending upon whether it is a male or female eye pod. I guess we'll just have to step up the curb and find out.....

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

Paul T

SPECIAL RALLY TRIAL OPPORTUNITY

Charles Olson has arranged for DVJC members to try the Northeast Rally Club's event. If you would like to sample the rally experience without a commitment to the entire weekend you can participate in the Friday rally for \$125 per car. The fee includes a sweatshirt, lunch and dinner for the driver and navigator. If you are interested please use the form on the following pages and write FRIDAY ONLY on the top of the form. If you need more information or have questions please contact Brian Craig at 215-483-5861 or bhc166@aol.com.

NORTHEAST RALLY CLUB

PUMPKIN RUN 2018

P. O. BX 547, MILLSBORO, DE 19966

OCTOBER 19 – 21, 2018

CLASS CHAMPION PRO SOP ROOKIE

(CHAMPION – previous NERC winner) (PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience) CIRCLE CLASS

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

ENTRY FEE: (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept 30, 2018** \$_____

\$425 entry form, payment and insurance received after **Sept 30, 2018** \$_____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

Please list name of anyone that will be coming with you so that we can have name tags,

NAME _____ HOMETOWN _____

NAME _____ HOMETOWN _____

HOTEL INFORMATION

We have a block of rooms at the MICROTEL by Wyndham. Please ask for the Northeast Rally Club rates. Please, if you are thinking about joining us, make your reservations NOW, you can cancel if necessary (check their policy for cancellation). Rooms are limited and our group rate is for rooms booked PRIOR to September 15, 2018 (call 302-858-5111).

For rally questions, contact Bob Bryan 302.934.1246 or email rhb19966@verizon.net

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Contact Rick Franke at rfranke25@gmail.com



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.



WELCOME NEW MEMBERS

Cary & Suzanne Robinson

Radnor, PA

John & Tracie Sperratore

Millville, NJ

Watkins Glen Tour 2018

Article & Photos By Kevin Fitzgerald

After a complete rear-suspension rebuild in April and a full brake job and water-pump replacement in August, I hoped my 50-year old blue E-type was road-worthy—as ready as ever for the 500-mile round trip to the Glen. Tightening the battery terminals, exhaust manifold bolts, alternator belt, and accelerator linkage kept it from breaking down. The FLX Tour and the Tour de Marque on separate days are now a blur. Our club set two records: We had the biggest representation of any Jaguar club and more members attended this out-of-state event than any other.

For my nephew Chris and I, each day was a brand new adventure, starting with the stifling drive up in 93-degree weather with no air conditioning on Wednesday and ending with sitting around a campfire at the boot trying to stay warm on Sunday. And yes—I did the exhilarating slalom course in an F-type for the third straight year.

Thursday and Friday, Lafayette Park downtown became our unofficial parking lot. E-types were ubiqui-

tous. There were also a few Mark II's, one Mark I, a couple of Grand Saloons, and a slew of XJ6's, XK8's, and XJS's.

On Friday, after a 50+ mile tour and a visit to a winery, almost 100 Jaguars ended up doing two laps at the track. The main highlight of the tour was driving our cars on the 2.4-mile racetrack during the lunch break.

Chris and I finally returned to Philly in the rain Sunday evening (without being able to use the wipers because of a malfunction). Thanks to the blue 3M tape I used to seal the windscreen and doors before our trip home, we stayed dry throughout the wet drive. We were exhausted and hungry but had 5 days of great memories driving the well-maintained country roads, sightseeing in the Seneca Lake region, passing one vineyard after another, with perfect weather and great camaraderie. My E-type performed like it should. It was, all in all, a Jaguar kind of weekend.



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Crossing Vineyards
and winery

DVT "Brits at the Vineyard"

Crossing Vineyards Outing

Date: Sunday, October 14th

Starting Time: 10:00am

Starting Point: Yardley Park and Ride,
1140 Woodside Road, Yardley, PA 19067

End point, Crossing Vineyards

1853 Wrightstown Road, Newtown, PA 18940

Tasting at 1:00pm / \$15.00 per-person for tasting of 10 wines

The "Get out your Maps" is for those drivers that would like to meet up at the tasting, but cannot make the drive beforehand for any reason.

Please chart your course on an actual map and bring it with you. A prize will be given for the longest drive using a map. A bottle of Crossing Vineyards wine will be awarded. Also for the club with the most cars, and most unusual British car.

For more information and RSVP contact
Melody Laurel, Assistant DVT Director at
woodnymphsong@gmail.com
Cell 267-784-0019

Delaware Valley Jaguar Club Breakfast Socials

September 16, 2018
October 19, 2018

10:00 a.m.

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

**PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) or <https://delvaljaguarclub.com>
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

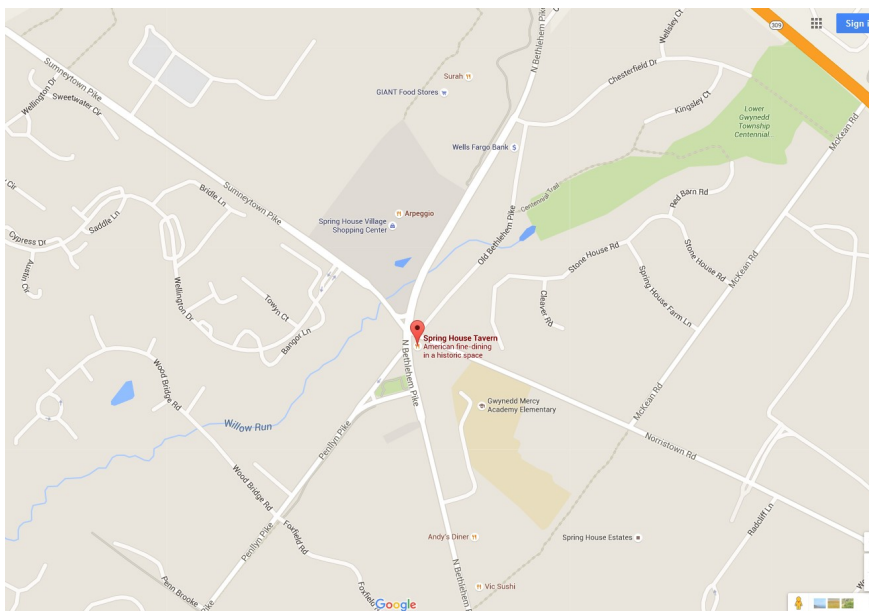
Driving directions from the Pennsylvania Turnpike:

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

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

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

For further information contact *Paul Merluzzi 610-696-3221 pawlym@aol.com*



Airline Gripe Sheet

Qantas Airlines: After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.)

(S = The solution and action taken by the mechanics.)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

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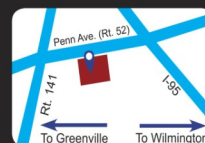
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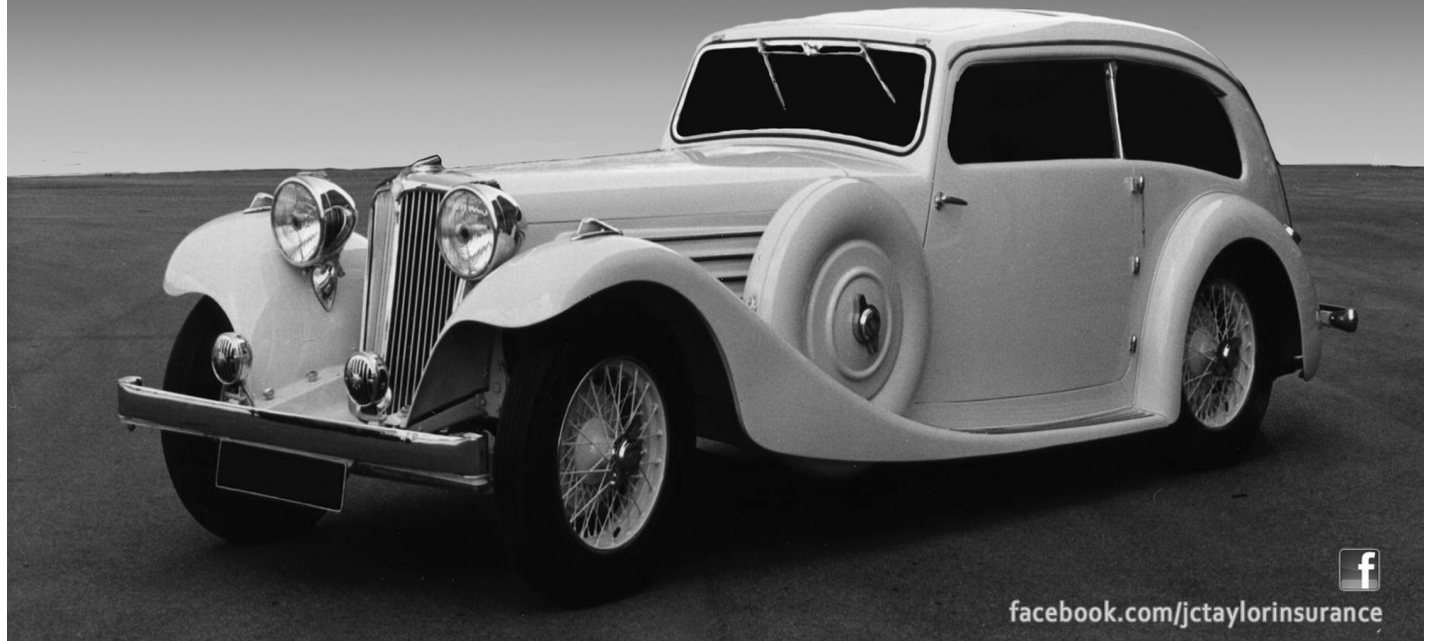


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