
The Jaguar's Purr©

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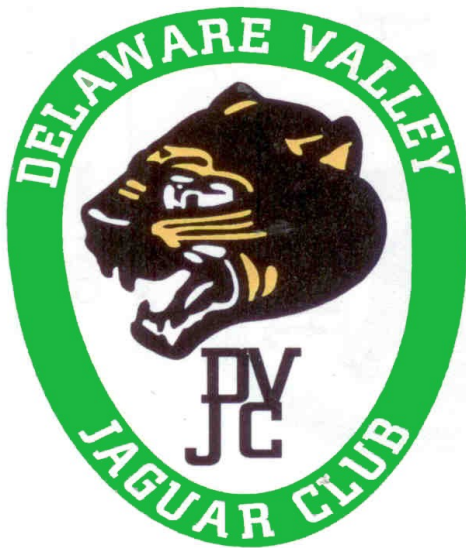


October 2018

DVJC at Brantwyn



The Classics at Brantwyn, an international car show benefitting the Kennett Symphony Orchestra, was well attended by members of the Delaware Valley Jaguar Club. Among the featured vehicles was the 1965 Series II E-Type (seen here at the 2018 DVJC Concours) of DVJC member Wicker Francis. Other members attended driving various cars in their collections. See Paul Merluzzi's *Mewsings* starting on page 5 for more information.



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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\$25.00 per year

Upcoming DVJC Events

October 21, 2018

**November 18, 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 19–21, 2018

Pumpkin Run Rally (see pp. 19-20)

Millsboro Volunteer Fire Co., Millsboro, DE

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

January 20, 2019

DVJC Annual Holiday Party & Awards Luncheon

**William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436**

Contact: Paul Trout, pgtgt@aol.com

Other Interesting Events

October 20, 2018

Penn State Lehigh Valley Charity Car Show

Benefitting Pennsylvania Wounded Warriors

2809 Saucon Valley road

Center Valley, PA, 18034

Contact: Stephen at 610-984-5041



President's Mewsings *October 2018*

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

...

DVJC News and Other Stuff ...

October 19-21 - Pumpkin Run Rally: Northeast Rally Club Pumpkin Run Rally. See page 18 for Bill Beible's article and pages 19-20 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 at the event, you can join your comrades on Friday for a one-day run.

October 21 - Monthly Breakfast: Our monthly breakfasts will continue at the Spring House Tavern on October 21. PLEASE sign up on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly (pawlym@aol.com) if you plan to attend.

Reminder: Nominations for officers and directors of the DVJC must be made by November 30, 2018. Contact Governance Committee Chair Alex Giacobetti if you would like to nominate someone for one or more of the positions listed on page 10. Alex's contact information is listed on page 3 of this newsletter. Election of officers will be held at the Breakfast Social on December 16, 2018.

The Classics at Brantwyn: The Classics at Brantwyn is an invitational car show held on the first Sunday in October (October 7 this year) at the Brantwyn Estate at the DuPont Country Club that benefits the Kennett Symphony Orchestra. We had a good representa-

tion of DVJC folks this year, both as show car owners and attendees. The car selection included several early American examples, including Charlie Olson's 1931 Ford Model A Cabriolet. Other DVJC members (though not all in Jags) in the show car category included David and Phyllis Moser in their 1959 Corvette Resto Mod, Don Scholl in his 1959 MGA Twin Cam, Wicker Francis in his 1965 Series II E-Type, John and Karen Gerhard in their 1967 Ferrari 275 GTB, Steve and Deborah Schultheis in their 1973 Triumph Stag, and my 1979 Ferrari 308 GTS. See the complete table on page 9.

The overall Peoples Choice Award winner was Richard Wainwright's 1928 Packard 443 Roadster, shown below. DVJC members Dave and Rose Browne were scheduled to appear in their 1961 Rolls Silver Cloud Saloon, but sadly Rose's brother passed away the day before. My friend Bill Penglase could not get his 1976 Mini Cooper started (surprise, surprise for a British car) so he was a no-show. The logistics of getting the #44 Flying Lizard Motorsports Porsche RSR from Indianapolis, where it lives, to Wilmington did not pan out. But Bob Russo said it will be here next year along with another world-class race car.



Mario and Lenny

As most of you know, other than my love of my family, cars, music, and poetry take priority over most things in my life. That is evidenced by my small collection of vintage sports cars, my participation and leadership roles in several car clubs, and my participation and leadership roles in two music organizations. This summer I got to thinking about two of my favorite superstars in the fields of racing and music when my lovely wife, Irena, and I made our annual trek to Tanglewood in the Berkshires – the summer home of the Boston Symphony Orchestra. We went there during the Bernstein Centennial Celebration, a weekend dedicated to celebrating the 100th anniversary of Leonard Bernstein's birth. To me he was the Mario Andretti of the music world – excelling at every facet of music-making.

Mario, of course, was one of the most successful Americans in the history of motorsport. He is one of only two drivers to have won races in Formula One, Indy Car, World Sportscar Championship and NASCAR (the other being Dan Gurney). He also won races in midget cars, and sprint cars. During his career he won the 1978 Formula One World Championship, four IndyCar titles (three under USAC-sanctioning, one under CART), and IROC VI. To date, he remains the only driver ever to win the Indianapolis 500 (1969), Daytona 500 (1967) and the Formula One World Championship, and, along with Juan Pablo Montoya, the only driver to have won a race in the NASCAR Cup Series, Formula One, and an Indianapolis 500. No American has won a Formula One race since his victory at the 1978 Dutch Grand Prix. He was also one of only three

drivers to have won major races on road courses, paved ovals, and dirt tracks in one season, a feat that he accomplished four times. With his final IndyCar win in April 1993, Mario became the first driver to have won IndyCar races in four different decades and the first to win automobile races of any kind in five. He had 109 career wins on major circuits.

Leonard Bernstein (or Lenny as he liked to be called) was just as versatile in the music world. His musical achievements span compositions for symphonic orchestra, chamber groups, vocal ensembles, opera, ballet, and Broadway; he also was Music Director and Conductor of the New York Philharmonic from 1957 to 1969 and had long-standing guest-conducting relationships with many of the great orchestras of the world and he was a world-class piano soloist.

In American popular culture, Lenny is probably most recognized as the composer of the music for *West Side Story*, which had a great run on Broadway and a successful movie followed in the early 1960's. I have never been a big fan of Broadway or movie musicals, so my college girlfriend had to drag me kicking and screaming to see the movie version of *West Side Story* shortly after its release in 1961. Though she was unaware, my plan was to sit in the balcony and make out with her – rather than listen to the typical musical ditties for which I had no tolerance. But when the music started, I became riveted to the wonderful sounds – and totally ignored my girlfriend. I actually went back a second time, alone, and sat through the movie with my eyes closed just listening to the Jet Song, Maria, Tonight, Somewhere. I became a Lenny fan then and there and got into his works for the classical concert hall as well as his other Broadway theater works including

On the Town and Candide. In much of his instrumental music, Lenny was inspired by poetry (another love of mine) as in his piano-and-orchestra Symphony #2, The Age of Anxiety, a response to Auden's eponymous poem.

He became a well-known figure in the United States through his series of fifty-three televised Young People's Concerts for CBS. He became as famous for his educational work in those concerts as for his conducting. The Bernstein Young People's Concerts were the first and probably the most influential series of music appreciation programs ever produced on television.

One of my favorite Bernstein moments occurred on December 25, 1989, when he conducted Beethoven's Symphony No. 9 in East Berlin's Schauspielhaus as part of a celebration of the fall of the Berlin Wall. He had conducted the same work in West Berlin the previous day. The concert was broadcast live in more than twenty countries to an estimated audience of 100 million people. For the performance he reworded the text of the Ode to Joy, substituting the word Freiheit (freedom) for Freude (joy).

Lenny passed away in 1990.

Formula E Update ...

An F1 Winner Joins Formula E

A year or so after retiring from his long and storied Formula One career, veteran driver Felipe Massa is returning to the track in Formula E. The Brazilian is set to join Formula E team Venturi in the all-electric series for the 2018/19 season with a three-year contract. The Monaco-based Venturi team was

co-founded by Hollywood star Leonardo DiCaprio. Massa was in negotiations to join the Jaguar-Panasonic Formula E team in 2016/2017. However, Nico Rosberg's abrupt and unexpected retirement from the Mercedes F1 team precipitated the late move of Valtteri Bottas from Williams to Mercedes, leaving a vacancy at Williams. Massa subsequently postponed his retirement, returning to Williams to partner with rookie Lance Stroll for the 2017 season. He retired again from F1 after the 2017 season.

He's one of a number of former F1 drivers to make the switch to Formula E, less than five years after its inception. Gildo Pastor, the Venturi president, called it an "honor" to be able to welcome a driver of such distinction to the team. "I needed him, his experience, his speed, and his openness," said Pastor. "Formula E is extremely complex to set up and drive.

An F1 Champion Thinks Formula E is the Future

After retiring from Formula 1 at the end of 2016, Nico Rosberg has no plans to return to racing, but he's put his own money where his mouth is by becoming an investor in Formula E - a series he truly believes in. He also gave the new Formula E Gen2 car its first public outing.

It was all serene until he got to Turn 1. Nico Rosberg, back behind the wheel of a single-seater, charged towards the first corner of Berlin's Tempelhof Airport in Formula E's Gen2 demo car. He'd driven it around Checkpoint Charlie and the Brandenburg Gate, but this was different - this was his natural environment.

The Gen2 car, more grey-scale in the carbon-

fiber flesh than in FE's initial announcement, shot towards the long, looping left-hander of Turn 1. Then Rosberg hit the brakes and realized just what he'd let himself in for. Apex missed, arms crossed, fighting for control – he barely made the corner. "Woah, woo, woah – that was a bit exaggerated, got to take it a bit easy," came the reaction.

There's a good reason why Rosberg was chosen to give FE's new baby its first public outing. He's an investor in the championship and a friend of series CEO and founder Alejandro Agag. "I've believed in this for a long time, so I joined as an investor quite a while ago," he explains. "I'm very pleased with the direction it's going, because it's going straight up! So, Berlin was a perfect opportunity to join forces to try to promote the sport a little bit in my home country and to showcase the Gen2 car, which is a very strong message as well: the first car to do the whole distance with a single battery. That shows the technical evolution."

Since he walked away from Formula 1 at the end of 2016, fresh from the sweet but exhausting title victory he had scored over Mercedes teammate Lewis Hamilton, Rosberg hasn't exactly kept a low profile, but nor has he gone on the offensive as much as he might have done.

"I know someone who was quite happy with that" is as close as he comes to discussing Hamilton, suggesting only that the four-time world champion was happier to have less competition at the front of the F1 field than he has claimed in recent years as Ferrari and Red Bull closed the gap to the Silver Arrows.

NOTE: Extracted from Motorsports.com, August 14, 2018

Potential F1 Move to Electric?

F1 sporting boss Ross Brawn has claimed that there is "nothing to stop" the championship from switching to fully electric power in future seasons. "If in five years' time or 10 years' time or whenever there is a need, desire, wish to have a different type of power unit in Formula 1, we'll do it," Brawn told the F1 Fan Voice community website.

But Formula E CEO and founder Agag says such a move would not be possible due to his championship's agreement with the FIA. "Ross said that Formula 1 could go electric in 10 years – and basically, they can't," Agag told Motorsport.com. "Formula E has an exclusive license with the FIA for 25 seasons, and we've only done four. The earliest Formula 1 could go electric is 2039, if we don't renew our agreement with the FIA then, but I don't see any reason why we shouldn't renew for longer.

"We have exclusivity until at least 2039 – so no electric F1 until then at least. If they want to talk to me then of course that's a different question – I'm always open to talk to people. "But without talking to me there is no way they can do anything fully electric."

When asked if he interpreted Brawn's comments as F1 being threatened by FE, Agag replied: "I don't think they should be. "There is no competition whatsoever, they are two completely compatible series. I have great admiration for Ross Brawn, but in this case, he just got it wrong."

NOTE: Extracted from Motorsports.com, August 10, 2018

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

Car No.	Year	Make	Model	Owner/Driver
1	1930	Ford	Model A Pickup Truck	Bill Jacobson
2	1927	Cadillac	314-A Phaeton	John McCoy
3	1928	Packard	443 Roadster	Richard Wainwright
4	1931	Ford	Model A Cabriolet	Charlie Olson
5	1935	Brewster	Towncar	AACA Museum
6	1936	Buick	80-C Roadmaster Phaeton	Al Peinhardt
7	1935	Chrysler	Airflow Imperial	Dave Ventura
8	1942	Cadillac	62 Series Convertible Coupe	Rob Robison
9	1947	Cadillac	62 Series Convertible Coupe	Rob Robison
10	1954	Cadillac	Eldorado Convertible	Steve Maconi
11	1955	Buick	Roadmaster Hardtop Riviera	Bruce Swayze
12	1955	Packard	Caribbean Convertible (Jade White/ Onyx/Rose)	Steve Maconi
13	1955	Packard	Caribbean Convertible (Jade White/Turq/Gray)	Steve Maconi
14	1957	Cadillac	Eldorado Biarritz Convertible	Steve Maconi
15	1959	Corvette	Convertible	David Moser
16	1959	MGA	Twin Cam Roadster	Don Scholl
17	1961	Rolls-Royce	Silver Cloud Saloon	Dave Browne
18	1965	Jaguar	E-Type	Wicker Francis
19	1966	Ferrari	275 GTB	John & Karen Gerhard
20	1967	Mercedes	230SL Pagoda	Amy McKenna
21	1970	Mustang	302	Joe Schorn
22	1972	Morgan	Plus 8	Davis Ayres, Jennifer Ca- hill
23	1973	Triumph	Stag	Steve Schultheis
24	1976	Mini		Bill Penglase
25	1979	Ferrari	308 GTS	Paul Merluzzi
26	1994	Ferrari	512 TR	Sharleen Walters
27	2000	Aston Martin	DB7 Vantage Coupe	Tom Cloud
28	2011	Porsche	#44 Flying Lizard Motorsports Por- sche RSR	Bob Russo
29	2012	Fisker	Karma	Steve Maconi

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

The below listed club members have announced their candidacy for the listed positions. Interested members can still notify Alex Giacobetti of an interest in running for office. The final list of candidates will be presented in the November issue of *The Jaguar's Purr*. Voting will take place at the December Club Meeting.

PRESIDENT:	Bill Beible
VICE PRESIDENT:	Paul Trout
SECRETARY:	Grace Smith
TREASURER:	Jim Sjoreen
DIRECTORS:	Rich Rosen
	Mike Wolf



Speaking of Things Jaguar - October 2018

By Paul Trout

Back to the Glen!

My very first article for the Purr, a couple of years ago now, was about my experience returning to a race track where I had once raced; now with DVJC and in my XKR. Writing the article was a bit therapeutic since I had so enjoyed racing and was still sorely missing it. While I anticipated some emotions to surface (which they did a bit), the day at NJMP turned out to be a great experience. Well, here we go again....this time to Watkins Glen.

When I was a boy, Watkins Glen was a far off magical place that I read about, saw pictures of and dreamed about. Aside from being the site of the U. S. Grand Prix, it was the birth place of sports car racing in America. My heroes raced there; Moss, Gurney, Clark, both of the Hills (Phil & Graham), Stewart and others. In the late sixties I made the pilgrimage several times to watch some of those heroes and new ones in Can Am and Trans AM races. The possibility of turning a wheel of a race car on that hallowed asphalt seemed so far out of my reach that I dared not dream of it. Decades full of career and family passed. Around the turn of the new millennium my sleeping interest in sports car racing awakened. I went to the Duryea (Reading, PA) hill climb and remembered how, as a boy, I watched with envy the drivers racing their cars up the hill and so wanted to be one of them. A voice in my head (one of them; I don't write about the others) started suggesting I actually could be one of them if I really wanted to. Further suggesting that if I was going to do it, now might be better than after my "Sell By" date. So I decided to do a track day in a rented race car with an instructor to see if I really wanted to do this; call my own bluff as it were. That day at Lime Rock sealed the deal. By the next year I had made an investment in a 1967 Mini Cooper S and built it into a race car.



On a sunny June day in 2004 I remember climbing out of the Mini after my very first run up the hill and making a very emotional phone call to Sue telling her with some difficulty that I had done it. I had raced in the Duryea hill climb; a boyhood dream realized! After competing in the Pennsylvania Hill Climb Association series for a few seasons, I started feeling like I might want to give vintage racing on real race tracks a try. So I sold the Mini and bought a "race ready" 1967 MGB-GT. I hauled the GT up to New Hampshire International Speedway for a two day driver's school and got my competition license. I had gone to that track in the sixties to watch the Trans Am races, so, again, I had the thrill of racing on a track where I had watched my heroes race in "the day". The weekend at NHIS also helped me understand that "race ready" is code for "it will need a lot of work". I spent Saturday night replacing the head gasket that just barely got me through the rest of the weekend. The rest of the season was, well let's call it a "building season" with seemingly equal time spent under the bonnet or car as in the seat. When I was racing, my philosophy was: If I finished it was a good race. If I passed a car or two and finished in a higher position than I started it was a great race. The last event of the Vintage Racer Group (VRG) season was in mid October at Watkins Glen. As I pulled through the tunnel with my race car on the trailer behind me, my thoughts went back to the pages of those old Road & Track magazines and the times I had come there to watch heroes battle on that hallowed asphalt. Reality started to set in as I got to the garage area, unloaded the car and setup for the weekend.



As we went out on the track for my first session, two by two weaving back and forth to warm up the tires on the pace lap those same memories flooded my mind

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

again, pulling at my focus. And then the green flag wavedI was racing at Watkins Glen!



Moments later through turn one and climbing the Esses, I was in the middle of the pack fighting for position and my focus was right where it needed to be. I'd like to report that the fairy tale extended through the weekend, but, let's say.....the sorting out continued. By the next weekend the engine was in my engine builder's shop and my credit card was aflame with purchases of Carrillo connecting rods, a full race hi-lift cam, and dozens of other very expensive bits of metal. The GT and I had a few more competitive seasons with VRG, each ending at The Glen. I had some good races there and even a few great ones. My best was my last race at The Glen with a fourth place finish from a tenth place start. Along with those memories of the heroes from Road & Track, I had made a few of my own.

So, when President Paul began his shameless promotion of the Watkins Glen Vintage Grand Prix Festival I knew Sue and I would be there. When I told her we would be able to turn a couple of laps on the track I'm pretty sure she winced in anticipation of my exciting stories about each turn. In the months leading up to the event, there were tales of car preparation exchanged at the DVJC Breakfast socials. It seemed most of them centered around E-Type brakes and the reliability of shops meeting their "promised dates." By the last Breakfast Social before we were to make our trek north, everyone seemed to have their respective cars in order with heightened enthusiasm. On the way home from Springhouse that morning I noticed a bit of a vibration in the XKR. Since I'd recently had the wheels "road force" balanced and the rear suspension checked, I had a bit of concern. Around the middle of the next week I took the car for a long drive on various types of roads to see if I could determine the source. All seemed fine for about thirty miles or so until I was coming off of an off-ramp and launching to about 75. It felt relatively smooth until I hit the brakes. The shutter came through the steering wheel like I was going over endless sets of railroad tracks. It lessened a

bit when I let off the brakes, but didn't go away. When I got the car home I went around and felt the temperature of each wheel. Three of them were warm to the touch which is normal after a drive. The right front nearly burned my hand when I touched it. Whatever was happening was happening there and creating a lot of heat! I immediately called my mechanic to see how soon we could get it up on a lift and see what was going on. To avoid extending an already lengthy story; the right front brake caliper was stuck and putting pressure on the rotor. The rotor was slightly warped, but with the excessive heat generated by the extra pressure of the pads, the warp was made much worse. Like my E-Type friends, I too had a brake problem. Anyway after tracking down two new calipers, rotors and pipes and slightly melting my credit card; I too was ready to head north.

The Wednesday prior to the events was a travel day for many of us AND it was perhaps the hottest day of the summer. In the afternoon as we were preparing to leave I was getting progress reports from Mike Wolf who was caravanning north with Kevin Fitzgerald. What wonderful sight that must have been to see those two E-Types on the road together, just a bit of an appetizer for the Jaguar spectacle that we would all be part of at Watkins Glen. However, reports from inside the respective cockpits were a bit less spectacular. I'm sure the heat emanating from the transmission tunnels was roughly the same as the 95 degree air coming in the windows. A Jaguar sauna We thought of them often on the drive up, usually as we were adjusting our air-conditioning....

Thursday morning the sun was out and the temperature was a bit more reasonable as we set out for Lafayette Park in the town of Watkins Glen. As we motored up 4th street the view was magnificent! Leapers and Growlers abounded on the grass. Jaguar overload!



We parked the XKR next to Alex's XJR and began to mingle with DVJC members and other Jaguar owners. There were Jaguars representing clubs from New York, all over New England, Canada and Pittsburgh, none of them were as well represented as the Delaware

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

Valley Jaguar Club. The others weren't even close!

One of the highlights of the Jaguar show (as if one could top having that many Jaguars in one place) was the arrival of the C-Type that John Fitch drove to victory in the 1952 Watkins Glen Grand Prix. Not only is it a work of art, but also a rolling piece of history. As I stood there admiring it with a couple of DVJC friends we talked about what it must have been like to pilot a C-type flat out down the Mulsanne in the middle of the night in the rain. We also recalled the story in "The Last Open Road" about driving two C-Types from Max Hoffman's in New York City to Elkhart Lake Wisconsin. With those open pipes and very little protection from the elements, what an experience that would have been. The passage where they are running full bore across the Pennsylvania turnpike is my favorite part of the book. If you like reading about sports car racing in 50's America; it's a great read.

As all of the Jaguars pulled out of Lafayette Park for our scenic drive around the lakes I was wishing I could be in two places at once. While driving around the countryside with 75 other Jaguars is cool, it is also quite a sight to behold for bystanders. After following a couple of different Jaguars (they all look great from the back as from any other angle) for two hours or so, we arrived at the Lakewood Winery for some tasting and socializing. The complimentary bottle of their Riesling with the Event poster featuring the C-Type on the label was a really nice touch. Shortly after we arrived, the C-Type roared in. What a delicious sound! After treating my palate to some tasty samples of Lakewood's finest I decided to treat my eyes to a closer look at the C-Type.



Mike Wolf and I spent considerable time admiring the chassis, twin overhead cam engine and other bits of Jaguar technology that were state of the art in the day. It was then that we noticed a familiar signature on the door cowl. It was none other than that of Sir Stirling

Moss. The car had plenty of provenance.



In a rather less organized fashion we all motored over to the Top of the Lake restaurant for a nice dinner with friends and other Jaguar owners. It was dark when we left the Top of the Lake; actually a bit darker for some than others. After listening to Mike relate the story the next morning, I'm pretty sure that driving an E-Type (not renowned for having the brightest of headlights

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

anyway) in pitch darkness with your sunglasses on is a bit like driving a C-Type down the Mulsanne at midnight in the rain; except that a Le Mans driver was familiar with the road.... Needless to say it had been quite a “Jaguar Kind of Day” and we were just getting started with the weekend activities.

Friday was an early morning start with the sun shining and a bit of a nip still in the air. When we arrived at the Chateau LaFayette Reneau Winery there were already at least 60 or so Jaguars lined up. By the time the driver's meeting was called there were 123 Jaguars, a Porsche and an MGB GT. The two non-Jaguars were back-up cars in place of Jaguars that had mechanical problems preventing them from making the trip. That happens. While standing within the drivers and navigators, in view of all of the Jaguars, I heard someone, I think it was Alex Giacobetti., say “This must be what heaven is like”. I had to agree. What a sight!



Then there was the four, six, eight, twelve cylinder symphony when we all fired up to leave. As you might imagine, 125 cars leaving in single file took a while, but what a grand cat parade it was.



As we proceeded on the two hour scenic rally tour, all along the route people were sitting on their front porches or standing in their yards or driveways waiting for us and giving friendly waves and thumbs up signs. There were lots of smiles inside the cars too. The rally ended at the main gate to Watkins Glen International. As with the entrance to any racing venue, there were plenty of cool cars among the SUVs and RVs waiting

get through the gates.



As we pulled through the gate, up the hill and through the tunnel my emotions started to catch up to me. I didn't expect it nor did I see the waves coming. I had pulled the trailer with the GT on it through that tunnel many times. The thrill of being at Watkins Glen International had returned in a slightly different way. Years ago I would have made a left after the tunnel and headed to the garage area, but we turned right this time and headed to an open field just past turn one. It took awhile, but finally all 125 of the cars were parked in a staging area for the next part of our day. Strolling through the paddock on the way to the Media Center for lunch there were Minis on right and Corvettes on the left all in various stages of preparation. Some were just sitting there, others on jack stands with various body and suspension pieces off. I felt at home. After lunch and some last minute instructions in the Media Center we all headed back through the paddock to our cars for the highlight of the weekend; a couple of touring laps around the track. There was some time to look over the collection of Jaguars in the staging area while the track was being cleared. What a marvelous sight; all of those Jaguars poised and ready to be driven on the hallowed asphalt known as Watkins Glen International.



Finally we got the signal to get in our cars and fire them up; the Jaguar symphony again! They took us out through the emergency vehicle entrance just past turn one at the start of “The Esses”, as the combination of turns Two, Three, and Four is known. We were behind Rich Rosen in his V12 E-Type. As I turned

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

onto the track I realized that Rich was already past turn four and out of sight. So...the XKR climbed "The Esses" way faster than my race car ever had! I was back on the track at The Glen! At the top of the hill we bounced off of the curbs in and out of the "Bus Stop" at the end of the back straight as I used to in the GT. The "Bus Stop", officially known as the Inner Loop, is a chicane. A chicane is a pair of opposite direction tight turns in an otherwise straight stretch of track placed as an obstacle to slow cars down. The Inner Loop is known as the "Bus Stop" because it is modeled after the Bus Stop Chicane on the Spa Francorchamps Track in Belgium. That chicane was an actual bus stop back when the course was partly on public roads. I caught up to Rich as we entered the Outer Loop or turn Five. As we were headed around the Outer Loop and into The Chute, there was a series of orange cones set up across a section of track off to the right. Sue asked what they were for. I explained that NASCAR doesn't use the section of the track known as "The Boot" when they race, so WGI closes that section when the full course is used. NASCAR goes directly from turn Five to turn Ten. I slowed to answer her question and to let Rich get ahead of me again. Then we accelerated out of the "Outer Loop", down "The Chute" and into "The Boot". In the GT this would have been pretty much full throttle from the exit of the "Outer Loop" to the braking zone for the tip of "The Boot"; very thrilling. It is called "The Boot" because if you look at the track on a map, the course from the entrance of turn Five to the entrance of turn Nine is in the shape of a boot with the tip at turn Seven and the heel at turn Eight. Taking a smooth late apex line through the tip of "The Boot" I caught Rich again as we tracked out and started the climb up to turn Eight. As we entered the short straight with a bit of a dip between turns Eight and Nine I was reminded of the time coming out of turn Eight encountering a couple of cars actively involved in a racing incident, partially blocking the track. It was hard on the brakes with one eye on the mirrors. I was able to slow enough to get around them and the cars behind me saw the yellow flags that came out after I was through the turn. As we came up the hill into turn Nine the voice in my head whispered "Don't look at the wall" as it always did when I was racing. There is a wall on the outside exit of turn Nine. The track flattens out after the uphill run into Nine, so you are starting to track out and pick up speed again and that's where you encounter the wall. The racing adage is "Don't look at the wall, because if you do you'll be in it!" That's something you don't forget. We were now slowed a bit as we caught up to the cars stacked behind the pace car. Motoring through turn Ten, I explained to Sue how important it was to exit turn Ten as a set up for turn Eleven. Turn Eleven is one of the most important

turns on the track. Your exit speed out of Eleven determines how much speed you are going to gain and carry down the Start/Finish straight toward turn One. Turn One is a ninety degree right hander that drops off just past the apex. It is a bit deceptive at the entrance since it is a bit tighter than it looks, hence the wide runoff on the outside. Also as it is at the end of the Start/Finish straight there can be a tendency to be a bit overcooking as you enter, requiring use of the wide runoff. When I was racing I never felt like I got turn One right. I seemed to either turn in too early or too late, never just right; a bit like the three bears porridge. I noticed while watching some of the racing on Saturday that not getting turn One quite right is not all that uncommon. The exit to turn One drops off down hill and then starts back up hill as you enter the Esses. Just as turn Eleven is important for your speed down the Start/Finish straight, the exit of turn One is vital to gaining speed to carry through the climb up the Esses. So, we climbed the Esses one more time and took a second lap around The Glen. By that time most of my memories had presented themselves and I just smiled my way around the rest of the track taking in the beauty of the other 123 Jaguars sharing the track with me. As we came out of Eleven onto the Start/Finish straight the cars were backed up again as others were exiting the track where we came on. Seeing all of the brake lights reminded me of being in the middle of a fifteen to twenty car field just taking the green flag and then braking for turn One while fighting for position. That is perhaps the most exciting and challenging part of any race and one I always enjoyed. And all too soon it was over, perhaps in less time than it took you to read this article, and we were exiting the track. With a police escort we were led back into the town of Watkins Glen and staged on Franklin Street for a couple of laps on the historic original Watkins Glen race course comprised of public roads. Anyone can drive the "Old Course", as it is called. It is well signed with historic markers, but if you drive it as part of the Tour de Marque you officially become a "Stone Bridge Driver" with a certificate to prove it. Franklin Street was lined with spectators as we pulled up to the starting line, much as it was when the first Watkins Glen Grand Prix was held the year I was born.



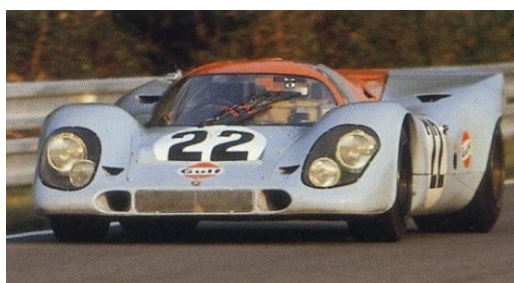
Speaking of Things Jaguar - October 2018 (cont'd.)

When the green flag was waved we headed up Franklin Street and turned right to go up the hill past the Seneca Lodge. You can't miss the sign for the Seneca Lodge when you enter town on Rt 14. The sign must be twelve feet high. I think the Seneca Lodge has been there since that first race. It had seen better days when I stayed there during my racing days. There is a lot of racing history there. During the days of the US Grand Prix and into the seventies it was THE place for the race drivers to stay. The bar is full of racing memorabilia and I'm sure it could tell some stories. After the Lodge there is a slight right turn followed by a set of "S" curves called "White House S", perhaps a tribute to the famous "Maison Blanche" on the old Le Mans circuit. Then there is a straight that runs under the railroad bridge. After you go under the bridge there is another right that drops off down to the "Stone Bridge". The "Stone Bridge" is in fact an arched stone bridge that crosses the Glen Creek at a bit of an angle, so you would be racing down a hill and making a right turn at the entrance to the bridge. This is the first point on the "Old Course" where you become quite impressed with courage or craziness of those who raced there in the day. After you exit the bridge you weave uphill with stone walls on either side of the road. This section is very much like an older, narrower version of turn One and the Esses at Watkins Glen International. Not a coincidence. At the top of the hill you turn onto a straight that goes across the railroad tracks; they stopped the trains for the races, and some of the cars caught a little air thundering over the tracks. The "Railroad Straight" leads into the steep downhill "Big Bend", I wonder if Lime Rock's "Big Bend", turns One and Two, is named in honor of this downhill sweeper? "Big Bend" continues downhill to two ninety degree turns, a left and a right onto Franklin Street. Coming down that hill was the second time I marveled at the courage or craziness of those early racers; it was a bit scary at normal speed in my modern Jaguar. Those race cars back then had skinny tires, drum brakes and no roll bars! All along the course there were people on their porches and lawns partying and waving to all the Jaguars passing by. It's great to be in the show! After our laps on the "Old Course" we returned to Lafayette Park for another impromptu Jaguar show. Seeing a field full of Jaguars never gets old.



As an added bonus that afternoon one of my favorite race drivers from the sixties, seventies and eighties,

David Hobbs, along with Davy Jones winner of the 1990 Daytona 24 in a Jaguar XJR-12, was speaking in the pavilion. Some of you may remember David from his racing days and others as a TV commentator. His racing career spanned nearly thirty years and next year he will be entering his fortieth year as a Motorsports TV commentator. His self-deprecating dry British sense of humor is so entertaining and span and depth of his experience unsurpassed. He raced at Le Mans an unprecedented twenty times, raced Formula One, Trans AM, Can AM, Indy Cars, IMSA, Formula 5000, British Touring Car series, and NASCAR. His first start at Le Mans in 1962 was in a Lotus Elite. He finished first in class and eighth overall. A partial list of cars he drove at Le Mans includes Triumph Spitfire, Lola GT and T70, Ferrari Dino, Ford GT, Porsche 917, 956 and 962, and the iconic Kirk F White/Penske Ferrari 512B. David talked laughingly about his brief stint as an apprentice at Jaguar and how he raced his father's XK140 (without his knowledge) at Oulton Park in 1960 rolling it on the last lap of the race. He enthusiastically talked about having raced the three most iconic race cars from the golden age of racing; Ford GT, Ferrari 512B and the Porsche 917 and joked about the insane value of those cars today. He apparently had been offered to purchase one of the 917s at the end of the season in 1970 for a relatively small sum, but had no interest in it; one recently sold at auction for over \$14M.



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



So the day started with what was described as “Jaguar Heaven”, proceeded with a scenic tour to Watkins Glen International, included laps on two race tracks with 122 other Jaguars and ended in a park filled with Jaguars seeing and one of my favorite motorsports personalities. A more “Jaguar Kind of Day” there never was!

Saturday dawned cold and cloudy. Sue and I bundled up and headed over to the race track to watch some vintage racing. I didn’t get to do much spectating when I was racing, but occasionally I would stroll over to the heel of “The Boot” to watch a race or two; largely because it was convenient to the garages where I would be servicing the GT between my sessions. But I remembered how much I enjoyed driving the section from turn One up through the “Esses”, so that’s where we parked ourselves to enjoy the sights, smells and sounds of racing. That never gets old. Watching the cars braking for turn One and thundering out of it down through turn Two and up the “Esses” I knew what was going on in

those cockpits and felt a bit envious. After watching various drivers negotiate turn One from that vantage point I thought “Why didn’t I come over here and watch when I was racing; I might have gotten turn One right!” Apparently quite a few drivers still struggle with it.

President Paul organized a very nice dinner that evening for the DVJC members who had made the trek to the Glen. It was a very nice way to close out a truly magical weekend for Jaguar enthusiasts as many were headed home the next day. There were plenty of stories shared. Aside from the time on the track, one of the things I most enjoyed about racing was the camaraderie and friendships with other drivers. We always had a dinner on Saturday evening where all of the drivers and their crews got together to share stories and enjoy each other’s company. The DVJC dinner was very much the same.

My mantra when I decided to retire from racing was “I am happy I got to do it rather than later wish I had”. It got me through those times when I was painfully missing it. Coming back to The Glen was an opportunity to fondly embrace those memories and make some very special new ones with Sue and my DVJC friends.

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

Paul T

WELCOME NEW MEMBERS

Eric & April Bankit

East Stroudsburch, PA

Try it, You'll Like It

By: Bill Beible



As a member of DVJC, it is pretty certain that you enjoy cars and driving. Add team competition, abundant food and a great mix of people and you have a recipe for a weekend of fun at the upcoming Pumpkin Run Rally. One of the culinary highlights is the seafood boil on Saturday night which includes shrimp, oysters and clams.

A rally is not a race! The format of this event is a Time-Speed Rally where the objective is to follow directions precisely such that you pass checkpoints throughout the

route at predetermined times. Rally instructions never call for exceeding posted speed limits. Meeting the checkpoint times assumes all directions are followed exactly and specified speeds are maintained for the exact time given in the instructions. Your score is determined according to the deviation from the theoretical time when you should be passing those checkpoints along the course. Complete rally rules are available on the Northeast Rally Club website (northeastrallyclub.com).

Competition at the rally is organized into four classes: Rookie, SOP (Seat of Pants), Pro and Champion. Rookie and SOP teams use only their car speedometers, a stopwatch and an analogue clock to manage their navigation



of the course. Pro and Champion teams use specially calibrated speedometers. Every car must pass a technical inspection prior to beginning the rally. This is similar to the OV at the Concours plus verification that required safety equipment (first aid kit, tow rope, fire extinguisher and safety triangle or flares) is in the car. Competition is divided into four segments: Friday afternoon, Saturday morning and afternoon and Sunday morning. Each session is scored separately and the overall event is scored, as well. Awards for the weekend are presented at lunch on Sunday.

DVJC is normally represented by three to five teams. Many times, we are joined by a team from the Nations Capital Jaguar Club. This rally meets the sanction requirements of JCNA, so our scores qualify for JCNA's national rankings. With results of 2018 rallies to date, Brian and Pauline Craig are in first place followed by Steve and Betty Kress and Bill and Nancy Beible. DVJC members have consistently placed in those rankings every year. Rally teams can be husband/wife, family members or friends. Our club provides financial support of these rallies through sponsorship donations.

There are two primary purposes of rallies. First, it is for the pleasure and entertainment of rally participants who compete against teams driving vintage, classic through late model cars. Cars competing range from a 1916 Hudson all the way to 2018 models with nearly everything in between. Some are stock, some restored and some heavily modified – anything goes! Second, money raised during the rally benefits the sponsoring organization, usually a local volunteer fire company that serves as rally headquarters, and local charities in that area.

The Northeast Rally Club (northeastrallyclub.com) organizes the event. Charlie Olson has arranged an introductory entry for the Friday afternoon session for only \$125. If you choose to participate just Friday afternoon, be sure to write that on your form. 'Hope to see you there!

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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:

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

NAME _____ HOMETOWN _____

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



1989 XJS

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\$12,500
Contact Katie Bruno, 484-881-1777



Delaware Valley Jaguar Club Breakfast Socials

October 21, 2018

November 18, 2018

December 16, 2018 (Business Meeting / Election)

10:00 a.m.

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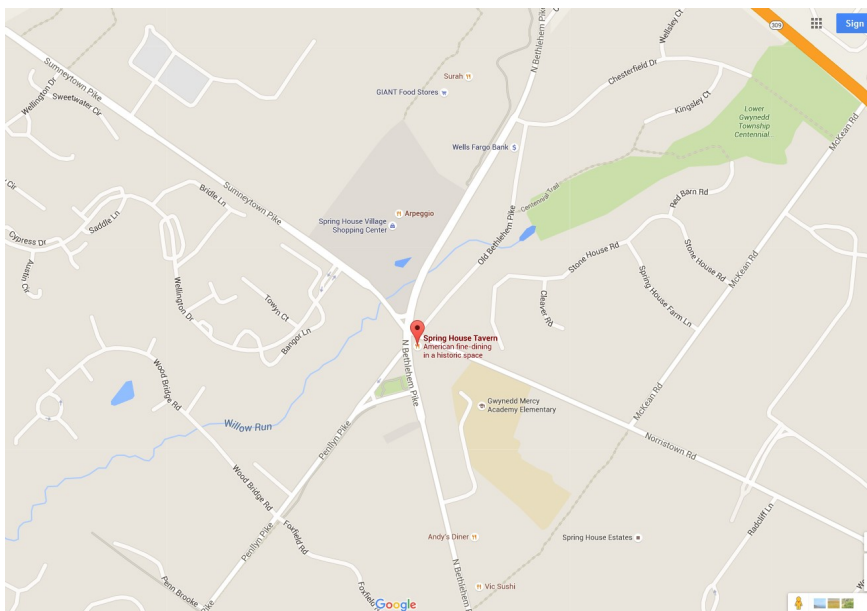
PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) or <https://delvaljaguarclub.com>
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Driving directions from the Pennsylvania Turnpike:

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.



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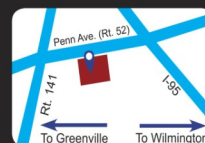
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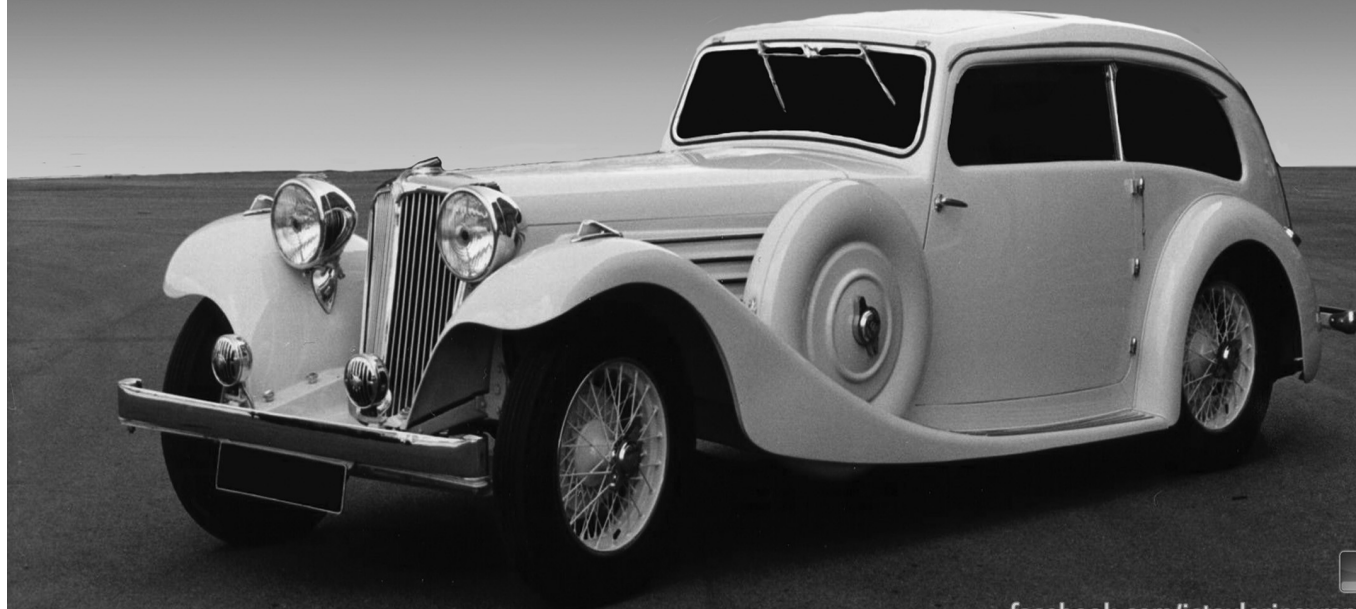


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