
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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December 2018

Thanks to our Officers



The officers and directors of the Delaware Valley Jaguar Club have served with distinction for years. Seen above are president emeritus Kurt Rappold, Secretary Clara Saxton, vice president Alex Giacobetti, membership director Ann Perry, president Paul Merluzzi, treasurer Bill Beible, director Mike Wolf and director Rich Rosen. With the elections being held on December 16, 2018, our club will experience a change in leadership. The club is fortunate to have had this dedicated group lead us through a period of growth and financial stability. We look forward to the talented members running for office to continue the club's record of excellence. Please see page 15 for the slate of officers and directors. We hope to see you at the Spring House Tavern on December 16th. Please see Paul Merluzzi's column on page 5 for important information.

It's time to think about renewing your membership. Please see page 7 for more information.



NOTICE—It's time to start thinking about renewing your DVJC membership for 2019. Renewals can now be completed on line at the club's Web site. Renewals can also be completed by mail. The annual membership continues to be \$65.00. We have reduced our club's expenses by limiting the number of mailed copies. If you absolutely must have a mailed copy the annual membership is \$75.00 and can only be completed by mail. Please see page 7 for more information.

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Upcoming DVJC Events

December 16, 2018

Business Meeting & Election

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 23)

Spring House Tavern, 1032 Bethlehem Pike,

Spring House, PA 19477

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

April 26—28, 2019

Chicken Run Rally

Millsboro Volunteer Fire Company

109 E. State Street, Millsboro, DE

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

Other Interesting Events

February 2—10, 2109

Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street

Philadelphia, PA 19107

Contact: www.phillyautoshow.com



President's Mewsings *December 2018*

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

DVJC News and Other

Stuff ...

Reminder - December 16, Monthly Breakfast, Business Meeting, and Election of Officers 10:00am at Spring House Tavern:

PLEASE NOTE - YOU MUST SIGN UP IN ADVANCE on the DVJC website (<https://delvaljaguarclub.com>) or contact me directly (pawlym@aol.com) if you plan to attend. Some late, breaking news – Mike and Mo Tate will be in the area visiting their progeny from 12/15/2018 to 1/5/2019. Mike will be attending the 12/16/2018 breakfast with his son Gary.

January 20 – Holiday Party, William Penn Inn, 11:30am: Please come and join your fellow DVJC members at our biggest social event of the year that includes a delicious brunch, silent auctions, and installation of new officers. See page 8–9 for details. Reserve your seat(s) by January 14, 2019 on the DVJC website (<https://delvaljaguarclub.com>) or by contacting chairperson Paul Trout, 210 Warwick Furnace Rd, Elverson, PA 19520, 610-286-5701 or pgtgt@aol.com if you plan to attend.

Just Add Water

Most of you know that I love classical music and also know that I have held, and still hold, leadership positions in two classical musical non-profits – the Kennett Symphony (where I am currently serving as president) and Gretna Music (where I am past-president and currently serving as treasurer). What you probably don't know is that I love most forms of music including jazz, rock, blues, and bluegrass. I am writing this paragraph after my lovely wife Irena and I went to Duffer's Tavern on Rte 352 in Glen

Mills to hear 'Just Add Water', a (mostly) classic rock band anchored by our club curmudgeon, Max Sandler, on keyboards. Believe me, if you want to hear kick-ass classic rock the way it was originally recorded and meant to be heard, with dedication, passion and love of the music you need to hear 'Just Add Water'. They got the first set off to a flying start with two Stones tunes, Jumpin' Jack Flash and Brown Sugar. Then they went on a journey through classic rock, progressive rock, and a sprinkling of Motown that included the Beatles, Bad Company, the Alan Parson's Project, Hall & Oates, Led Zeppelin, the Temptations, KC and the Sunshine Band, Lynard Skynard, and others. We left at 12:30am after the second set because Irena was fading fast. I was disappointed because we missed the Pink Floyd tunes that were promised for the end of the third set. Max was featured on Lynard Skynard's "Call Me the Breeze" and Led Zeppelin's "All My Love" and he was outstanding. 'Just Add Water' is returning to Duffer's on February 9, 2019. I think we should have a Jaguar Gathering there. You won't be disappointed.

My Final "Mewsings" Column – Short and Sweet

Rear-view mirror

It has been a very delightful, and quick, four years since I assumed the duties as DVJC President. As I have stated in this column before, my goal was to make the club more "social" by getting the members together more often. The monthly breakfasts have grown significantly and the Jaguar "Gatherings" at members' homes have been a positive step toward that goal. We are one of the more active clubs in the JCNA, as evidenced by a survey published in the Jaguar

President's Mewsings *December 2018 (continued)*

Journal several months ago and by the grand showing we made at Watkins Glen in September.

The 2015 AGM was a key to much of the success the club is enjoying today. It brought to the forefront many dormant members who are now very active and in line for club leadership positions. It was a wonderful experience co-chairing that event with Charlie Olson and leading the club into its 50th anniversary year. While most of the rear-view is happy and exciting, we did have the sad note of Kurt Rappold's passing last March. Kurt was a tireless member and leader for decades. It became apparent how much he was doing and had done for the club when his sudden and unexpected passing left many responsibilities to be covered by the rest of us. We also had to deal with the retirement and physical relocation to Michigan of our "Roving Reporter", Mike Tate. His writing contributions have been capably taken over by Paul Trout's "Speaking of Things Jaguar" column. But I miss Mr. Tate's dry wit, British humour, and the numerous stories about his Jaguar experiences.

Looking ahead

The DVJC is doing well in so many different ways. Financially we are in good shape and all indicators point to continuing this trend. Our leadership will remain strong with several key members stepping up to take over on January 1, 2019. While my official leadership duties will end on December 31, 2018, I still plan to organize events including the Gathering at Casa Merluzzi in June and the Rally/Dinner/Concert in either August or October. I also plan to make another push for club participation in the Watkins Glen Grand Prix Festival in September. It is not clear whether there will be a separate Jaguar event in 2019 – but there are so many other activities in which we could participate as a group. I will also continue to follow and report the Formula E Championship as long as Jaguar is part of the mix.

Thank you

I am grateful to everyone who made my last four years exciting and rewarding and am forever indebted to the Officers and Directors for the trust and support that was so obvious to me.







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DVJC Membership Renewal

Our DVJC website (<https://delvaljaguarclub.com>) offers an easy way to renew your club membership for 2019 online using PayPal. All current members can renew online. However, the process differs slightly for people already registered on the website and those who have not yet registered for website access.

- If you are already registered on the website (have a screenname and password), go directly to the Login Page (https://delvaljaguarclub.com/rm_login/).

Login then follow the instructions on that page.

- If you are a club member who has not yet registered for the website, use the Become a Member Page (<https://delvaljaguarclub.com/membership-registration/>) to register for the site and pay your 2019 dues.

Follow the instructions on that page.

Of course, 2019 dues can also be paid by mailing a check payable to DVJC to Ann Perry, PO Box 163, Mendenhall, PA 19357.

You are encouraged to renew online. Doing so substantially reduces the administrative time and effort required to process renewals.

On line renewals are \$65. If you **MUST** have a mailed copy of *The Purr* the renewal is \$75 and it must be completed by mail.



Delaware Valley Jaguar Club

*Please join us for our annual holiday party and
awards celebration.*

***Sunday, January 20, 2019
11:30 am to 2:30 pm***

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
corner of Rt. 202 and Sumneytown Pike*

11:30 a.m. Cocktail Hour – Cash Bar with Snacks

***A Free Drink ticket will be provided to members whose 2019
DVJC Dues are paid in full***

12:30 p.m. Buffet Brunch

Buffet Brunch includes:
Hot and Cold Selections including:
Scrambled Eggs
Belgian Waffles
Parmesan Crusted Sole
Filet Mignon Tips
Smoked Salmon
Salads
Delicious Deserts
and much more.

There will also be Silent Auction of Jaguar Automobilia and Gift Baskets of Various Themes.

If you wish to contribute to the Silent Auction please contact:

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at lbmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 14, 2019** on the DVJC web site at <https://delvaljaguarclub.com/events/dvjc-holiday-party-and-awards-luncheon-2/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club **by January 14, 2019** to:

Paul Trout
210 Warwick Furnace Rd
Elverson, PA 19520
610-286-5701 or pgtgt@aol.com



Speaking of Things Jaguar - December 2018

By Paul Trout

Another “Frankie” on BaT

As many of you who read this column and visit our DVJC FaceBook page know, I regularly follow Bring a Trailer (BaT) on-line auctions. In fact, when I was still working, a few years ago now, Bring a Trailer was the first thing I checked when I got into the office in the morning. Nowadays it's a nice after dinner treat. I became hooked on BaT shortly after it was founded in 2007. Initially it was created as a place that consolidated ads for some of the best and most unusual classic cars for sale on the internet and also offered exclusive listings of cars that were not previously listed elsewhere. I sold my MGB-GT race car as an exclusive BaT listing. In 2014 BaT changed to exclusively an on-line auction site. I subscribe to the Bring a Trailer Daily Mail. BaT Daily Mail sends out an email at 5 am Pacific coast time listing all of the actions that are closing that day, all of the new auctions open for bidding that day and all the auctions that are currently in progress. To give some perspective, yesterday there were 26 auctions that closed, 40 that opened for bidding and 193 in progress. Within the closing auctions there were two Ferraris, including a 550 Maranello, six Porsches, a Formula 3 Race car, a Sunbeam Tiger, five BMWs including an Alpina B8, an E-Type Jaguar and an XJS. Rarely does a day go by that there isn't a Jaguar in either the closing or opening listing. Currently there is a very nice mix of six Jaguars among the auctions in progress; an XK 120 SE Roadster, a 2001 XK8 Convertible with 48k miles on the clock, a 1973 XJ6 in Turquoise, a 1963 E-Type project car, a modified, but still Jaguar powered, Mk II and a 1976 XJS. The E-Type whose auction closed yesterday is the “Frankie” (short for “FrankenJag”) named in the title of this

month's ramblings. It is a series III E-Type coupe with a Chevrolet 350 engine and an automatic transmission. On top of that it has black “Mustang GT 350 style” racing stripes (if you squint, maybe, just maybe, you could suggest reminiscence of the Briggs Cunningham E-Type) with contrasting racing number “meatballs”. As with most “FrankenJags”, the value was significantly diminished by the “improvements”. It failed to sell at \$21,500.



I think a comment by an observer to the bidding summed it up best; “The drivetrain swap kept the E-Type collectors out, the slush box kept the interest down and that racing look livery deterred most of the rest of the bidders from going higher.” I couldn't have made my point any clearer. Let them be Jaguars!

So, what about the modified Mk II you might ask? Well, that is a different story. The 1967 Mk II is more of a Jaguar Resto-mod that is very tastefully done. It is very nicely updated both inside and out. Under the bonnet there is a 4.2 Jaguar six with larger SU carburetors with electric chokes and custom air cleaners, an electronic ignition, a lightweight starter, polyurethane engine mounts, an aluminum radiator with a flex fan and shroud, a 110-amp alternator, and a spin-on oil filter conversion. The 4.2

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

is mated to a Tremac 5-speed gearbox. The steering has been converted to an XJ6 rack and pinion. The front suspension bushings are all polyurethane and the dampers are GAZ adjustable. The wheels are 15 inch Series III E-type and the front brakes are Wilwoods with slotted rotors. Inside the power adjustable front seats are from an XJ6 with picnic trays on their backs.



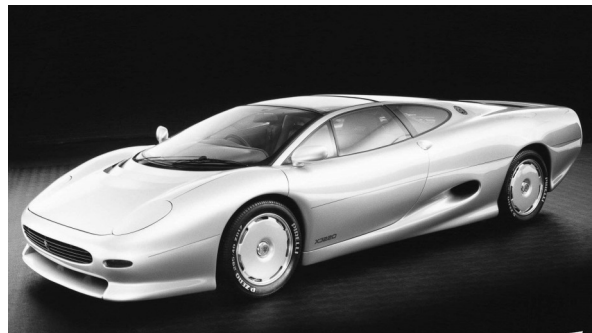
While certainly not a concours Mk II, this car appears to be a very nice driver with lots of performance, comfort and safety upgrades to enhance the experience in today's driving conditions.

If you too would like to go classic car window shopping on a daily basis, go to www.bringatrailer.com and give them your email, which they promise not to share with anybody, and the BaT Daily Mail will appear in your inbox every morning. Caution, it can be a bit addictive and subscribers have been known to start searching for additional garage space.

The Cat without a Cat, Le Mans 1993

The gap between Jaguar's production cars and its racing notoriety had been growing since the late 1950's. The XJR race cars of the eighties looked nothing like any Jaguar production car as the XK120C and D-Type

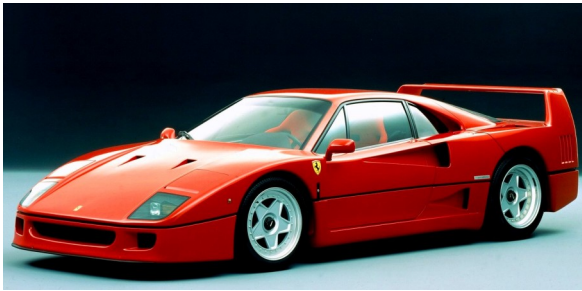
did in their day. Closing that gap was the whole point of the XJ220. The XJ220 was envisioned as a mid engine V12 powered four-wheel drive super car. Initially developed as a concept car designed by an informal group of Jaguar employees who wanted to see Jaguar's glory days of racing return, the XJ220 was first revealed to the public in 1988 at the British International Motor show in Birmingham.



The name XJ220 was chosen as a continuation of the naming of the XK120. The XK120 was named for its top speed of 120 mph, thus the XJ220 had a target top speed of 220 mph. The very positive reception prompted Jaguar to announce the XJ220 would go into production. Eager to own a genuine 200 mile per hour four-wheel drive V12 powered Jaguar super car, about 1400 wealthy Jaguar enthusiasts plunked down deposits of 50,000 GBP each. Delivery was promised for 1992 with a list price of 290,000 GBP. The task of turning the concept into a production car with a racing version capable of an assault on Le Mans was handed over to JaguarSport, a joint venture between Jaguar and Tom Walkinshaw Racing (TWR). JaguarSport quickly formed a separate company, Project XJ220 Ltd, with the mission of design and production of the XJ220. With the daunting task in hand the team looked at their two competitors, the Ferrari F-40 and the Porsche 959, to see how they had approached engineering a race worthy supercar. The team found the Porsche

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

959 to be closest to the XJ220's specifications with four-wheel drive and a luxurious interior. By comparison, the Ferrari had a very basic interior with no carpets, door handles or radio. In order to achieve their power objectives both the Ferrari and the Porsche had forced induction compact engines. The F-40 had a 2.9 liter turbo charged V-8 producing 471 hp, while the Porsche used a turbo charged flat six producing 444 hp. The compact engines allowed both cars to be smaller and lighter than the XJ220. Compared to the concept car, the Ferrari was lighter by 1300 lbs and 28 inches shorter, the Porsche was 550 lbs lighter and 34 inches shorter.



In order to make the XJ220 shorter and lighter, the V-12 engine was scrapped and replaced with a twin turbo V-6 designated the Jaguar/TWR JV6. The Jaguar/TWR JV6 was derived from the Austin Rover V64 V6 that TWR purchased the rights to in 1989. Redesigned to accommodate forced induction the JV6 was expanded to 3.5 liters with dual overhead cams and four valves per cylinder, producing 540 hp at 7,200 rpm. It shared a number of design features with the Cosworth DFV Formula one

engine. The idea of four-wheel drive had been dropped earlier due to complexity and weight issues.

When the first XJ220 rolled out of the factory at Wykham Mill in October of 1991, it was a rear drive, twin turbo charged V-6 powered super car capable of going from 0-60 mph in 3.5 seconds with a claimed top speed of 220 mph (which it never actually achieved). In addition, the list price had increased from 290,000 GBP to a whopping 470,000 GBP making it the most expensive car in the world at the time. Needless to say, a good number of those wealthy Jaguar enthusiasts quickly lost their enthusiasm and requested their deposits be returned.



I mentioned that the XJ220 never actually achieved its target top speed. That was not for lack of trying. During testing at the Nardo Ring in Italy, Le Mans winner Martin Brundle was able to achieve 217.1 mph with the catalytic converters removed allowing the engine to rev to 7,900 rpm adding 50 more horsepower. Remember the catalytic converters as they will come up as an issue later. While failing to achieve the 220 mph that was so desired for marketing reasons, the recorded speed of 217.1 was enough to be certified by Guinness World Records as the fastest production car in the world. That record stood until 1999 when a McLaren F1 achieved a maximum speed of 240.1 mph.

With eyes still focused on Le Mans, the competition version, the XJ220-C was introduced

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

in 1993. The XJ220-C won its first race, the BRDC National Sports GT Challenge at Silverstone, so hopes were high for an assault on Le Mans in the new Grand Touring class. Three works XJ220-C cars were prepared by TWR and entered in the IMSA GT category. Within the impressive lineup of drivers were veterans of Jaguar at Le Mans, including John Nielsen who had driven the XJ9/12s in '88, '89, '90, and '91; winning in 1990. There were also a couple of up and coming young drivers like David Brabham, son of legendary race car driver/builder Jack Brabham and Formula One driver David Coulthard. The cars had passed tech inspection and completed their first day of practice when the chief steward disqualified them due to lacking....catalytic converters. TWR claimed that IMSA rules did not require catalytic converters and filed an appeal. The cars were allowed to compete under the pending appeal. The rules infraction was only the start of the challenges that would follow. During pit stop practice Brabham was putting Coulthard into the car, as drivers being relieved generally do, when the car fell off of the jack onto his foot. Despite a plentiful supply of packets of frozen peas, he was plagued with severe pain throughout the weekend and had to brake with the side of his shoe. Andreas Fuchs crashed the #52 XJ220-C at 190 mph while braking for the first Mulsanne chicane. He escaped injury and the car was repaired in time for the race.

Hans Stuck's Porsche took the lead in the GT class from the start and held it for the first hour. The #51 XJ220-C dropped out with a head gasket failure on lap six which left driver Armin Hahne joking that he thought it was a 24 minute race... The Stuck Porsche lost five laps in the pits with a sticking throttle shortly after the first hour leaving the two remaining Jaguars in the lead. The Porsche nearly caught the Jaguars by hour six only to hit the back of another car approaching the first Mulsanne chicane (the same place that

the #52 Jaguar had crashed in practice).

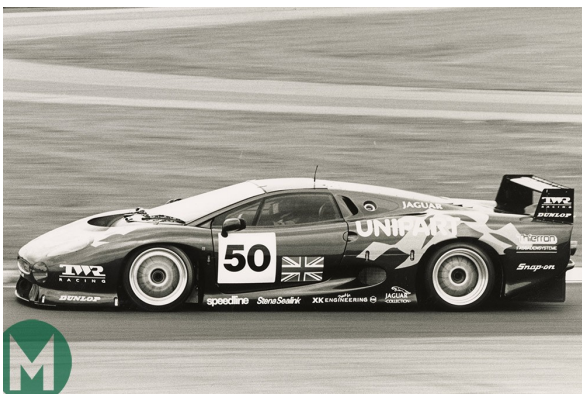


The Porsche was drivable after the crash, but the driver was unaware that the oil tank had split and the engine seized before reaching the pits. The two remaining Jaguars ran one and two until early Sunday morning.



At 2:55 am Brabham brought the #50 in with a fuel leak. The story according to David: "I was driving and I got this smell of petrol fumes. I radioed in to say, 'look, I'm starting to smell fumes, I'm starting to get a bit of a headache and I'm also starting to feel my heels slipping off the pedals.' So I finished the stint, came in and they filled it up and looked around. They could see where it was leaking and they said: "Would you mind going out and doing a few laps while we figure out what to do?" I said, "f* off!" So they did! They whipped the tank out after that." Around 4 am the #52 car, with Fuchs at the wheel, blew a tire on the Mulsanne and crashed near where he had done so in practice. After quick repairs in the pits, Paul Belmondo took the #52 car back out, only to retire shortly thereafter with an overheated engine.

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



The #50 Jaguar regained the lead after the lengthy pit stop to replace the fuel tank and stayed there for the remainder of the race, finishing 15th overall and first in the GT class. The three drivers, John Nielsen, David Brabham, and David Coulthard were jubilant on the podium. Tom Walkinshaw was thrilled at TWR bringing Jaguar yet another Le Mans Victory.



Their joy was short lived. The controversy over the catalytic converters just would not go away. The winning Jaguar was subsequently disqualified and the victory given to the 3.8 Porsche Carrera RSR of Gouhier/Barth/Dupuy. According to the ACO (Le Mans Organizers), the cars were disqualified because, even though TWR had appealed to the ACO, they had not filed an appeal with the French Federation of Sport in the proper timeframe. Thinking he had followed the procedure as explained, Walkinshaw was baffled. Ironically, the appeal to the ACO that challenged the catalytic converter ruling was allowed and the initial disqualification ruling was overturned. So, while the cars were actually legal, the appeal procedural error ruling stood, and the victory was

taken away. Unfortunately this would be the last works Jaguar team to compete at Le Mans. A team of XJ220-Cs was entered privately the following year by PC Automotive, but both retired during the race.

The XJ220-C Le Mans saga seemed to parallel the overall XJ220 story. Fourteen hundred wealthy Jaguar enthusiasts put up 50,000 GBP each for a four-wheel drive V-12 220 mph supercar with a 290,000 GBP price. Jaguar delivered the most expensive car at the time in the form of a rear drive turbo charged V-6 217 mph supercar at a 470,000 GBP price tag. In the end only 282 XJ220s were built. But that really doesn't matter today. The troubled history of the XJ220 certainly doesn't diminish its beauty or performance; they are Jaguars after all. With only 282 built the XJ220 is rare indeed and rare is good in the collector car world. The Hagerty Price Guide shows their current value to be in the half million dollar range; about what they cost new. While rare is good, rare with racing history is much, much better. XJ220C chassis #002, the last factory entered Jaguar to win at Le Mans (only to be disqualified) sat in the TWR museum for years before being sold to the Sultan of Brunei. It changed hands several more times after the Sultan tired of it.



Recently it was slated to be sold at the Bonhams Bond street auction on December 1st with an estimated hammer price of 3.2M GBP or about \$4M. However it mysteriously disappeared from the listing which most likely means it changed hands privately at an undisclosed price. The strange saga of the XJ220 continues....

Enjoy Your Jaguar!

Paul T

DVJC Proposed Constitution and By Law Changes

December 7, 2018

DVJC is organized and governed by a Constitution and By-Laws adopted August 3, 2009. A recent review of those documents identified two areas for revision, as follows:

1. Corporate classification

- a. Constitution Article II references 501(c)3.
- b. By Laws Article V references 501(c)3.
- c. IRS letter dated April 8, 2010 indicates we are exempt from Federal Income Tax under Section 501(c)7 of the Internal Revenue Code.
- d. **Propose revision of both documents to replace "501(c)3" with "501(c)7" to be consistent with the IRS tax exempt status determination.**

2. By Laws – Expenditure Approvals

- a. Article II, Section 4 states that checks in excess of \$500 must carry two signatures.
- b. In lieu of two signatures, actual practice has evolved to securing and documenting approval of the second authorized officer through email. The approval email is maintained in records of the Treasurer.
- c. **Proposed revised language:**
"Club checks or electronic payments in excess of \$500 require approval of two of the following officers: President, Vice President, Secretary and Treasurer. Approval can take three forms:
 - 1. Two signatures on checks.**
 - 2. One signature on checks with written approval by a second designated officer by email.**
 - 3. One signature on checks with written approval by a second designated officer by written approval on a receipt submitted for payment."**

Pursuant to By-Law procedures, the proposed amendments were submitted, reviewed and discussed by the Executive Committee at the October 26, 2018 meeting. The Executive Committee voted to submit these amendments to the general membership for a vote.

Approval of both proposed amendments is recommended by the Executive Committee.

These amendments will be submitted to the general membership for consideration and approval at the December 16, 2018 breakfast meeting. Ten or more members in good standing constitutes a quorum.

Preliminary 2019—2020 Ballot

Election of officers is an extremely important activity for the continued progress and healthy future of our club. Any active member may run for any office. Any member choosing to be included as a candidate must contact Alex Giacobetti (Agiacobetti@abglaw.net) prior to November 30th, 2018. The final ballot will be in the December 2018 *The Jaguar's Purr*. The December 16, 2018 Breakfast Social at The Spring House Tavern will also be a business meeting at which time nominations may be made from the floor and a final vote will be taken. We encourage all members to attend, nominate, and vote.

The following is a Preliminary Ballot for DVJC **Executive Committee** candidates for a 2-year term starting January 1, 2019 ending Dec 31st 2020:

President	Bill Beible
Vice President	Paul Trout
Treasurer	Jim Sjoreen
Recording Secretary	Grace Smith
Director of Membership	Ann Perry (incumbent running for office)
Director of Events	Mike Wolf (incumbent running for office)
Director of Events	Rich Rosen (incumbent running for office)
Director of Events	Tom Shaner

Note: Vote for three (3) directors.

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\$20,000 obo.

Call Bill at 215-343-6426.



1986 Vanden Plas for sale

\$11,000

Two owner, current owner from 1990. Black, biscuit interior, wire wheels, sun roof, 97,550 miles, garaged, one driver. All maintenance records. Original paint in good shape but shows some patina; interior and boot in wonderful condition. All seats in good condition, all interior wood in good shape (center panel has been refinished). Tires (Pirelli) in good condition. Located in Marlton, N.J. Wonderful car that you will enjoy for some long time.

Jim Kilrain

H: 856 596 4565

Jameskilrain@msn.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.



Delaware Valley Jaguar Club Breakfast Socials

December 16, 2018 (Business Meeting / Election)

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.

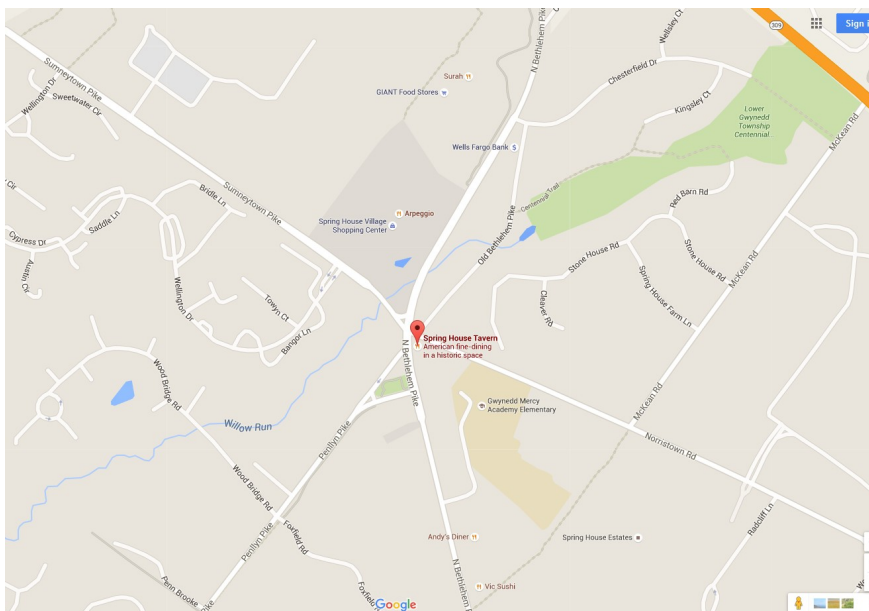
Driving directions from the Pennsylvania Turnpike:

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*



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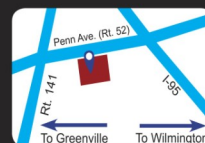
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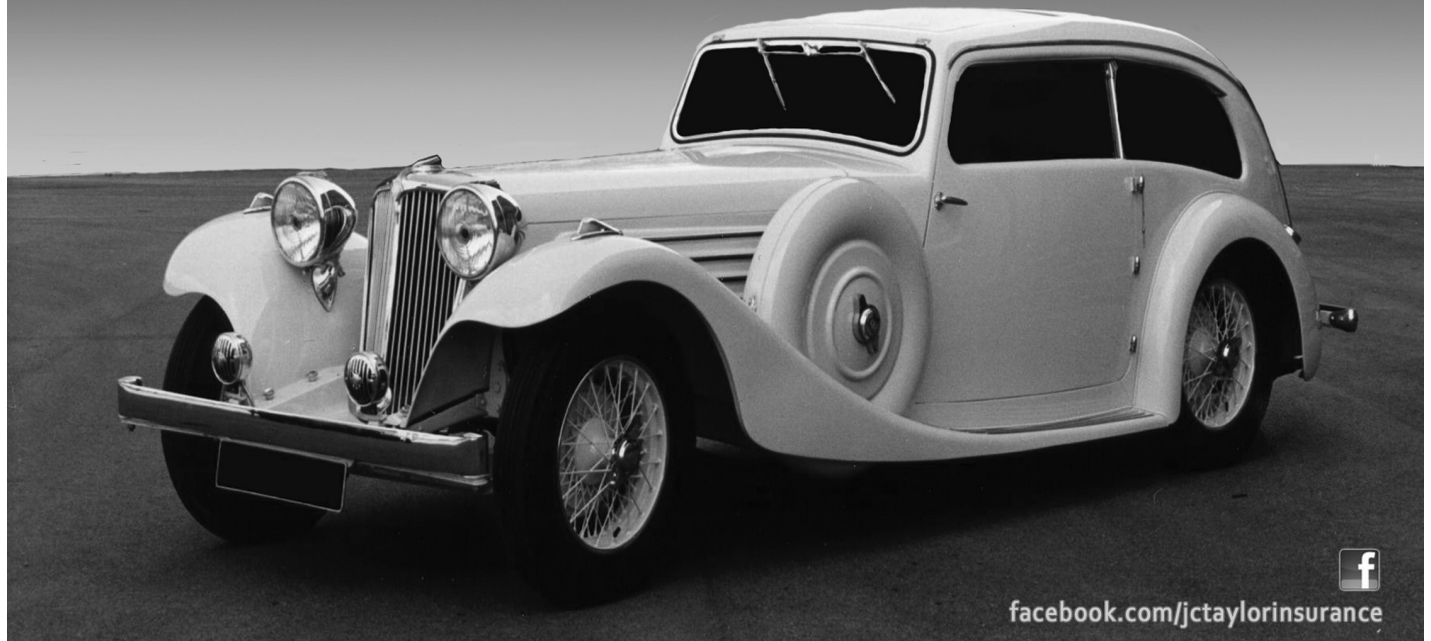


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