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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*February 2019*

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## Congratulations Bill



In addition to being elected president of the Delaware Valley Jaguar Club for 2019—2020 our very own Bill Beible has been named a Jaguar Club of North America Regional Director for the Northeast Region for 2019—2020. We wish Bill every success with all his new responsibilities.

**Membership renewal deadline has passed but you can still renew. Please see page 6 for more information.**



NOTICE—You can still renew 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 6 for more information.

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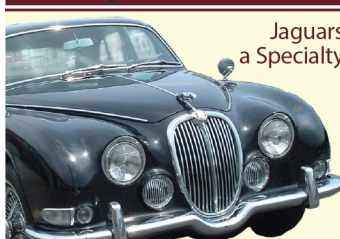
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New Jersey	Rich Rosen	856-428-4290	rosen244@verizon.net
Pennsylvania	Charles Olson	215-920-2903	cwolson29@comcast.net

# Upcoming DVJC Events

**February 17, 2019**

**March 17, 2019**

**10:00 A.M.**

*Please RSVP*

**DVJC Breakfast Social (see p. 17)**

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

<https://delvaljaguarclub.com/events/monthly-breakfast-social-spring-house-tavern-3/>

Or Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)

**April 26–28, 2019**

**Chicken Run Rally**

**Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Brian Craig, 215-483-5861 or [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

**May 19, 2019**

**DVJC Annual Holiday Party & Awards Luncheon**

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

Contact: <https://delvaljaguarclub.com/events/dvjc-holiday-party-and-awards-luncheon-2/> or Paul Trout, [pgtgt@aol.com](mailto:pgtgt@aol.com)

**June 1, 2019**

**DVJC Annual Concours d'Elegance (see p. 12)**

**Registration opens March 1, 2019**

**Pre-registration required for Champion, Driven and  
Special Divisions**

**Historic Hope Lodge, Fort Washington, PA**

Contact: Jim Sjoreen, [jsjoreen3860@comcast.net](mailto:jsjoreen3860@comcast.net)

# Other Interesting Events

**February 17, 2109**

**K&T Vintage Sports Cars Coffee Klatch (see p. 19)**

**Colony Drive Industrial Park  
Bethlehem, PA**

Contact: [ktvintagecars.com](http://ktvintagecars.com) or 484-281-8085

**March 30, 2109**

**Triumph Rescue Tech Session (see p. 20)**

**617 Walnut Street, Bally PA 19503**

Contact: [triumphrescue.com](http://triumphrescue.com) or 610-845-8217





## Your Monthly Bill *February 2019*



The weather gods finally got the upper hand! While they may have dampened (drenched) the Spring Drive, shortened the Slalom and “expedited” the Concours, all those events took place as scheduled. Safety of our members and guests was foremost in the minds of the executive committee when the decision was made to postpone the Holiday Party due to the forecasted snow, rain and flash freeze. Thanks to the William Penn Inn for their flexibility accommodating the schedule change. DVJC will incur no financial penalty as a result of the date change. In fact, the new date (May 19) may enable more people’s attendance. And..., the silver lining to those winter storm clouds is that most, if not all, of our Jaguars will be out of winter hibernation and should fill the parking lot with beautiful cats in May.



Kick off your participation in DVJC’s 2019 social calendar with dinner and live classic rock at Duffer’s Tavern in Glen Mills on Saturday February 9. **Just Add Water** is performing with our own Max Sandler featured on keyboard. The restaurant requires a firm head count so you must RSVP by noon Monday February 4. Details are on the DVJC website. While you’re on the site, RSVP for the February Breakfast on the 17<sup>th</sup> at Spring House Tavern. Both events are

open to members, guests and non-members.



Another year with a full calendar is taking shape including recurring events and competitions as well as some “first time” events for our club. With only a few exceptions, our events welcome member and non-member participation and provide convenient opportunities to introduce our club to prospective new members.

Planning meetings for our 2019 Concours began in November and will continue with increasing frequency right up through the show on Saturday June 1. The combined show with Cars and Motorcycles of England will return to Hope Lodge again this year. Staging this event is a labor-intensive effort for DVJC, Delaware Valley Triumphs and the Friends of Hope Lodge. Jim Sjoreen is continuing to serve as Concours chairman and is seeking volunteers to share the load across several task areas. Day of show participation by many volunteers is essential for a well-run event and positive public perception of our club. I encourage every one of our members, long-term and new, to “step up” and volunteer a few hours of his or her time to make this marquee event an even better success in 2019.

Many thanks to Grace Smith for all the time and effort she’s invested in developing new sources of high-quality club clothing. Unfortunately, there have been a few potholes in the road, primarily due to our initial supplier not living up to his sales pitch or meeting his promises. Grace has asked that another club member assume the merchandise role going for-

# Your Monthly Bill      February 2019 (continued)

ward so that we can further develop clothing and merchandise options including direct online ordering. Please contact me to discuss this further and to determine your interest – 610-223-1051 or [bill.beible@gmail.com](mailto:bill.beible@gmail.com).

Please welcome these new members who have joined DVJC in 2019:

Roger Stevens  
Joe and Joan Leach  
Jed Rapoport  
Mark Quinn  
Jay and Wendy Greene  
Robert and Marcia Hunter  
Wayne and Kathleen Segal  
Laurent Bolloeil  
Rodney Welch and Christopher Doyle

We are glad to have you as part of our club and know you'll find it rewarding and enjoyable.

And one more thing – I have been appointed as Northeast Regional Director of JCNA to fill the unexpired term of Dennis Eklof which concludes at the 2020 AGM.

Whether Punxsutawney Phil is right or wrong on



February 2, spring, warmer weather and Jaguars on the prowl are coming – someday!

Have a warm Jaguar kind of winter getting ready to burst out on the first Jaguar kind of day in the



## 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/](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.



## Speaking of Things Jaguar - February 2019

By Paul Trout

### The Art of Performance

The art of performance, like fine art, is a diverse complexity of concept. Art, it can be said, is the expression or application of human creative skill and imagination producing works to be appreciated for their beauty and emotional power. A visit to an art museum will certainly offer opportunities to absorb the passion and emotion of artists expressed in their works. The true experience of art is in the feeling it gives you. Performance, on the other hand, is a bit less gray. Performance is the execution of action or the accomplishment of a given task against a set of standards. What happens when you try to mix these immiscible elements? According to Jaguar you get “Performance that cannot be measured, only felt. That’s why we call it art. Our cars are a manifestation of our passion.” The Art of Performance.

Recently I read some driver’s impressions of two Jaguars that seem at polar opposites of each other. Two Jaguars that excite the senses in seemingly different ways, but, at the end of the day, in much the same way. One showing, rather than telling, us what the future might feel like; the other very much in the moment expressing the epitome of today’s version of a rich racing history. Both express the Art of Performance in their own way. One is sleek, smooth, quiet and subtle in delivering its definition of performance; the other is very loud and brash with bulging muscles delivering redefined performance.

At first pass the I-Pace and the XE SV Project 8 might seem as related as golf cart and a Formula

One race car, but they both express Jaguar’s Art of Performance.



The I-Pace is not just Jaguar’s way of appeasing the pro-EV (electric vehicle) crowd or lowering their CAFE (Corporate Average Fuel Economy), it is their view of the future. Way back in 2017 Jaguar Land Rover made a commitment for every new model launched after 2020 to be electrified. The I-Pace is the first manifestation of that future. It seems that JLR understands that some of us may have to be dragged kicking, screaming and clutching to the sounds of horsepower into this EV future. To that end they have provided such a generous portion of the Art of Performance that the craving for the sound of horsepower might just fade away. The I-Pace may just be rehab for petrol addicts.

Visually it is clear this is not just any crossover. The profile, with the wheels pushed to the corners, coke bottle belt line and cab forward design, hints at its Marque. Viewed from either the front or rear quarter, it proudly nods and says “Yep, I’m a Jaguar”. The tail light treatment has Jaguar written all over it and the center positioned leaper seals the deal from the back. In front there is a large rounded rectangular black grill with the growler in the center that makes the I-Pace immediately recognizable as a Jaguar. Of course there is no radiator to cool behind that grill. Designer Wayne Burgess explains, “Though an EV powertrain’s packaging simplicity grants unprecedented design freedom, the I-Pace did need to be instantly recognizable as a Jaguar.” Well Wayne, you nailed it!





## Speaking of Things Jaguar - February 2019 (cont'd.)



That design freedom is also evident inside. The mechanical configuration is such that there is no intrusion into cabin space. It almost seems as if Mr. Burgess secured the services of Arthur's Merlin to create an interior that is significantly larger than the car's exterior. The interior just feels larger than the exterior looks. To say the cabin is "Standard Jaguar" is a subtle compliment suggesting it is way nicer than one would expect from a crossover, and that's what it is. Luxtec (whatever that is) or leather sport seats, leather wrapped steering wheel, a very techie center console and a dashboard that definitely gives the feel of a Jaguar.



Visually both outside and inside the Art of Performance feel is evident, but does it go like a Jaguar? There are two drive units each about the size of a small waste basket; one in the front and one in the rear. These two permanent magnet electric motors are connected by a synchronous single-speed transmission and a differential. Between the motors and below the cabin is the 90 kWh lithium-ion battery with 432 cells. Minus the pistons and overhead camshafts, this power train delivers Jaguar style power; 394 muted horses and 512 foot pounds of immediately available torque. In the racing world there is a saying "Horsepower is how fast you hit the wall; torque is how deep you go into the wall." The I-Pace will go pretty deep into that wall. So, again, does it go like a Jaguar? It does! With all

512 of those foot pounds available at zero RPM, a stab of the right pedal will have you going sixty miles per hour in just four and a half seconds. Keep that pedal to the floor and you will reach twice that speed quite quickly. Those numbers, however, don't entirely convey the true experience of I-Pace acceleration. The lack of drama with which the I-Pace consistently puts all of that torque down on the road creates a bit of an unusual perception. Your mind knows you are accelerating at an exhilarating rate, but the petrol addicted part of your brain expects some sound and fury to accompany it. By the time your mind sorts that out you could be pretty deep into that wall.... It takes a bit of getting used to and eventually might just get a little boring, but until you reach that point go ahead and enjoy the magic carpet ride. Understanding that driving an EV might take a bit of getting used to, Jaguar built in some pretty cool features to allow you to ease into the future. EVs use regenerative braking to provide some additional charging to the batteries. Lifting the accelerator pedal can feel like you just put the brakes on. So the I-Pace has two regenerative braking modes. The more aggressive one pretty much lets you drive with one pedal, whereas the other offers a more conventional feel. Also when the I-Pace is stopped; it is stopped. There is no need to have your foot on the brake. It just quietly sits there. That too can feel a bit strange, so Jaguar gives you the ability to turn on a simulated "idle creep" so that you do need to keep your foot on the brake when stopped. AND, for those of us who find the eerie quiet disquieting, there is an adjustable soundtrack with simulated engine noise. Let that sink in a moment and then turn your imagination loose. Could this be like ring tones. Maybe we will be able to download the sound of an XJR 12!

The big question that always comes up with an EV is "What is the range?" or "How far can I drive this thing before the battery needs to be recharged?" The standard answer for the I-Pace is "up to 234 miles". The standard disclaimer goes on to say "Actual range and mileage will vary with driving conditions and style, and other conditions." I suspect that repeated 4.5 second 0-60 launches and cruising at 124 mph might reduce that 234 mile figure significantly. However there is a continuous range display, much like a gas gauge, that will "learn" your driving style and give a fairly precise estimate of remaining battery charge. It will also interact with the navigation system to indicate esti-

## Speaking of Things Jaguar - February 2019 (cont'd.)

mated charge levels at certain points on your journey. Ok, that's pretty good, but how long does it take to recharge the battery. Well, that also depends.... With a 100 kWh commercial DC charger, it's about 40 minutes to charge from 0 to 80%. A domestic 230 volt AC charger in your home will take a little over 10 hours for the same charge. Using a 110 volt AC extension cord at a friend's house will take about two days. Driving an EV takes a bit of planning.

So, the I-Pace is quick and fast as a Jaguar should be, but is the handling up to Jaguar owner expectations? The I-Pace has, according to Jaguar, the stiffest chassis they have ever built and while tipping the scales at almost 4,800 pounds the weight is very evenly balanced fore and aft. Driving impressions on a race track indicate the I-Pace is well balanced and precise in its handling; stable under acceleration and hard braking, and flat through corners. Hanging those batteries under the cabin makes for a low center of gravity which translates into flat cornering. With immediate response from those torque heavy motors you can change your line in a curve easily with a stab of the right foot. The driver writing the review noted that he found the soundtrack engine sound to be helpful on the track, where, in the absence of a tachometer, one would typically rely on the changing pitch of the engine as a reference. The faux exhaust tone filled the bill quite well. Managing the aggressive regenerative braking in the braking zone provides a bit of a learning curve, but those drivers in the eTrophy racing series seem to have mastered it. Yes, Jaguar sponsors an I-Pace racing series in support of the FIA Formula E series. (More on that next month.)



So, the I-Pace goes fast and handles well on a race track, how is it on the road. It is quiet, smooth and cruises well. It applies its sports car heritage to twisty country roads and will provide silent shock

and awe when challenged at stop lights. The I-Pace really shines in an urban setting. The lack of sound inside and out is a Zen-like haven in the inner city. Creeping forward in mid-city gridlock is a comfortable single pedal conveyance. It seems well suited for life in the metropolis, as long as you can find a place to plug it in.

Does this departure from all things Jaguar of prior days, the I-Pace, embody The Art of Performance? With looks that give you that warm smile as you think "Yes, it's a Jaguar" and a driving experience that will grant an even bigger smile as you yell "YEAH! It's a Jaguar!"- I believe it does.

Perhaps you may be one of us that have some hesitancy in embracing the not so bold new quiet world of Jaguar's future. Some of us still crave loud, fast cars that make no sense to most people. Can the Art of Performance live in such a beast? Jaguar thinks it might. Hence the XE SV Project 8.

Unless you are a motor head, gear head, petrol head or any other crazy kind of car head, this car makes no sense at all. And that's why I just love it! Yes, the Jaguar XE is a sporty saloon that can be optioned up to a 380 hp boy racer, but the engineers at Special Vehicle Operations (SVO) thought maybe they might just see how extreme The Art of Performance could be pushed. The very name, Project 8, sounds like it should be the title of a science fiction movie like "Plan 9 from Outer Space". When you do not have any constraints such as specs for a racing series or production compromises, you can create four wheeled lunacy.....Project 8.



Case in point; the XE was not designed to have an electrically controlled limited-slip differential or a rear diffuser. SVO stamped a new rear floor pan to fit them and the spare wheel became history. To accommodate the massive Michelin Pilot Sport Cup

## Speaking of Things Jaguar - February 2019 (cont'd.)

2 tires, the headlights were moved forward 0.6 inch. Why did they do these things? Because they could? Or maybe, just maybe, it was because BMW built the M4 GTS and it set a new lap record on the Nurburgring Nordschleife, the holy grail of hot car performance authentication. At this point I'm going to pause and take a bit of umbrage with some of a Road & Track journalist's remarks about Jaguar and the sport sedan market. He says, "Should a relative newcomer to the sport-sedan market skip past the BMW M3/M4 and hurl headlong into a cage match with the hard core-core M4 GTS?" STOP RIGHT THERE MATE! Newcomer to the sport-sedan market; I don't think so. Jaguar was producing sport-sedans long before those BMW 2002s turned a wheel. Have you ever seen a MkII on the track? The concept of sport-sedan started with the Jaguar MkII. Having clarified that; back to the Project 8. Some 18 months after getting the green light, SVO rolled out the first of 300 hand assembled examples of the Jaguar XE SVO Project 8. And a tremor was felt in Munich. It all starts with the lump, the same 5.0 liter V-8 as the F-Type SVR, but tuned up to 592 hp. Let that sink in a moment. When you drop just shy of 600 horses in an entry level sedan designed to accommodate nothing larger than a V-6, a few other changes might be in order to complete the mayhem. So, here's what else you get for your \$188,495: All-wheel drive with that electrically controlled limited-slip differential, carbon fiber bonnet, bumpers and front fenders. A completely reworked chassis with widened track both front and rear, stiffer springs and suspension bushings, a solidly mounted rear subframe, new front suspension uprights, custom camber settings, carbon-ceramic brakes and ceramic wheel bearings. The only other application I know where ceramic wheel bearing are used is Formula One. These SVO engineers mean business. Damper stiffness can be adjusted by pushing a button and ride height, rear wing and front air dam splitter adjust with the turn of a wrench. This is indeed a track car.....but it can be driven on the road.

Inside there is an Alcantara wrapped steering wheel, aluminum paddle shifters, a full XE interior with snug fitting seats, navigation and an 11 speaker sound system. If you live anywhere but North America you can order the optional Track Pack which deletes the rear seats and adds a full roll cage and lightweight manually adjustable front seats.



Outside there are a few not so subtle hints that this is not your average XE. A large adjustable rear wing and a huge painted leaper leaping out of the bulging rear wheel arch will catch you eye first. The massive yellow brake calipers, larger than standard air intakes and splitter in front confirm this as a BMW eating Jaguar. This is a package that delivers 0-60 in 3.3 seconds and reaches 200 mph rather quickly. Oh, and as for that BMW M4 GTS lap record on the Nurburgring Nordschleife, try 7 minutes and 21 seconds; the Project 8 was a full seven seconds quicker. That growler eats BMWs! The Ultimate Driving Machine is no match for the Art of Performance.





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## Speaking of Things Jaguar - February 2019 (cont'd.)

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So, what is it like to drive this piece of Coventry lunacy? I wouldn't know since I'm not a journalist for a major automotive magazine, but I can share the impressions some of them have laid on the pages of their respective rags. Let's start with Awesome! Here are some comments from Ben Barry in Road & Track, "For a sedan with a big V-8 over its front axle, the Project 8's reluctance to understeer is astonishing. When the front does push, the limits are so high and the slip so gummy and controllable that you can just keep a balanced throttle and drive through it. The competence of the chassis – and the hefty curb weight (3900 lbs) – makes a nearly 600 hp supercharged V-8 feel merely potent, rather than explosively powerful. There's no doubt this chassis could handle a large extra helping of extra power." After a drive on some public roads he had this to say, "...the revelation was how pliantly a car designed to demolish lap times dealt with incredible rough surfaces. It'd do the nine-to-five without breaking a sweat, and there's a perverse appeal in

that." At the end of the day a lap record breaking track car that could provide your daily commute in comfort is a pretty good package. To borrow a bit from Darth Vader...The Art of Performance is strong in this one.

### *A BMW M4 GTS Driver's Worst Nightmare!*



Jaguar engineers strive for "a blend of responsive performance that gets your pulse racing, dramatic design that makes you stop and stare and a sense of theatre that stirs your emotions." At seemingly opposite ends of some spectrum these two Jaguars, the Sensible and the Insane; meet at the apex of The Art of Performance.

If you would like to ride along on that 7 minute 23 second ride you can here: <https://www.youtube.com/watch?v=zC4fCbbveGM>

**Enjoy Your Jaguar!**

**Paul T**

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## WELCOME NEW MEMBERS

Roger Stevens  
King of Prussia, PA

Mark Quinn  
Wayne, Pa

Wayne & Kathleen Segal  
Laurel Springs, NJ

Joe & Joan Leach  
Pennsauken, NJ

Jay & Wende Greene  
Wilmington, DE

Laurent Belloeil  
Conshohocken, PA

Jed Rapoport  
Breinigsville, PA

Robert & Marcia Hunter  
Perkasie, PA

Rodney Welch &  
Christopher Doyle  
Collegeville, PA

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# 2019 Concours Update

By: Jim Sjoreen, Concours Chairman

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It seems early (or at least too cold) to be discussing this year's upcoming Concours d'Elegance but planning has already started and expectations are running high for hosting yet another successful event to be held on June 1, 2019. As many of you know, the Delaware Valley Jaguar Club ("DVJC") Concours and the Cars & Motorcycles of England show ("CMoE") co-hosted with the Delaware Valley Triumph Club ("DVT") returned to Hope Lodge after ten years. Held in conjunction with the Hope Lodge's second annual Ales & Petals show, the day unfolded under the threat of severe weather, which affected the availability of food, the judging timeline and to a lesser extent, overall attendance. However, for those willing to defy the weather prognosticators, show car owners and local dealers delivered a stunning array of machinery for spectators of all ages. We want to extend our thanks to all of our members that entered a car, volunteered or just came out to enjoy the day for their patience and support.

For 2019, our focus is on improving the experience for all attendees:

- \* The rain date (Sunday) has been dropped in order to avoid scheduling uncertainty (event will be held rain or shine, similar to previous years).
- \* Planning is underway to expand the food offerings and ensure that the vendors arrive.
- \* Show field parking will be modified to accommodate the larger cars, giving entrants and judges the appropriate room to exhibit and evaluate the cars.
- \* Signage and parking assistance will be increased to improve the flow of traffic

We're confident that the concours specifically and the event in general will benefit from these changes and most importantly, will allow every-

one to enjoy what is undoubtedly one of the best and largest shows featuring British marques exclusively.

I'm also very pleased to announce that Peter Daniel has graciously agreed to fill the role of Chief Judge for the club. Peter's experience with the Virginia and Washington D.C. Jaguar clubs, his skills acquired restoring his own cars and the fact that he's one of the nicest persons that you'll ever meet are just a few of the attributes that will allow our club to continue the tradition of conducting a first class concours. Charlie Olson, who stepped in last year as Chief Judge following Kurt Rappold's unexpected passing, will serve as Assistant Judge, ensuring a seamless transition. Charlie's tireless support of the club and numerous leadership roles can't be summed up in a sentence or two but suffice it to say that Charlie has and will continue to leave his mark on the club and that's a good thing. Please join me in extending our congratulations to Peter and thanks to Charlie.

Now for the sales pitch: Hosting a successful event, particularly of this scope and complexity, doesn't come to fruition without the support and commitment of the club. It requires a lot of help and our volunteers have delivered over the years. In addition to the planning and training that take place during the months leading up to the show, the majority of the work occurs the day before and the day of the show. Dividing up the responsibilities means that all volunteers can have time to prep their cars and most importantly, enjoy the day's activities. However, that can happen only if we all step up. A formal sign-up sheet with job descriptions/time slots will be forthcoming but here are the areas that require the most help:

- \* Set up on Friday (show field parking, signage, registration & OV tents/tables, etc.)
- \* Saturday parking and traffic management (both spectator and show field)

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## 2019 Concours Update (continued)

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- \* Judging, the key to a successful concours (early morning Vehicle Operations, show car judging).
- \* Post-show cleanup and breakdown

To all those volunteers who have consistently contributed their time and effort in the past, thank you. Your support, expertise and enthusiasm for the Jaguar marque are the reasons why the concours has always been a success. We need your help again this year. In his new role as Chief Judge, Peter is committed to making the judging process as efficient as possible so please help him out and share your ideas with him.

We also want to encourage new members, family members and friends to consider volunteering. In

the past, the club has provided volunteers with a food voucher or allowance to be used with the on-site vendors and that will continue. In addition, the general admission fee to the event will be waived as will the registration fee for those volunteers wishing to DISPLAY their Jaguars. All you have to do is sign up in advance. Please give some thought on how you can help...we look forward to working with you. You can direct your questions and any comments regarding the concours or CMOE to me.

Thank you.

Jim Sjoreen  
Home: 610.989.3860  
Cell: 267.432.2299  
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# CLASSIFIED



## 2006 XK8 Limited Edition for sale

This is a beautiful one owner car with 66,000 miles. It has always been garage kept and adult owned and driven. It spent most of it's life in FL until a few years ago and is spotless inside and out. Must sell due to advancing age and it's time for someone else to enjoy this beautiful Jag.

\$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](mailto:rpieretti@verizon.net).



# CLASSIFIED

## 1997 Jaguar XJ6 Vanden Plas

VIN: SAJKX6249VC792292



This is a one owner, 30,300 mile, original Jaguar XJ6 Vanden Plas (LWB) Daimler edition that we recently acquired from the original owner. He purchased the car new from Philpenn Motors in Bryn Mawr PA. The dealership applied Daimler badging to the car when new. It is gorgeous in Sherwood Green. The interior is virtually brand new and everything works as it should. AC, AM/FM/CD, power(heated) seats, sunroof, trip computer all function properly. When we acquired the car, we spent over \$3000 to get the car running perfectly. Details of the 30,000 mile service include:



Belt Replacement, throttle body service, oil change & filter, shocks and strut replacement, filter change, etc.



This XJ6 is the long wheelbase model with lots of extra room in the rear. The wood, including the tables, is exquisite. This is an exceptional motor car and needs nothing! Remember it only has 30,300 miles and is a one owner car. It has a clean CarFax, and must be seen to be appreciated. Call David (610 647-5900), to arrange an inspection.



## 2008 Jaguar S-Type 3.0 V-6

Rare and desired Seafoam Metallic w. Ivory/Mocha 31000 miles excellent condition throughout, AM/FM CD SAT, OEM Radio-shiftknob included, known history since new, senior driven only, may be lowest mileage S-Type in the US. An absolute value for a distinctive driver. Asking \$16,500.



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# Delaware Valley Jaguar Club Breakfast Socials

February 17, 2019

March 17, 2019

10:00 a.m.

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

**PLEASE RSVP TO** <https://delvaljaguarclub.com/events/monthly-breakfast-social-spring-house-tavern-3/>  
**Or to PAUL MERLUZZI** ([pawlym@aol.com](mailto:pawlym@aol.com))  
**SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

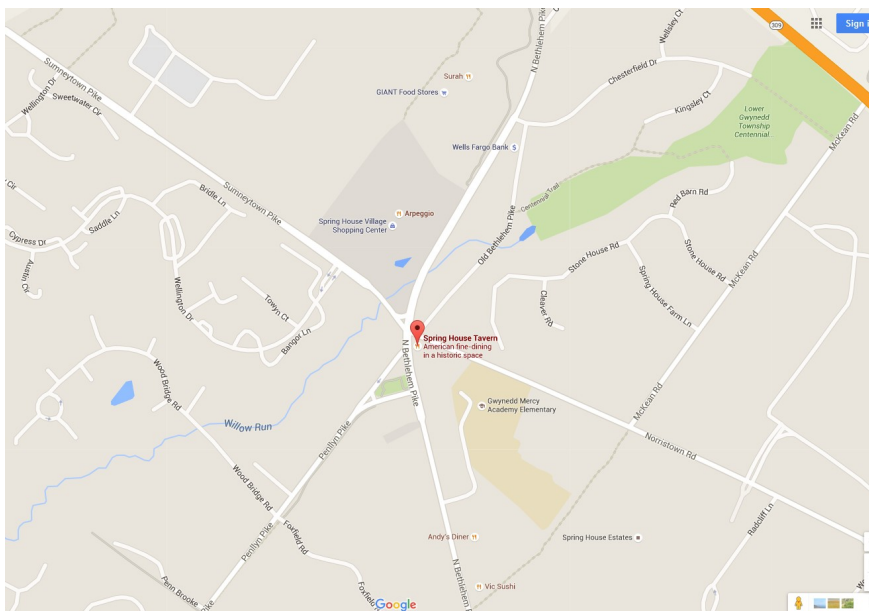
## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto:pawlym@aol.com)*



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## Beat the winter, come talk cars

Put **Sunday, February 17** on your calendar — K&T Vintage Sports Cars is hosting its first **K&T Coffee Klatch**.\*

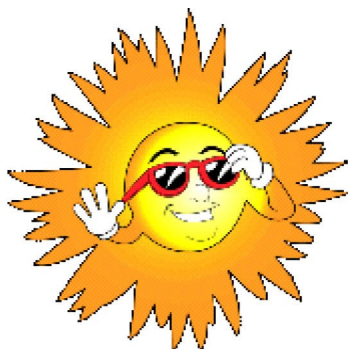
This time of year, it's easy to get the winter "blahs," since we're not out driving our classic cars.

So we're inviting you to stop in to get your car "fix" — Talk cars, tour the shop and take a look at the projects we're working on, ask questions, and just hang out with other car nuts for a couple of hours.

**K&T COFFEE KLATCH**  
**Sunday, February 17**  
**10 a.m. to 1 p.m.**

The coffee, snacks and conversation are free!





### **Triumph Rescue Tech Session**

Saturday, March 30th

Door open 9:00am for coffee and donuts. 10:00am Tech Session, 12:00pm Lunch.

It's that time of year again. The topic will be "General Maintenance and Car Problems", Q & A after lunch. Over by about 3:00pm.

Join us for a fun time and camaraderie.

Triumph Rescue will be serving lunch so an RSVP would be appreciated just to make sure they enough food for everyone. They had 80 people last year so we all look forward to seeing everyone again.

RSVP at 610-845-8217 or at [triumphs@triumphrescue.com](mailto:triumphs@triumphrescue.com)

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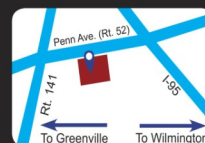
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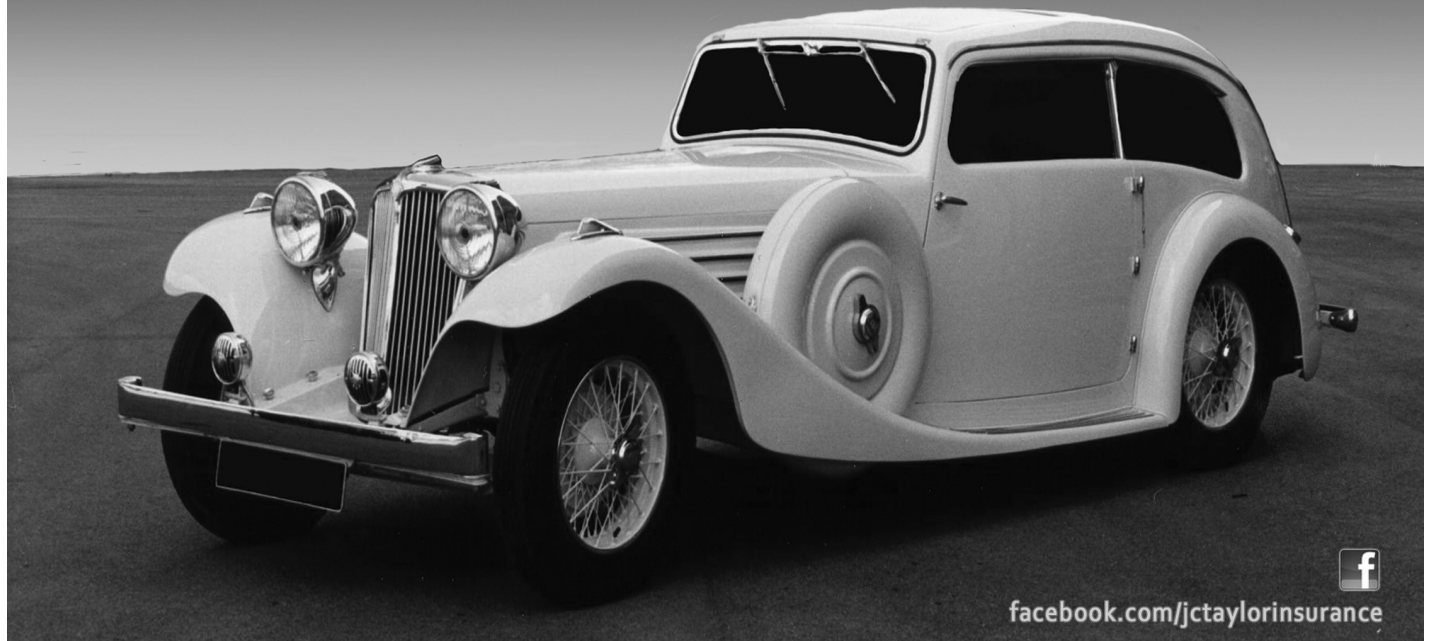


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