
The Jaguar's Purr©

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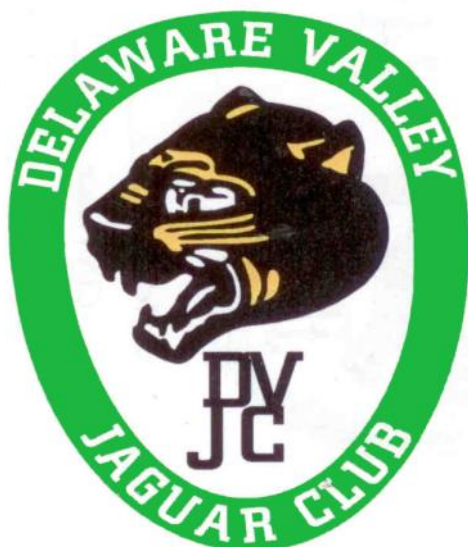


August 2019

DVJC Will Miss Charles Olson



President Emeritus Charles Olson departed this life on July 18, 2019. Charlie was a driving force of the Delaware Valley Jaguar Club who leaves a lasting, positive legacy. Please see Paul Trout's comments on page 13, DVJC President Bill Beible's tribute on page 15 and DVJC Past-President Paul Merluzzi's poem on page 16. The tribute and poem can also be view on the News tab of the DVJC Web site (<https://delvaljaguarclub.com/>).



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 17 for more information.

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Upcoming DVJC Events

August 18, 2019
September 15, 2019
10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 29)
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

September 20–22, 2019

America's British Reliability Run
(See *Your Monthly Bill*, p. 5)
Pennsylvania, New Jersey, Maryland, Delaware

Contact: <http://www.britishreliability.org/home-pa>

October 18–20, 2019

Northeast Rally Club Penn York Rally (see pp. 25–27)
(a JCNA Sanctioned Rally)

Beach Lake Volunteer Fire Company
1033 Beach Lake Hwy, Beach Lake, PA 18405

Contact: Northeastrallyclub.com or Brian Craig at bhc166@aol.com

Other Interesting Events

Tom Shaner has created a spreadsheet of upcoming events that may be of interest to you. Please check out the events on page 21.



Your Monthly Bill *August 2019*

Lazy, Hazy, Crazy Days of Summer

..... Those days of soda and pretzels and beerand slalom, art and ice cream. Both of our outdoor July events were endurance tests in hot, humid summer days. The 15th annual slalom competition took place on July 15 with Mike Tate in position as an honorary starter. John Larson, from the Nations Capital Jaguar Owners Club joined Steve Schultheis, Steve Kress and me as competitors. Right now, all four of us are on the JCNA leaderboard and the spread between the slowest time (me) and fastest time (Steve Schultheis) was less than two seconds. Aerial photos taken by our official club drone pilot (Jay Greene) were complemented by videos and still shots by Jim Sjoreen. Paul Trout served, once again, as starter. Thanks to Rich Rosen, assisted by his son Cooper, who organized and set up the event. Rich's E Type was laid up so none of us could enjoy doughnuts in the parking lot. After group photos and tear down of the course, we all adjourned to Meghan's Restaurant for breakfast.

The following Saturday, four couples (the Merluzzis, Shaners, Sjoreens and Beibles) kicked off the day with lunch at the Vincentown Diner in New Jersey. After lunch, we drove through the Pine Barrens to Millville where we toured several galleries in town and then watched a glass blowing demonstration at the nearby Wheaton Arts Center. It was a relief to step back outside to the 100⁰ temperatures after spending time inside

a large room containing several glass heating furnaces. After a short drive through the countryside, we enjoyed massive portions of delicious Italian food at the Five Points Inn before joining the South Jersey British Car Club car show and ice cream social at the adjacent ice cream stand.



DVJC members Mike Eck and Roger and Astrid Bono joined with us at the show. We also met two couples who expressed interest in joining DVJC. Hopefully, we can welcome them in the near future. I'm certain everyone enjoyed a good shower after returning home from a fun and VERY HOT day.



Check out the [British Reliability Run](#) (ABRR) coming up in September. It is NOT a race or a competitive rally.

Your Monthly Bill *August 2019 (continued)*

Rather, according to Gerry Kunkle, it is a well-organized drive on nice roads with beautiful scenery including interesting stops, and nice restaurants and accommodations. Nancy and I have registered for this three-day charity fund raiser for the for the first time. This year, money raised through the event benefits the [Shriners Hospitals for Children](#). We are anxious to experience the ABRR based on the good times past participants from our club have enjoyed. Thus far, three DVJC couples, Paul and Irena Merluzzi, Al Anspaugh and Robin Haynes and Bruce and Shelley Menkowitz have registered along with us. Two of the teams are driving "some other British car." It would be great to have some more DVJC members with their Jaguars join us. Registration closes August 23.

DVJC Clothing and Swag - Noe La-Framboise has stepped up and volunteered to serve as Merchandise Coordinator for the club. Four vendors are currently being evaluated as clothing suppliers on criteria including quality, service and effectiveness of their online ordering processes. The intention is to provide access through the

DVJC website for ordering, payment and direct shipping to the buyer. They will also aim to offer hard goods like grill badges, license plates, window decals, etc. Stay tuned for more details as they develop. Thank you, Noe!

Please extend a warm welcome to new members who have joined during the month of July:

Richard & Christine Gray, Somers Point, NJ

Mason Jones, Philadelphia, PA

Steven McDonald, Pipersville, PA

Daryl & Belinda Bailey, Emmaus, PA

John Hugarir, Eagleville, PA

Nearby members are encouraged to invite them to a coming club event.

Have a  kind of month,

Bill

The leaping Jaguar on the bonnet, to me, makes it look more like a hunter than something that is getting away. It's a hunter. Richard III definitely would have had a chauffeur driven Jaguar MK X.

-- Ben Kingsley



Speaking of Things Jaguar - August 2019

By Paul Trout

The Path to the X-100

Last Thursday morning as I was travelling my usual route into Pottstown to deliver Meals on Wheels, I was pondering what to write about this month. About half the way there I encountered a “Road Closed” sign and had to detour. Within 5 minutes on the detour I passed two F-Paces, one black and one white, and a blue F-Type roadster. The F-Type had its top down and the driver, wearing driving gloves, gave me a curious look as I, in my Subaru, smiled, waved and gave him a “thumbs up”. I’m pretty sure he was thinking to himself “that must be a member of the local Jaguar club who is enthused to see another Jaguar enthusiast”. As we passed, I tossed him a DVJC greeting card... which I’m pretty sure landed on the windscreen of the Prius behind him. Then as I approached the next traffic light it struck me....I should honor the XK/XKR with some words this month. Now you might think that an illogical conclusion, but then again you probably don’t think in the same non-linear path as me.....

You see, the previous Sunday I was the starter for the annual DVJC Slalom at Garnet Valley High School; home of the Jaguars. I enjoy being the starter as it reminds me of my racing days. At the start line of a hillclimb or on the false grid at a road race, someone would always lean their head into the car to ensure the driver hadn’t forgotten to put all of his or her belts on, buckle their helmet strap, zip up their driver suit or have a potential missile (water bottle, wrench, etc.) laying on the floor. You’d be surprised, or maybe not, how many times I had the top part of my driver’s suit zipped up for me. It gets hot sitting in line waiting your

turn to run up a hill. While the JCNA slalom isn’t a high speed event, it is still important to ensure that seat belts are buckled, chin straps are fastened and the course is clear before the driver starts his or her run. Seeing the F-Paces and the F-Type reminded me of the last time I raced my XKR in the slalom. That year had both an F-Pace and an F-Type racing as well. Of course my fondest memory from that slalom has nothing to do with XKR or F-Paces or F-Types, it is of the late Kurt Rappold wallowing his Mk 10 around the course toward a North American Championship. This year the slalom field was a bit smaller than usual with an XK8, an XKR, an XK and an XJC. So, with the XK8/XKR representing 50% of the field and, of course, my fondness for the model anyway, I decided this would be a nice time to take an in-depth look at the X100 (XK8/XKR).



Jaguar is known for its longevity of models. The X-Type and modern S-Type being notable exceptions. The XK120-150 ran strong from 1948 to 1961. The E-Type had a good run from 1961 to 1974. Its successor, the XJ-S was

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

on the market for over twenty years. However by the late eighties the XJ-S was getting a bit long in the tooth. By that time Jaguar engineers had already started working a suitable replacement sports car under a project code name XJ41, loosely based on the XJ40 project which became the “new” (XJ40) XJ6 in 1988. The XJ41 later became known as the F-Type, a two seat sports car design meant to be a suitable replacement for the iconic E-Type which, at that point, had been gone for well over ten years. With Jaguar’s limited resources primarily focused on the XJ40 saloon project, the XJ41 F-Type project trundled along quite slowly. Eventually, following the Ford Takeover in 1989, the project was scrapped. Scrapped for Jaguar that is. Through the efforts of Tom Wakinshaw’s TWR Racing and a young designer named Ian Callum, the XJ41 eventually became the Aston Martin DB7. But that’s another story, and a good one, for another time.



By 1991 the next evolution of the XJ6, the X-300, was well into development and Jaguar, under Ford’s leadership, was able to consider future plans for the XJ-S. Later that year the decision was made to invest 50M GBP into a facelift for the XJ-S and rename it the XJS. Additionally Bob Dover was named head of the Sports Car Team and charged with looking at an XJS replacement; Code Name X-100. The team of 24 had a budget of 300M GBP and a directive that the new sports car had to use an existing floorpan and accommodate the new AJ26 engine, which at this point didn’t exist.

The Jaguar X-100 Mission Statement and Design Philosophy

An exciting and elegant luxury sports car

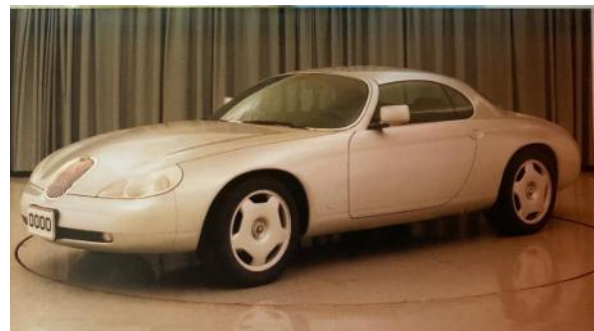
Delivering refined power for effortless class-leading performance

Stylish and aesthetically pleasing interior appointments, avoiding gadgetry and ostentation.

An exterior style that refreshes and restates classic Jaguar themes

A feature specification dedicated to practicability and excellence of execution

Closely following the mission statement and Ford directive, the existing XJS floorpan was the obvious choice for the styling team and engineers to build upon. Initially, four full scale clay models were commissioned based upon specific themes: Evocative, Radical, Progressive and Evolutionary. The Evolutionary design was created by an external team headed by Moray Callum, brother of Ian Callum. It sported an “S-Type” oval grill and bore some styling hints from the Porsche 911.



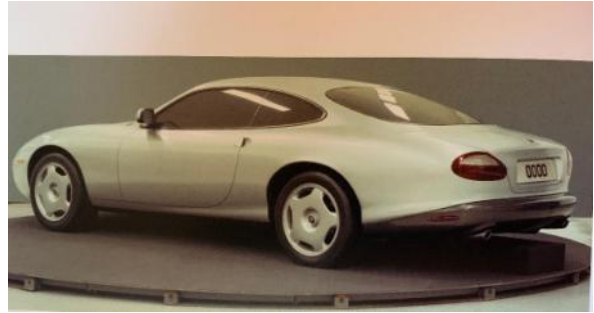
It made it through the first review, but was voted off the island in the second review. The Radical design, done in-house, had a bit of an inverted bathtub look about it with a “C

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

-Type” flattened oval grill. It too did not make it past the second review. The Progressive design was carried out by Ford in the US. It looked like the result of a mating between an XJS and a Porsche 911. Thankfully it did not make it past the first review. The Evocative design, again done in-house was meant to create style reminiscent of earlier Jaguar sports car successes.



Some cues of the final design were evident, particularly from the side view. After the third review, the Evocative design, known then as “Clay no. 4”, was selected for further development and another clay model was commissioned; Clay A. Clay A, with its nose carrying hints of the E-Type and an overall shape that was quite consistent with the Jaguar heritage of Sir William Lyons, bore a very close relationship to what eventually became the final production car. Subtle changes would be required, but the X-100 was well on its way toward the beautiful cat it became.



A similar design selection process was carried out for the interior design. Five design themes were constructed in mock-up: Traditional, Progressive, Evolutionary, Avant-garde, and Radical.



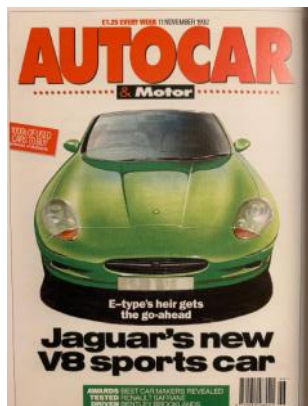
All were rejected. More choices were commissioned as sketches only. One of the sketched designs, known as the “Spitfire Wing”, clearly met the requirement outlined in the mission statement as “Stylish and aesthetically pleasing interior appointments, avoiding gadgetry and ostentation“. It had full width wood veneer with a curved leather top. The choices of veneer (walnut, gray stained wood, brushed aluminum, carbon fiber and Chinese lacquer) were tested with focus groups around the globe.



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

Traditional walnut and gray stained wood were the overwhelming favorites. Clearly, in both exterior and interior design, the Jaguar heritage of sleek lines wrapped around leather and wood was still what Jaguar enthusiasts craved. Many of us still do today!

In June of 1992 photos of “Clay A” with the “Spitfire Wing” interior were shown to focus groups in the US and UK. Based upon the favorable response, the decision was made by Jaguar to move the X-100 project forward with those designs. Ford, however, had not yet given approval for the project to go into final development and production. In November as Jaguar began sourcing parts for the yet to be approved project they were finding great enthusiasm from suppliers. The automotive world was hungry for a new Jaguar sports car. That same month *Autocar* magazine published an exclusive article on “The New Jaguar V8 Sports Car”. The cover sported an artist rendition of the front of a car that bore a very close resemblance to “Clay A”. In smaller type under the chin of the car on the cover was printed “E-Type’s Heir gets the go-ahead”. Much of the inside content was more closely linked to the cancelled “F-Type” project than the X-100 project. However, the closing statement of the article indicated that *Autocar*’s sources had some credibility: “For lovers of Jaguar sports cars, the next three and a half years are going to seem interminable.”



By June of 1993 Ford had still not given financial approval for the X-100 to move to production and a couple events put the project on potentially shaky ground. First, Tom Walkinshaw, who was already moving forward with the Jaguar XJ41 based Aston Martin DB7, announced plans to build a two seat sports car similar to the Jaguar E-Type with a 30,000 GBP price and an annual production of 5000. Launch was targeted for 1996; the same timeframe as the X-100. More troubling was the decision by the British government to not provide any financial support to Jaguar for the X-100 project. This was a huge slap in the face to Jaguar as the UK government had recently committed significant financial support to Nissan. Ford was beginning to question the viability of the project going forward. A bit later in the year the government of Portugal offered significant financial support to Jaguar if they were to build the car in Portugal. Keeping heads down, the X-100 team continued forward and in September of 1994 the first complete prototype of the X-100 was completed on an XJS floorpan, with a pre-production AJ26 V8 and newly designed bodywork. High speed testing commenced. In December the British government countered the Portuguese offer and Ford committed financial support for the X-100 to go to production. Whew! That was close!

While the XJS floorpan, around since 1968, was recycled for the X-100, the suspension was not. The existing XJS rear suspension was considered, but the newer design of the X-300 was selected. Due to height restrictions with the new AJ26 engine, neither the front subframe from the XJS or the X-300 were going to be suitable. A brand new, unique to the X-100, alloy front subframe was developed. Due to poor sales of the XJS and X-300 models with manual gearboxes, the X-100 would only be offered with an automatic transmission. The task of developing the

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

transmission was passed to the German firm ZF. The subsequent ZF 5HP 24 gearbox would be Jaguar's first electronic and first five-speed automatic transmission. It would utilize the well tested J-gate operation introduced in the XJ40.

As Jaguar entered 1994, the X-100 had a newly designed body and interior, a recycled floorpan, a borrowed rear suspension, a newly designed front subframe, a new ZF transmission and a brand new V-8 engine. The target launch date of late 1996 was rapidly approaching.

The heart of any Jaguar is the engine. The AJ26 engine would be only the fourth new engine ever developed by Jaguar in its long history. While parent company Ford was already developing its own new Romeo V8, it was vitally important that the AJ26 V8 be designed, developed and built by Jaguar. Development in the former Daimler factory in Radford was assisted by some Ford personnel as Ford had considerable experience with V8s. They had been building them since 1932. However, despite some reports in the press of the AJ26 being a revamped Ford engine, it was a totally new engine which shared only two parts from the Ford parts bin; a woodruff key and the oil sump plug. The quad cam, 32 valve 4.0 liter V8, later renamed the AJ-V8, was in production just twelve months after its official approval. Unlike many previous Jaguar projects it was delivered on time and under budget. It was also a foot shorter and 90 lbs lighter than the AJ6 that it replaced. A couple of the weight reduction efforts were to create some post production problems, but more about that later.

With Ford's influence, several new body building processes were adopted for the X-100. Previously bodies were engineered and built with adjustable hinges and panel toler-

ances to allow for manual adjustments on the assembly line. With Ford's new "no adjust" process utilizing tighter tolerances and better build quality, the need on the assembly line for hand fitting and shimming panels was eliminated. This resulted in a faster, easier, and lower cost build with better quality. The wiring harnesses were multiplexed, reducing the build time by two hours. Production time was also reduced by having sub-assemblies assembled by the suppliers and delivered to the line as required. Ford's buying power and worldwide supplier network was leveraged for delivery of high quality components at a lower cost. The body tooling was designed and built by the Japanese firm Ogi-hara. In another close call for the X-100, the Ogihara factory suffered major damage from an earthquake just after the tooling left for the UK.

By February 1994 thirty prototypes, mostly still XJS based, were engaged in comprehensive testing. By May two actual X-100 prototypes (a coupe and a convertible) were being tested. Many of the cars were clad in rubberized molded disguise for hot and cold climate testing on roads in various parts of the globe. The testing was conducted twenty four hours a day in eight hour shifts. High speed testing was conducted in Italy at the Nardo racing circuit. As a Ford consultant, Sir Jackie Stewart was involved in the high speed testing.



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



While the initial prototypes were being tested, production tooling for over 1700 new parts was accomplished. Some additional parts came from the existing Jaguar parts bin. Twenty two different styles of seats were evaluated before the final selection was made. In October thirty two evaluation prototypes were built with pre-production AJ-V8 engines on a fully tooled, but scaled down production line at Browns Lane.



In the beginning of 1996 things were starting to come together for a launch toward the end of the year. The software for the ZF transmission was approved in February and the first one left the production line in March. Also in February the first production AJ-V8 left the production line. A few of the fully functional X-100 prototypes were released to the advertising department for evaluation and photography purposes.

Entering the middle of 1996 with fully functional prototypes running around, major components rolling off of the production line, and advertising evaluation underway, the X-100 was yet unnamed. Because of its association with the abandoned XJ41 project, "F-Type"

was off the list. With a nod to the common reference to the E-Type, XKF was considered. However since MG had recently introduced their MGF sports car, XKF dropped off of the list as well. XK160 was considered as a continuation of the XK 120-150 series from the fifties. A bit too retro for such a significantly new model, it too fell off the list. In the end, with reference to the XK sports car heritage and Jaguar's first V8 powered sports car, XK8 was selected.

Media hype was building up with spy pictures and massive speculation in the motoring press. *Autocar* said the car would be introduced at the Geneva Motor Show in March and it would be the "biggest launch of the year!" They also indicated having exclusive knowledge that a supercharged version was already in the works; they called it the XK8R.

The X-100 was, under its new name XK8, pre-launched, previewed as it were, at the 1996 Geneva Motor Show. The bonnet was not opened and no specification details were made available to the press. Since the E-Type had been launched at the 1961 Geneva Motor Show, Jaguar felt it appropriate to showcase the XK8 at the same show thirty five years later. Much like the launch of the E-Type, the Antigua Blue XK8 coupe was shrouded by a wooden crate on a revolving platform. The crate was, with great flourish, hoisted away to reveal Jaguar's new sports car to the eagerly awaiting world. That pre-production XK8 coupe in Antigua Blue presently resides in the Gaydon Heritage Centre in Warwickshire.



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

The first true production XK8 (Job 1) rolled off the production line at the Brown's Lane factory on June 4th 1996. It was followed by the first run of 169 more. Twenty of these were taken in-house for management evaluation and the rest became part of the inventory build up for the late October launch. Following the first run, production rate ramped up to 250 cars per week. The XJS could only be produced at a rate of 110 cars per week. By August more than 2000 XK8s were ready to head to the dealers. The build ratio was three convertibles to two coupes.



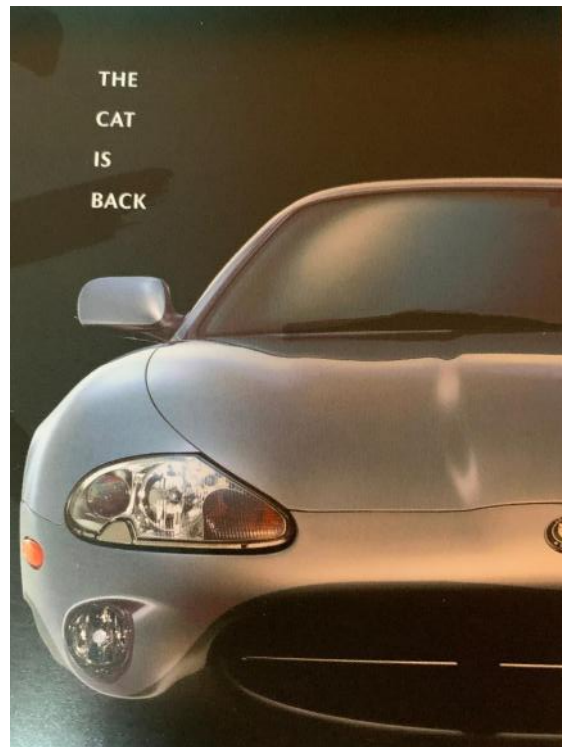
The pre-planning and development of the X-100 project prior to the official approval by Ford paid off. The XK8 with 80% of its parts new and unique, a brand new engine, transmission, axles and suspension, was delivered in less than 30 months after program approval. The build quality was dramatically improved over the XJS and the chassis was 25% stiffer.

In the months leading up to the British Motor Show in October, Jaguar began "drip feeding" information on the XK8 to the motoring press. An early statement from Jaguar Sales and Marketing to the dealers set the stage: "The new model will revitalize Jaguar's sports car range and rebuild the company's sports car presence in markets around the world. The XK8 will compete in the luxury sports car market, primarily against the Mercedes SL, BMW 840, and the Porsche 911." The marketing slogan for the XK8 was oh so

appropriate... **"The Cat is Back!"**

Two XK8s graced the Jaguar exhibit introducing the new sports car to the world; a British Racing Green Coupe and a Carnival Red Convertible. The *Autocar* stand also sported an Ice Blue Coupe that had been used for a road test analysis.

As result of pre-launch events at numerous dealerships, Jaguar was able to announce at the Launch that they already had 5000 orders in hand with a waiting list of up to five months growing.



The Cat was indeed Back! Next month... Ten years of the X-100.

Charlie Olson will be missed

Along with everyone who reads this, I will greatly miss Charlie Olson. Charlie's passion for the Delaware Valley Jaguar Club was unsurpassed. He was always very welcoming

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

when he saw you. At an event he always made it a point to visit with each person there as if they were the only person in attendance. He had a great sense of humor and it was evident that he genuinely embraced life. He was always ready to step up to get something done for the club; either directly or via delegation. He was very good at delegating! I remember the first time I met Charlie. It was at a Concours at Oakbourne. Sue and I were new to the club and this was our first event. Charlie made it a point to come over and talk to us like we were old friends. I can confidently say that Charlie is THE reason we became more active in the club. Not because of any coercion, but because of the welcoming face of DVJC he always projected. He is one of those people that I feel I am a better person for having known. Good Bye My Friend.

DVJC needs a Club Secretary to help drive our club.

DVJC needs a Club Secretary to be a member of the team that keeps our club on track and

drives it forward. The Club Secretary is a full voting member of the DVJC Executive Committee. The Executive Committee meets quarterly to review and manage club finances, plan club events and set priorities for future direction. The Club Secretary participates in discussions and decision making and records the proceedings of the meetings.

This is a great opportunity for a new member to see how the club operates and to influence the future of their club or for a long-term member to leverage their experience with DVJC.

If you are interested in helping to guide our club into the future, please give Bill Beible a call at 610-223-1051 or email him at bill.beible@gmail.com

Enjoy Your Jaguar!

Paul T



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Tribute to Charlie Olson

By: Bill Beible

A Tribute to Our Friend, Charlie Olson



Charlie had a zest for life that was apparent to all who knew him, and it was readily apparent in the twinkle in his eye and quick smile. Sadness came to all of us when we learned that he had passed away on July 18, shortly after suffering a stroke. Many of us were with Charlie at Paul and Irena's home the week before this happened. Fortunately, Charlie lived an active life right up until its end. At the luncheon following his funeral service, Grace recounted the fun they had on numerous trips they had taken and events in which they participated over the past few years. As many of us learned from his children and grandchildren, Charlie was an active, involved parent and grandparent. They also related a number of funny stories including ones that demonstrated why he was never involved with an

orienteering club. He had a knack for getting lost – near home, on small islands with only circular streets - and just about everywhere else.

Charlie was a member of our club since March of 1998. During those twenty-one years, he served as a Concours judge (including judging for other JCNA clubs), chief judge, assistant chief judge, Concours chairman for over ten years and president for eight years (2007-2014). Additionally, he readily volunteered to take on many other tasks to support our club and was a valuable member of the executive committee of DVJC. In fact, Charlie never stopped volunteering right up to the time he suffered his stroke.

Grace, his family and all of us who had the good fortune to know Charlie, will miss him and are better for having known him and shared time with him.

God Bless our Friend, Charlie Olson

CWO

*Imagine the gentle breeze
Carries with it our prayer,
Swirling past your windscreen,
Because we cannot be there.*

*Imagine the turbulent wind
Reminding us of life's somber finality.
Turning, tossing about our faces
Because you are where you must be.*

*Imagine the tempestuous storm
Scattering our senses and our mind,
Tossing, whirling across the sand
Leaving restless marks behind.*

*Imagine the breeze, gentle once more
Nudging the sand, grain by grain,
Whirling, erasing each mark,
Finally sweeping away the pain.*

PJM To Charles W. Olson 7/23/2019

Help Wanted!!!

Want to help drive *your* Jaguar Club?

Want to be a member of the team that keeps the club on track and drives it forward?

Join the team as DVJC Secretary.

- The club secretary is a full voting member of the Executive Committee
- The Executive committee meets quarterly to review and manage club finances, plan club events and set priorities for future direction.
- The Secretary participates in discussions and decision making and records the proceedings of the meeting.
- This is a great opportunity for a new member to see how the club operates and to influence the future of the club or for a long-term member to leverage their experience with DVJC.

Contact Bill Beible at bill.beible@gmail.com or 610-223-1051

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.

DVJC Tour of The NB Center for American Automotive Heritage

June 27, 2019

By: Paul Merluzzi

The Bulgari name is one of the most revered in the world of luxury goods and high fashion. Nicola Bulgari is the great-grandson of the founder of the Bulgari jewelry and fashion empire. He is also one of the world's best-known collectors of vintage American cars,

primarily from the 1920's through the 1940's. Fortunately for us local gearheads, a large part of his collection resides in Allentown at The NB Center for American Automotive Heritage. The NB Center is an institution dedicated to preserving America's automotive heritage through its commitment to craftsmanship, education, and good stewardship. Located on 27 acres in east Allentown on the site of the former Boulevard Drive-In Theater, the many buildings of this private facility not only provide a home to over 150 vintage American automobiles, they house restoration shops and a dedicated driving track for the collection. Every car in the collection is maintained in running condition and ready to be driven at a moment's notice (which usually happens when

Mr. Bulgari visits the site). There is a different building for each restoration discipline, including fabrication and body work, upholstery, and mechanical. With the mindset of

"just do it right as it was done at the factory", a restoration may total many times the value of a car. The main objective is the preservation and accuracy of the finished product.



The Lodge



Inside The Lodge

The focal point of The NB Center is what is commonly referred to as "The Lodge", a strikingly beautiful facility hand crafted from wood and stone salvaged from two period Pennsylvania barns. It houses the new state-of-the-art projection and audio system which can be used with the restored drive-in screen on the property. It is often

used by Mr. Bulgari to show old black-and-white movies from which he can scout for classic cars. In his collection are the 1930 GMC taxi from "It's a Wonderful Life" and Bette Davis's 1940 Buick Woody, which appeared in some of her movies including "Now, Voyager." It also appeared in the James Cagney film "White Heat."

Another very important part of The NB Center is the Historic Vehicle Association's National

Laboratory. The Historic Vehicle Association is a national group with 375,000 members that is developing a historical register for vehicles. Additionally, to share the col-

DVJC Tour of The NB Center (continued)

lection with other enthusiasts and those who will enjoy them, The NB Center automobiles continue to be displayed at public car shows and events, as well as on loan to various institutions.

As a private, working facility, The NB Center is not open for public tours, though they do their best to accommodate requests from car clubs. Thankfully, through collaboration of our Vice President, Paul Trout, and long-time DVJC member, Maury DeAngeli (who has a direct connection to the Center and Mr. Bulgari), the DVJC was invited to a private tour on June 27, 2019. About twenty-six DVJC members and guests gathered at the Lodge and were introduced to the history of the center by curator and chief restorer Keith Flickinger, a self-described Pennsylvania Dutch kid,” who had a life-changing experience as a result of meeting Mr. Bulgari, a meeting that was arranged by our own Mr. DeAngeli. The men met in 1995, when Mr.

DeAngeli recommended Keith’s restoration shop, Precision Motor Cars, to Mr. Bulgari for repairs to a 1942 Buick woody wagon that had been damaged at Mr. Bulgari’s New York estate. Keith fixed the damage but was asked to do a great deal of other restoration work on the car. Mr. Bulgari was so pleased with the work that he asked Keith to take

care of all his cars – worldwide. The first order of business was getting them all running. Life-changing experience? He went

from the owner of a small shop with a few hundred customers to now having just one customer with several hundred cars – a globe-trotting Italian vice-chairman of the company that carries his family name.



1932 Franklin Series 15 Convertible Coupe

In contrast to the prestigious luxury models and European sports cars that tend to fill the garages of wealthy collectors, the cars that Mr. Bulgari focuses on are the workaday models intended for the middle class. Many are from defunct brands like Hudson, Nash and Marmon. He felt that Italy made wonderful sports cars, but other than that, all



1930 Willys-Knight Series 66b 4-door Sedan

they had were rickety little everyday cars. In his opinion, if you wanted a car that was reliable and inexpensive, you got an American car. Over 150 cars are kept in Allentown, where there are eight warehouse buildings, three of which hold

restoration shops; another 85 or so are in Rome, where Mr. Bulgari lives. When repairs of the Italian-based cars are needed, the work is sent to Allentown when the Italian mechanics need assistance.

The obsession with American cars began when Mr. Bulgari salivated over the Ameri-

DVJC Tour of The NB Center (continued)

can cars in the Vatican motorcades when he was boy. He dreamed of owning one someday – and his dreams have been fulfilled several times over. Keith once made a trip that included shuttling NASCAR champion Jimmie Johnson around Rome in a 1938 Cadillac Sixteen Town Car that had been in Pope Pius XII's motor pool.

After the tour, the DVJC group was treated to lunch at the nearby Bull and Bear Restaurant. If you missed this tour and you ever have a chance to visit the site, don't make the same mistake twice.

Speaking of salivating, our tour of the warehouses enclosing the restoration shops and car collection had me doing so uncontrollably. The craftsmanship is astounding, at least a dozen technicians, many original and restored tools, unlimited resources, pride in doing the job right, attention to detail in selecting materials – I could go on and on. I have never seen anything like it. As an example, in the upholstery shop they use the original leather if possible. They take the upholstery apart, soften the leather, and re-stitch through the original holes. During our visit, they were working on a 1934 Nash and a 1936 Hudson where they spent about \$120k on upholstery for cars that were worth about \$20k each. In the fabrication shop, they were using a borrowed 1942 Oldsmobile

Woody from Saratoga as the template from which to design parts for an identical car they were restoring. As they consistently drummed into our heads, preservation and quality are top priorities – and as our Paul



1932 Lincoln KB (V-12) Coupe

Trout stated, The NB Center is probably the most comprehensive restoration facility in the world.

Then of course, there are the drool-worthy cars. I happen to love the American cars from that period – especially Packard.

I still have visuals of the light gray 1933 Marmon Sixteen Victoria Coupe, the blue 1934 Buick Model 98C Convertible Phaeton, the 1948 Buick Woody Station Wagon, the 1939 Nash Ambassador 8 Trunk Sedan, the 1932 Lincoln KB (V-12) Coupe, the



1942 Olds Woody—Borrowed as a Template

1936 Pierce-Arrow Salon Twelve Coupe, the 1922 Oldsmobile Model 47-F Super Sport Touring, the camel 1931 Franklin Series 15 Convertible Coupe with brown cycle fenders, the 1934 LaSalle Series 50 Model 350 Coupe, the 1936 Railton Fairmile Drophead Coupe,

the 1935 Packard Model 1207 (Twelve) Coupe, and ...

Oops, I have to change my shirt.

Old English Car events and Rallies PA MD NJ DE 2019 July thru September

	Event	Place	Date	Time	Event Website
1	Pittsburgh Grand Prix	Schenley Park, 5370 Schenley Dr.,Pittsburgh, Pa	7/12/2019		https://www.pvgrp.org/
2	JANE - Concours d'Elegance	Sturbridge Host Hotel & Conference Center, Sturbridge, MA	8/9/2019	9/3/2019	Daniel Graf -Ph: 617-216-9703 or http://www.jagne.org/jane/concours.cfm
3	Taste of Britian-Host LANCO MG Club	70 Church St., Rothsville, PA 17543	8/18/2019	10-3pm	https://www.lancomgclub.com/pdfs/tob_reg_form.pdf
4	Jaguar Club Lawn Show- (Capitol Region JCNA)	Saratoga Auto Museum, 119 Ave. of the Pines, Saratoga Springs, NY	8/24/2019	10 to 2:30	https://www.saratoga.com/event/jaguar-car-show-121572/
5	Watkins Glen Grand Prix	http://grandprixfestival.com/documents/all_events_form.pdf	9/6/2019	weekend	
6	Jaguar Club of Pittsburgh Concours d'Elegance	Fox Chapel Yacht Club, Pittsburgh, PA	9/7/2019	9-3pm	https://www.jcna.com/users/nc45
7	Jaguar Drivers Club of Long Island - Concours	Vanderbilt Estate 180 little Neck Road Centerport, New York 11576	9/8/2019	9-4pm	http://www.jdcli.com/concours.html
8	Brits on the Beach 22nd annual	Ocean Grove, NJ	9/14/2019	10-4 pm	https://pedc.org/events/brits-on-the-beach/
9	NCIOC Concours D' Elegance	5260 Western Ave., Chevy Chase, MD 20815	9/15/2019	Sunday	https://www.jcna.com/events/ncioc-concours-delegance-2
10	Jaguar Club Concours of Pittsburgh	222 Karen Drive, Elizabeth, PA 15037	9/21/2019		https://www.jcna.com/users/nc45

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1986 Vanden Plas for sale

\$8,000

This is a two- owner vehicle with the current owner in possession from 1990. Black, biscuit interior, wire wheels, sun roof, 97,550 miles, garaged, one driver.



Maintenance records and original owner's booklet included.

Original paint in good shape, shows some patina; interior and boot in exceptional condition. Leather on all seats in outstanding condition, all interior wood in excellent shape (center panel recently refinished). Tires (Pirelli), very good condition with good amount of



tread. Vanden Plas was top of the line model in this series - two gas tanks and reading lamps above both rear seats. Located in Marlton, N.J.



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.



Selling 1976 TR6.

2 Owners, 77,000mi. Always garaged. Midnight green w/ black interior. 2 toneau covers (split cockpit & boot). Original drivetrain (no OD). Recent repaint, solid frame, rust-free car. Excellent driver. Receipts.

\$14,500.00

Leo.kob@villanova.edu



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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.



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Steve Schultheis, DVJC member
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Email - Steve@ssresource.com

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Jaguar XKE 1970 w/air – Ann Marie 267-625-0753

Abington, PA All parts are there, numbers matching. Make an offer.





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***VEHICLE make _____ model _____ year _____ color _____**

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*** IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE
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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.**

(OVER)

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

\$400 entry form, payment and insurance received by **Sept. 27, 2019** \$_____

\$425 entry form, payment and insurance received after **Sept, 27, 2019** \$_____

(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 ENTRY, CHECK(Payable to Northeast Rally Club)AND INSURANCE TO:

NORTHEAST RALLY CLUB, C/O CAROL RUTLEDGE, 25 MAPLE LN, TYLER HILL, PA 18469

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

NAME_____HOMETOWN_____

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The phone number is 570-729-7411.

The address is 81 Milanville Rd, Beach Lake, PA 18405.

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Delaware Valley Jaguar Club Breakfast Socials

**August 18, 2019
September 15, 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)
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

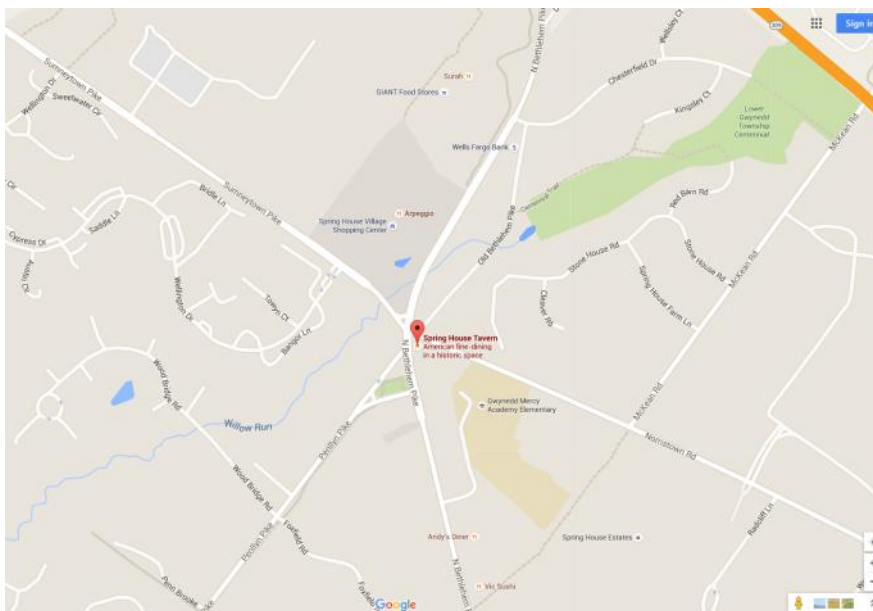
Driving directions from the Pennsylvania Turnpike:

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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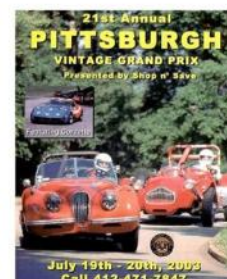
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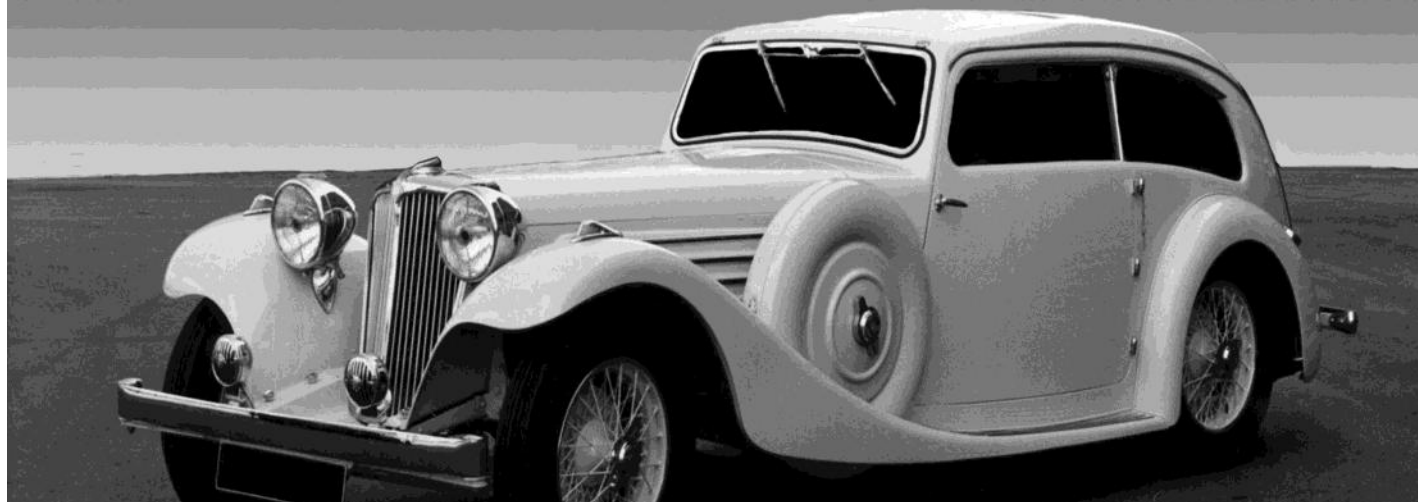


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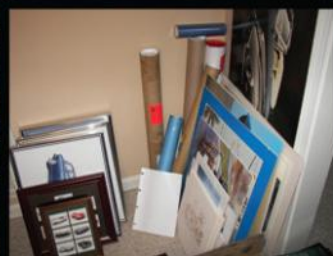


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