
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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January 2020

Happy New Year from DVJC



2019 has been a busy year for the Delaware Valley Jaguar Club. Please see president Bill Beible's *Your Monthly Bill* on page 5 for a recap of the year's activities. Shown above is a car from the December 6, 2019 DVJC event, the Holiday Light Express and Dinner. 2020 promises to be another active year as we celebrate the club's 55th Anniversary!! We start with two activities in January. Please see page 12 for information on the Annual DVJC Holiday Party on January 19th and page 16 for the RB Collection and America On Wheels tour on January 11th. You can also look forward to the annual Concours d'Elegance, the Slalom and two TSD rallies. More social events will be coming up and, don't forget the monthly breakfasts (page 19). Remember to renew your membership at <https://delvaljaguarclub.com/> or use the forms on pages 29 & 30.



NOTICE—It is time to think about renewing your membership in the Delaware Valley Jaguar Club. Payment can now be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment using the membership form at <https://delvaljaguarclub.com/wp-content/uploads/2018/01/DVJC-Membership-form-201801-1.pdf> or see pages 29—30

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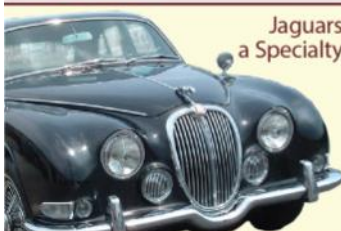
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Full Page \$320/ year; \$50 / issue

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MEMBERSHIP RATES

Single/Family
\$65.00 per year/ emailed
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DVJC OFFICERS INFORMATION

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Upcoming DVJC Events

February 16, 2020

March 15, 2020

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 19)

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

<https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-5/>

Or Paul Merluzzi pawlym@aol.com

January 11, 2020

10:00 A.M.

The RB Collection & America on Wheels Museum

5 North Front Street, Allentown, PA 18102 (see pp. 16-17)

<https://delvaljaguarclub.com/events/the-rb-collection-america-on-wheels-museum/>

or Paul Trout, pgtgt@aol.com,

January 19, 2020

11:30 a.m.

**DVJC Annual Holiday Party & Awards Luncheon
(see pp. 12-13)**

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

Contact: [https://delvaljaguarclub.com/events/holiday-](https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/)

[luncheon-january-19-2020/](https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/) or Paul Trout, pgtgt@aol.com

April 25—27, 2020

Pumpkin Run Rally

Millsboro Volunteer Fire Co., Millsboro, DE

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

Other Interesting Events

February 8—17, 2020

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Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street, Philadelphia, PA 19107

Contact <https://www.phillyautoshow.com/show-info/show-dates/>



Your Monthly Bill *January 2020*



DVJC is celebrating 55 years since its founding in 1965 as we drive into the second decade of the 21st century. We owe a debt of gratitude not only to the founders of the club but to all the members, volunteers, officers, directors and supporters who have helped us thrive through those years. Think of the many friendships and rewarding relationships formed over that time – and all of the fun people have had with their Jaguars.

Speaking of fun, 2019 has been an active year with a mix of “one of a kind” and regular events – all twenty-five organized for the fun and enjoyment of our members and friends.

- Gatherings of Friends
 - Duffer’s Tavern with Max Sandler performing
 - Conception Party at Casa Merluzzi
 - Kevin Fitzgerald/Kathy Goldberg home
- Nine Monthly Breakfast Socials
- Holiday Party (in May)
- NB Center for American Automotive Heritage - Private Tour & Lunch
- Delaware River Scenic Drive & Pub Lunch (Yardley to Hellertown)
- New Jersey Scenic Drive with Dinner and Ice Cream
- “Ford vs. Ferrari” Pizza & Movie Night
- Concours d’Elegance
- Slalom with a post-event Lunch
- Two Rallies – Delaware & PA/NJ/NY
- Holiday Light Express & Dinner
- Classics at Brantwyn

Additionally, we had members participating in the British Car Club of Delaware Fall Show, Monaco Grand Prix Brunch, the spring show at the Cape May – Lewes Ferry terminal and America’s British Reliability Run through rural Pennsylvania, New Jersey, Delaware and Maryland.

Thirty-five club members kicked off the 2019 Christmas season on the Holiday Light Express – a ride on a chartered private railroad parlor car followed by dinner at a restaurant close by in Mendenhall, PA. We closed the year’s events with a packed room for breakfast at the Spring House Tavern.

And, our [online store](#) is now live on the website. It includes a complete line of DVJC logo clothing for summer and winter wear. You must be logged into the website to access the store. Thanks to Noe LaFramboise for spearheading this effort.



With sadness, we also remember Charlie Olson, our friend, long-time member, Past President and selfless volunteer who passed away this past July.

2020 Start the new year at the Jumpstart Preview Party for “British Racing at LeMans” by joining with other members at the Simeone Foundation Museum on January 3. The party begins at 6:00 PM and two special cars (including a “long nose” D Type) are on display for two hours only (6 to 8 PM). Tickets are available at the door and in advance on the [museum website](#). The public exhibition runs from January 4 through February 2.

Start the morning of Saturday, January 11 with coffee and donuts at the RB Collection

Your Monthly Bill *January 2020 (continued)*

(a classic car restoration shop) and the America on Wheels museum in Allentown. Lunch is included in the Hubcap Cafe. [Complete information is available on our website. Register and pay by Friday January 10.](#)

This year, we intend to have the Holiday Party near the Christmas/New Year holiday season, not Memorial Day! Paul Trout has



spoken with Cecily Tynan and Hurricane Schwartz and gotten their assurances that January 19 will be a beautiful, sunny Jaguar kind of day. Paul has everything lined up with the William Penn Inn including the delicious buffet and great service they always provide. For our new members, this is a great way to meet a variety of people whom you may not have met at the monthly breakfasts and other events. [Online registration closes Monday January 13.](#) Jim Sjoreen and Noe LaFramboise are seeking silent auction items. Themed gift baskets have been a big hit the past several years. Irena Merluzzi is coordinating donations of the baskets (ibmerluzzi@aol.com). Please let her know what you are bringing.

Don't miss an issue of the Jaguar Journal – JCNA has eliminated the grace period during which members who have not paid dues for the upcoming year still received the March/April issue of the Journal. Printing and mailing to people no longer paying dues has been a major expense that should not be borne by remaining members. The simple

and direct way to keep every issue of the magazine coming to you is by paying your dues to DVJC by the January 25, 2020 deadline. And, if you are “paid up” and attend the Holiday Party on January 19, you will receive a free drink ticket and 55th Anniversary Mug, courtesy of the club. I encourage you to [renew your membership through our website](#) and review and update your profile information as part of that process.

29 Jaguar enthusiasts joined DVJC during 2019. This brings our final member count, including both members and co-members, to 214. During the coming year, we plan to promote the club to a broader audience using not only our traditional methods but also taking some newer approaches. [Every member](#) can spread the word by introducing our club to others, placing our information cards on windscreens, and proudly driving your Jags. As we all know, they are great conversation starters.

I took advantage of an early Christmas present (50 degrees and sunshine), unwrapped my E Type, took it out of its winter hibernation and “just drove” on December 23. It was definitely a great day - and I was not alone! There was no shortage of people with the same idea on the roads in their MGs, Porsches, Mustangs, S2000s and many other marques.

Your board is planning another event filled year. With 2020 being a leap year, we get an extra day to enjoy our hobby. We'd like to hear your ideas!

Best wishes for a happy and healthy 2020!

Bill



Speaking of Things Jaguar - January 2020

By Paul Trout

Fifty Five Years Ago....

Later this year the Delaware Valley Jaguar Club will celebrate its fifty-fifth anniversary. In September of 1965 a handful of Jaguar enthusiasts led by Frank Weikel met with representatives of JCNA and officials of Jaguar Cars, Inc. to officially form the Philadelphia Division of Jaguar Clubs of North America. The rest, as they say, is history. We, the DVJC membership, are still making that history as one of the most active clubs within JCNA.

Like most DVJC members, I remember 1965. I was a junior in high school drawing pictures of E-Types, Ferrari GTOs, Cobra Daytona Coupes and other race cars in lieu of taking notes in class. My daydreams of being a race car driver would wait another forty years to come true. In the middle of the tumultuous sixties, 1965 left many lasting impressions on this, then, skinny 17 year old. The first US ground troops, 3,500 Marines, landed in Da Nang in March. By August, 3,500 young men not much older than me were being drafted each month and there were 125,000 troops in Vietnam with more to follow. I would eventually serve in a support capacity. The anti-war movement was growing with the first march on Washington of 25,000 demonstrators in April. The civil rights movement was growing and seeing some of its darkest hours in Selma, Alabama. Martin Luther King was emerging as a non-violence leader. In August the Watts neighborhood of Los Angeles was in flames. I remember doing a report on Watts for my Problems of Democracy class calling it a harbinger of things to come. Vietnam and the civil rights movement were a

dark foreboding background as I passed the midpoint of the sixties. In the foreground were cars and rock and roll.

In 1965 Shelby's Cobra Daytona Coupes won the GT III class in the World Sports Car Championship, soundly beating the Ferrari GTOs. Ford made its first run at Le Mans. I remember watching the start of the 1965 Le Mans race live on ABC Wide World of Sports. I was thrilled as the white and blue Ford GTs flew down the Mulsanne to build a commanding lead. Three hours later it was all over for the Fords and the Ferrari 250 LMs prevailed. It would be Ferrari's last victory at Le Mans. 1965 was also the year Jim Clark won both the Indianapolis 500 and the Formula One World Driver's Championship, his second. Three years later he was gone at the age of 32. 1965 was the year Bob Dylan went electric to the great disdain of many of his followers, but not me. Later that year "Like a Rolling Stone" was released. Rock and Roll was never the same. I think Bruce Springsteen best captured my own feeling when I first heard it. "On came that snare shot (at the very beginning) it sounded like somebody'd kicked in the door to your mind. Elvis freed your body; Dylan freed your mind". The voice of my generation is still my "go to guy" when my head needs clearing and the Highway 61 Revisited album fills my ears even as I type this. Other notable memories include Canada getting a new flag with a maple leaf on it and "A Charlie Brown Christmas" airing for the first time.

Aside from the founding of the Delaware Valley Jaguar Club, 1965 was a pretty good year for Jaguar cars. The E-Type was now in its

Speaking of Things Jaguar - January 2020 (cont'd.)

fourth year and the 1965 model, introduced in the US on October 15th 1964, brought the new 4.2 liter engine, a new heavy-duty copper cross flow radiator with a thermostatically controlled electric fan and a new Lucas alternator. But the biggest improvement was the new all-synchromesh gearbox with a 3.07:1 differential. The cabin got brand new bucket seats with curved backs, increased adjuster movement, softer cushions and better rake adjustment. P.O.E. price for an E-Type Roadster was \$5,384. That equates to about \$43k in today's dollars; about \$20k less than a low end F-Type.



Compared to its competitors, Ferrari, Aston Martin, Maserati, etc., the Jaguar was a bargain for a top end sports car. The drop dead gorgeous E-Type Coupe cost \$200 more.



It wasn't until the XJ-S convertible was introduced in 1989 that Jaguar realized they could command a much higher price for a convertible sports car over a coupe. In 1965 the E-Type had just two options, the radio and a detachable hardtop for the roadster at \$252. The option list for the F-Type is considerably longer.

Next on the 1965 Jaguar lineup was the 3.8 Mk II saloon. The Mk II was fitted with the older 3.8 liter XK engine and a four-speed overdrive gearbox. An automatic transmission with power steering was available for \$150. P.O.E. base price was \$5,419 or a bit over \$43k in today's dollars; about the same as an XE sedan.



The very similar 3.8 Type S also shared the 3.8 drive train. The Type S was about 7 inches longer than the Mk II with a different rear end treatment. The slightly more luxurious Type S had a P.O.E. base price of \$5,933 or about \$47k in today's dollars; a bit shy of the price of today's XF.



The top of the line for Jaguar in 1965 was the Mark X. The Mark X shared the 4.2 liter engine with the E-Type. Although some 1964 model Mark X's had been fitted with the 4.2, it was considered a new engine for 1965. Standard equipment included: variable-ratio power steering, automatic transmission, limited-slip differential, built-in polished walnut tables, and twin 20 gallon fuel tanks. It had the look and feel of a full size luxury car. It was a whopping 202 inches long and 76 inches wide, which is about the same as the

Speaking of Things Jaguar - January 2020 (cont'd.)

Colour 4 MOTOR week ending October 17 1964

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The New 4.2 litre Mark Ten and 'E' Type models announced overleaf still further enlarge the already wide choice of superlative cars in the Jaguar range, all of which are continued without change. See them on

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3.4 LITRE FROM £1405.12.11.
3.8 LITRE FROM £1557.17.11. (INC. P.T.)

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XK, the S-Type, the X-Type, the XF, the XE, the F-Type, the F-Pace, the E-Pace and the i-Pace. Jaguar would get a new lease on life from Ford and again from Tata. Last year Jaguar sold nearly 40k cars across a seven car lineup through 330 dealers. Today Jaguar is doing well, considering the entire automotive industry is going through a market driven revolution. The Delaware Valley Jaguar Club is also doing well at fifty five with a growing membership and a very active calendar of events.

current XJ. The P.O.E price for the Mark X was \$6,990 about \$56k in today's dollars. That's about \$20k shy of a new XJ.



Across the full four car lineup, Jaguar sold 3,993 cars in the US through 280 retail dealerships in 1965. Over the next fifty five years the Jaguar lineup would change many times with the E-Type evolving through series II and III, the XJ6 evolving through multiple series and still, as the XJ, in production, the long running XJS/XJ-S, the XK8/XKR/

One of our recent DVJC events also stirred memories of the mid-sixties. The pizza and movie night that Tom Shaner arranged was an outstanding event. The pizza at Bertucci's was very tasty and the conversation among over twenty DVJC members in anticipation of the movie was so enjoyable. Going to see a Racing film with a group of friends who are also, for the most part, car people is a pretty cool experience. While there was no bantering back and forth during the film, (although the odd enthusiastic comment was expressed in a hushed manner) the conversation afterward certainly validated the success of the event.

The real life drama portrayed in "Ford v Ferrari" took place in 1965/66, about the same time as the Delaware Valley Jaguar Club was being formed. I was thrilled when I first heard that a movie about Carroll Shelby was

Speaking of Things Jaguar - January 2020 (cont'd.)



in the works and even more thrilled when I found out it would recreate the Ford-Ferrari war. I remember many of the events of that story as they happened or at least as close as Road & Track's coverage could get me. I read a number of books about them in later years. Remembering that James Mangold, the director, was making a film based upon true events; not a documentary, I tried to set my expectations of accuracy accordingly. Carroll Shelby was a remarkable man. He was a successful race driver and an even more successful automobile manufacturer. His race cars, the Cobra, the GT 350, the Daytona Coupe and the GT40 all won championships. The Shelby Cobra is the most replicated car in history and Ford is still selling Mustangs with his name on them. So Matt Damon had big shoes to fill. The consensus of all, including Shelby's son, is that he nailed it. From the time he negotiated Ford down to a one inch by one and a half inch "Powered by Ford" tag on the side of the fender of each Cobra, Shelby had a rather tumultuous relationship with Ford Motor Company that lasted his entire life. If you read any of the motorsports press, then you know that so much has been written about so called inaccuracies in the film. They don't matter. It was a great film. There was one detail that I picked up that impressed me with the depth of research that went into the making of the film. While the film would lead you to believe that Ford had four cars on the starting grid at Le Mans in 1966; two operated by Shelby American and two by Holman

& Moody, Ford's NASCAR shop, Ford actually arrived at the track with fourteen GT 40s. Both Shelby American and Holman & Moody each actually had three cars on their teams. The British team of Alan Mann Racing had two cars. Essex Wire had two cars. Scuderia Fillipinetti, Comstock Racing, Ford France, and Scuderia Bear each were one car teams. Interestingly, Scuderia Fillipinetti also entered a Ferrari 365 P2. Neutrality runs deep in the Swiss. The Scuderia Bear GT 40 crashed in practice and did not start. The list of drivers reads like a who's who of racing at the time. Bruce McLaren, Chris Amon, Ronnie Bucknum, Mark Donahue, Jochen Rindt, Innes Ireland, Graham Hill, Mario Andretti, Lucien Bianchi, Dan Gurney, Jerry Grant, Peter Revson, Skip Scott, Jackie Ickx, and Bob Grossman. It was by far the greatest onslaught by a single marque in the history of Le Mans.



As you know, if you watched the movie, Ford finished first, second and third in a photo op finish. Of the thirteen Ford GT 40s that started those three were the only ones to finish the race. Porsche 906s finished fourth through seventh and a Ferrari 275 GTB was the best for Ferrari in eighth. Of the fifty five cars that started the race only fifteen were still running twenty four hours later.

Ford would win the race each of the next three years. In 1967 a Ford GT 40 MkIV piloted by Dan Gurney and A. J. Foyt won. This was the first and only time an American car driven by American drivers would win Le

Speaking of Things Jaguar - January 2020 (cont'd.)



Mans. On the podium after the race, Dan Gurney sprayed champagne on the crowd, starting a tradition that continues today. In 1968 an aging Ford GT 40 MkI won the race and the same car, chassis, P-1075, won the race again in 1969. Fifty years after that 1966 victory, Ford returned to Le Mans with their latest Ford GT and, running in the GT class, beat Ferrari one more time.



Oh yes, that one impressive detail. Unlike today with drivers whose helmets are works of art, back in the glory days of racing helmets were helmets. There was one notable exception; a driver in one of the Alan Mann

Racing GT 40s, Graham Hill. Early in his racing career, Graham Hill adopted the colors of the London Rowing Club for his helmet; dark blue with white oar-shaped tabs. The late Graham Hill is still the only driver to have won all three races in the motorsports Triple Crown; Monaco Grand Prix, Indianapolis 500 and the Le Mans 24 Hours. In the scene when the drivers are lined up across the track from their cars, a few places down the grid there is a driver with that distinctive helmet. I smiled when I spied it and thought what a fitting remembrance of a great race driver.



In this fifty-fifth year of the Delaware Valley Jaguar Club, I hope you will spend more time with your Jaguar and your Jaguar friends.

Have a “Jaguar Kind of Year”.

Enjoy Your Jaguar!

Paul T



Delaware Valley Jaguar Club

*Please join us for our Annual Holiday Party and
Awards Celebration.*

***Sunday, January 19, 2020
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 2020
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 Ibmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 13, 2020** on the DVJC web site at <https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by **January 13, 2020** to:

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

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Contact Stephen: (610) 304 6554 / sjcurtis42@gmail.com

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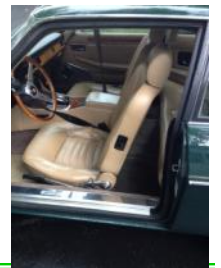


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It's Cold in January.

So Let's Do Some Indoor Car Stuff!

How About Visiting a Restoration Shop and a Car Museum!

Join Fellow DVJC Members and Guests

Saturday January 11, 2020 at 10:00am for a Combined Visit to:

The RB Collection & America on Wheels Museum



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The America on Wheels museum is a place where everyone can gather to learn, have fun and celebrate first hand America's love affair with cars, trucks, motorcycles and bicycles.

Both venues are located directly across from each other in Allentown, PA. Park your car at the America on Wheels parking lot (5 north Front Street, Allentown PA 18102) and walk across Front Street to the RB Collection. The visit to RB Collections will include coffee & doughnuts welcome, a tour of the restoration shop and viewing and description of the classic cars in the showroom. After visiting RB Collections we will cross Front Street for a guided tour of the America on wheels museum followed by lunch in their Hubcap Café. After lunch you will be free to revisit the exhibits in the museum at your leisure.

Arrival at RB Collection at 10am with lunch in the Hubcap Café around 1pm.

The price of \$30 per person includes coffee & doughnuts, tour of RB Collection restoration shop and show room with discussion of classic cars on display, admission to and guided tour of the America on Wheels Museum and lunch.

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Questions? Contact Paul Trout at pgtgt@aol.com or 610-805-4732



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February 16, 2020

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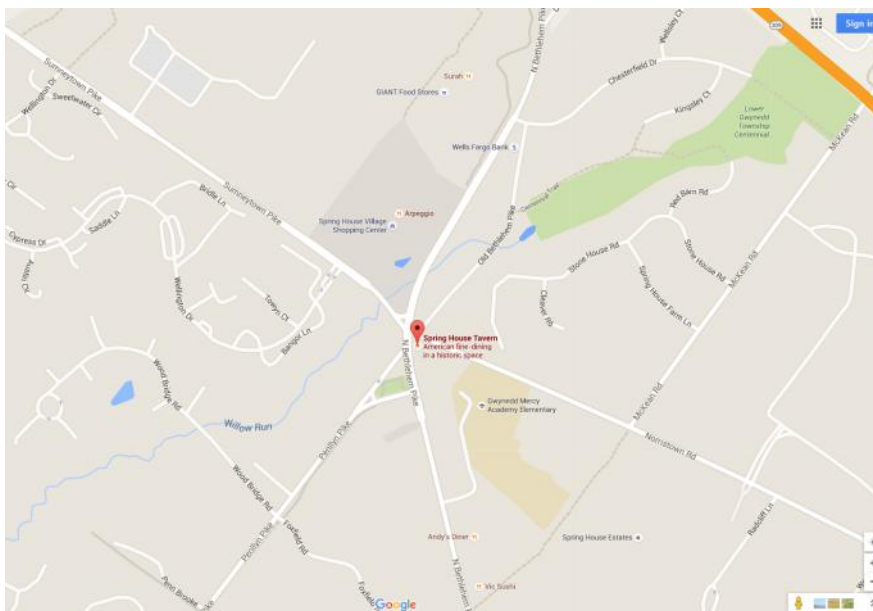
Driving directions from the Pennsylvania Turnpike:

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

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

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

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



Delaware Valley Jaguar Club visits the Lancaster Insurance NEC Classic Car Show

Article and Photos By Bob De Lucia

Day One. As we took the shuttle bus to the Enterprise Car-Hire, we were getting into our rental vehicle when we spotted Robert Plant (as I had to tell Bill, he of "Led Zeppelin" fame)! He drove away (with him driving), in a rental Volvo.

After this brush with a famous person, fellow British classic car mates Lou DiFabio (Jaguar XK8, Triumph 250), Bill Murphy (Triumph TR4) Sumra Manning (Sunbeam Tiger) and myself drove the two hours or so north to Malvern. At the factory we had a rendezvous with Delaware Valley Triumph member Brian Jones, now living south of Heathrow in the UK. Another DVT member and former Jaguar owner Mark "Haybale" Bulwicz joined us, as he took the ferry over from Dublin, Ireland, where he now lives.

Our tour of the Morgan Factory, located in lovely Malvern, UK, was on November 7th. Since the Morgan Factory is a popular destination for tours, and is a very small factory, they sell timed-tour tickets available on their web site. Just go to <https://www.morgan-motor.com/factorytour/>, and book your tour with a credit card. Tours are available for 24 GBP (as of today's exchange rate, USD \$31.60). They only take about 18 visitors per tour, on weekdays and selected Saturdays.

The tour starts with a brief film highlighting the over 110 years on Morgan Car developments (founded 1909). Once you leave the building where the film is shown, there is a lot of walking involved, inside and outside. So if you visit in the dreary fall or winter, dress appropriately. The tour takes you through the various handcrafted stages of the Morgan automotive building process. The metal shop, woodwork shop, paint shop, detail shop, and the three-wheel Morgan assembly area. You are literally a few feet away from the Morgan employees handcrafting a car. Morgan builds about 700 cars per year. They currently produce four cars models and the infamous three-wheeler.

The tour also goes into another building

where it highlights many historic Morgan cars, and race cars, a Le Mans winner in the early 1960's, as well as a recent 2002 Le Mans Aero 8 6.7

Tour guides are either former Morgan employees, or in our case, a retired local Morgan owner. The tour did not mention the new Morgan development of Italy's Investindustrial purchasing a % of the company. That company also owns a % of Aston-Martin. The Morgan family still owns a % of the company, though that was not revealed during the tour. Future tours may discuss that further since this was a relatively new business decision.

Like any good tour, it of course ends in a huge gift shop, where everything Morgan is available, including beer!

After a very busy Day One, we settled in a small English village about ½ hour south of Malvern. Several pubs later it was time for the jet-lagged (except for Mark) to settle in. Since it was a small hotel three of us had to share a room. In what Bill Murphy said was a scene out of a "Three Stooges" short the snoring commenced in all different styles.

Day 2 found us heading north after fortifying ourselves with a proper English breakfast at "Big Dave's Café" and off we went again. Destination was the 35th anniversary gigantic "Lancaster Insurance NEC Classic Car Show" at the NEC Centre in Birmingham. With over 3,000 cars this is one of the largest car shows in the world. There were also 300 car clubs with displays. Over 71,000 attendees joined the three-day celebration and grand finale to the classic motoring show season. This show has grown and grown over the years. It is still a three-day show but now with 8 huge halls to walk through. Each hall has more and more classic cars and classic car clubs. They have expanded to invite "new" or "future" classics also.

Almost every major and boutique manufacturer seemed to have a club display and

Classic Car Show (continued)

many UK models unknown in the US. Jaguar was well-represented with the Jaguar clubs including the XJS Club, Jaguars Drivers Club, Jaguar Enthusiasts Club, associated Daimler and the Lanchester Owners Clubs.

At the Silverstone auction at the NEC, among the many Jaguars auctioned, a Jaguar XJ220 sold for £365,000!

There was also a continual live stage going on. We saw Mike Brewer, of "Wheeler Dealers" fame host a couple of 1/2 hour segments the first day. He handled the emcee function all three days, with many guests, many restored classic cars, and about to be. Also look for in the future a follow-up show to "Wheeler Dealers" with Mike Brewer, "Wheeler Dealers: "Dream Cars."

An exhausting first day at the NEC, with a lot of walking. It was time to regroup, and return to the Holiday Inn in Kenilworth (formerly the du Monte to those old DVT UK participants).

The evening ended with some well-deserved pints and a pub dinner at The Old Mill near Stoneleigh.

Day 3 commenced after a nice English buffet breakfast at the hotel, then the five of us off to Birmingham again. There was actually a plan for the day, to visit halls missed on, or quickly browsed through the first day at the NEC. I headed to Hall 1 which I never even ventured into the first day there. The hall had all the high-end clubs such as Aston Martin, Rolls Royce, Bentley, Ferrari, Maserati; Lamborghini, Vauxhall, BMW, Bugatti, Porsche, Lancia, Fiat, Citroen, Opel, etc.. Plus lesser known ones such as Bristol, Avis, Jowett, Tickford, Sabre, Scimitar, Leyland Princess, Wolseley, Austin A90 Atlantic, Austin A40, Retro Caravan Club. One of the Classic Car magazines had the legendary Ferrari F-40.

US cars represented were the Model T Ford Register of Great Britain, Ford Sidevalve Owners Club, Mustang Owners Club of Great Britain, Pre'50 American Auto Club, American Auto Club UK, Corvette Club UK,

and Ford GT.

Meguiars had their "Pride of Ownership" contest, which among the many sparkling and gorgeous cars was a TR6.

At the NEC we had a rendezvous with another DVT member, Dave ("Monty") Kane (Triumph TR3) who flew in on Friday from Philadelphia, via Dublin, to the Birmingham Airport. There is a very convenient monorail from the airport right to the inside of the NEC.

Silverstone Auction was also taking place during the three day event, embedded into one of the halls. They had about 60 cars going up for auction as well as many watches and automotive memorabilia.

In another hall there was a Live Stage with Mike Brewer of "Wheeler Dealers" fame pretty much handing the emcee function. Many guests, many classic cars, restored, and about to be.

Following our exhausting day at the NEC there was then an interesting trip on a wet, bad, dark road to the "Crooked House" Pub for a lovely dinner and pints. And the pub literally was crooked, having settled over the centuries. It was an adventure.

Day 4 of the trip was once again at the enormous NEC show. Where to go! What to finish? Sumra Manning headed south on the train to visit the Sumbeam/Rootes Archives, then on to visit friends in Chalfont St. Peters in Buckinghamshire, where the Manning family lived for 5 years back in the 1990's.

The rest of us headed inside one of the 8 NEC halls to either "browse", check out the ongoing auction, or the continual live stage action.

Being close to the 11th day, of the 11th month, there was a very nice gesture, and very "British" occasion. Everything stopped at 11:00am for "Remembrance Sunday", with many poppies being worn around the halls. A moment to celebrate what was unfortunately not "The War to End All Wars" (WW1). There was a "Minute of Si-

Classic Car Show (continued)

lence" as the 8 halls came to a standstill, and veterans in the halls were recognized. Included was our own DVT member, former US Marine Bill Murphy, on the Mike Brewer Live Stage with others from the audience.

For the three days of the show, and for the 25th year, rides were offered starting in the hall, and heading outside to regular roads in a classic car. All proceeds went to the "Sporting Bears", raising funds for many charities in the UK.

The NEC journey ended nicely after three packed days as we said our goodbyes to our media contacts and headed back to Kenilworth. In Kenilworth we had a lovely dinner, a few pints, with some fine political discussions, and talked about our adventures and favorite cars at the NEC. After dinner we made the obligatory stop at "The Virgins and the Castle" pub (circa 1563), a place we had been visiting for the past twenty years or so during every UK classic car trip. Unfortunately we learned that the owner "Laurie" will be selling the place soon, after many, many years owning it with her deceased husband Pete.

Day 5 of the trip found us going our separate ways with Dave ("Monty") Kane on an early Aer Lingus flight to Dublin, with a connection to Philadelphia. The rest of us made a quick stop at Highcleve Castle, where after a few quick photos we were politely asked to turnaround and leave the premises....quickly!

Day 6 of the trip found Bill, Sumra, Pete Dale (Sumra's Brit mate) and myself having a very rare tour of the Royal Automobile Club's car collection outside of London, in Woodcote Park. Long-time acquaintance and renowned automotive writer, and writer of multiple Jaguar books, Graham Robson, drove over from his Dorset home to meet us there for the tour, then join us for lunch in the club's dining hall.

In 1912 the Royal Automobile Club bought the building to display cars in their collection. The tour was given by Jane, actually her last tour with Royal Automobile Club. Among the many amazing facts we learned as we toured the various vintage cars, including one owned by King Edward VII, was that the Royal Automobile Club never refers to themselves as the "RAC", the auto service/repair they are no longer aligned with. The collection included cars that raced in the original London-to-Brighton Run at the turn of the 19th century. Another car in the collection was a Ferrari owned by Sir Stirling Moss.

We also learned the origin of "BRG." In 1903 a "Gordon Bennett Cup" car race was held in Ireland, since it could not be held in the UK as racing was illegal. As a mark of respect, the British cars were painted shamrock green, hence BRG (British Racing Green).

Day 7...Homeward bound. All in all, another fabulous DVJC UK adventure! Until next time.



To Be or Not To Be

In the automotive field there's been an almost 80-year debate about whether to restore your favorite personal conveyance to a purist standard of originality and authenticity...or to just leave it be. Some owners prefer to maintain the patina (be it cracked paint), worn seats, or original tires, keeping it in the driver or preservation mode. Some take the third avenue and modify their car, bringing it up to modern standards and incorporating some important upgrades. This type of disagreement and debate continues to drive our hobby forward.

The road I've taken with my 69 E-type Series 2 is the third one, called "Special Modified." Some people like to call this class Custom, but let's use the terms modified, redesigned, refined, or renovated, and forget that ugly word "custom," which connotes chopped, channeled, and lowered bodies wearing bright metallic purple coats of color. Modified to me signifies a more modern, more functional interpretation.

The last 2 years I've entered my E-type in the JCNA Concours d'Elegance in Class S-02 mod, achieving reputable scores.



However, in the Concours Champion division we're witnessing more and more supposedly 100-point Concours-grade restorations that have incorporated secret modification upgrades like modern five-speed transmissions, internal engine upgrades, and the like; these really violate purist standards.

Invention and creativity thrive when there are problems to be solved. In the modified class, creativity is essential. We owners have great lati-

tude to bore into and stroke our imagination. In my case, I took inspiration from a 54 Corvette (headlight stone guards), a lightweight E-type (roof vent), an XK140 (driving lights), and a simple old trailer part. Above all, the journey in making our rides more user-friendly should be fun and exciting.

A prized vehicle, I believe, should possess at least four essential qualities: good performance, a modicum of comfort, an acceptable level of safety, and exceptional aesthetics. What about reliability? Hell, no! Not necessary. Just accept it. Remember—a 50-year old Jaguar is a wild beast. It's unpredictable and notoriously unreliable, needing constant pampering and coddling. It's only the present generation of Jaguar that has been tamed and takes the leash.



Any type of fabrication needs to be in keeping with the Jaguar spirit. Examples include a Jaguar or British-style part perhaps taking on a new function, which in the 21st century just might be long overdue. For instance, I recently picked up



an NOS roof vent on the auction road and it's currently being remodeled and retrofitted to my E-type for a certain purpose for which it was not intended

More on my hopefully successful attempt in a future article. Stay tuned, and Happy Holidays.

Kevin Fitzgerald

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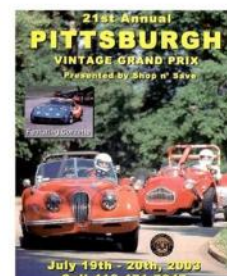
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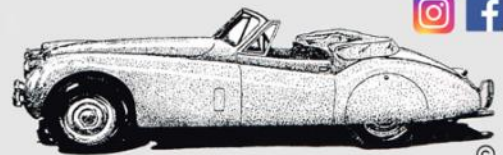
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