
The Jaguar's Purr©

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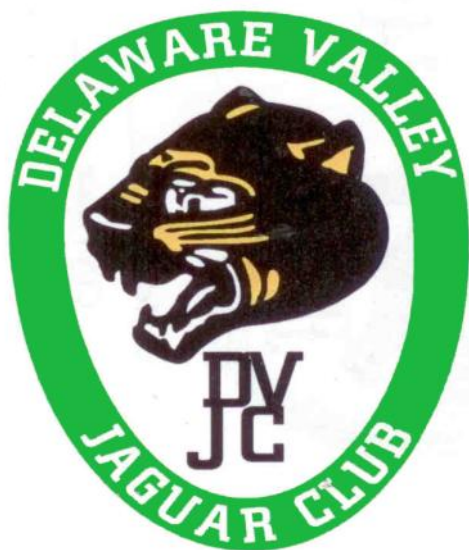
February 2015

www.jcna.com/clubs/dvjc

DVJC Presidents Past and Present



The 50th Anniversary celebration of the Delaware Valley Jaguar Club brought together past presidents to see the inauguration of our new president. L to R, Frank Weikel (founding father and first president), Larry Schear, Richard Michie, Kurt Rappold, Charles Olson (immediate past president) and current president Paul Merluzzi.



NOTICE—It's never too late to renew your membership in the Delaware Valley Jaguar Club. The membership fee is \$55.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please use the renewal form on page 19. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Lehigh Valley	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
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New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

February 15, 2015

DVJC Breakfast Social (see p. 16)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net

March 15, 2015

DVJC Breakfast Social (see p. 16)
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net

March 20—21, 2015

JCNA Annual General Meeting (see p. 7 & 8)
Sheraton Society Hill, Dock Street, Philadelphia, PA
Contact: Charles Olson, cwolson29@comcast.net

May 15—17, 2015

Northeast Rally Club Thunderbolt Rally
Thunderbolt Club, Millville, NJ (sanctioned rally)
Contact: Kurt Rappold, kprappoldxksp@verizon.net

May 30, 2015

DVJC Annual Concours d'Elegance
Oakbourne Mansion, Westtown, PA
Contact: Charles Olson, cwolson29@comcast.net

Other Interesting Events

Jan. 31—Feb. 8, 2015

Philadelphia Auto Show
Pennsylvania Convention Center
1101 Arch Street, Philadelphia, PA 19107
Contact: www.phillyautoshow.com

March 21, 2015

Annual Motorcar Garage Open House / Tech Session
42 N. Pine Avenue, Maple Shade, NJ
Contact: www.motorcar-garge.com or 856-667-6657



President's Mewsings *February 2015*

Looking Back

Thank you to the members and guests who braved the awful weather and attended the DVJC 50th Anniversary Party on January 18 and to Mike Tate who did a wonderful job of planning and organizing the event. The William Penn Inn came through with flying colors with respect to food and ambience (they still had the holiday decorations up, which added to the festive atmosphere). My lovely bride, Irena, and I celebrated our 46th wedding anniversary on that date, though she tells me that the party will not count as our "official celebration". They make all the rules.

Our club leadership was well represented including founder Frank Weikel and former presidents Larry Shear, Dick Michie, Kurt Rappold and our newly minted former president Charlie Olson. Mr. Weikel gave an interesting perspective on "How the Korean War, the United States Air Force, Alfred Hitchcock, RCA, and the Pennsylvania Railroad Helped Create the Delaware Valley Jaguar Club." Charlie was honored with the title of 'President Emeritus' and given a beautiful trophy that was hand-crafted by Kurt.

Charlie honored, in absentia, Ann Perry and Clara Saxton with the 2014 President's Award for their yeoman service to the club over many years. Unfortunately Ann and Clara did not attend the party because of the inclement weather.

The silent and live auctions raised around \$2000 and the overall net to the club from the auctions and ticket sales less expenses is nearly \$1600. It was a very good day, despite the weather.



Paul & Irena Merluzzi celebrating their 46th Anniversary.

Looking Ahead

The JCNA Annual General Meeting (AGM), to be held at the Sheraton Society Hill Hotel in Philadelphia on March 20 -21, (see pp. 7 & 8) is creeping up on us. We have been working with the JCNA to market the event - please read the "Roads to Philadelphia" article in the January/February 2015 issue of the Jaguar Journal written by our Club Secretary, Clara Saxton. We also had an article in the November/December issue. The planning committee has been diligently recruiting sponsors and planning the logistics. It is a lot of work and I

am thankful to my co-chair, Charlie Olson, and the rest of the committee for the personal time and effort. Of course we brought all this work on ourselves by bidding to be the host club, and I think it will worthwhile in the long term. Personally I am getting to know many of the people who contribute to the governance of the national organization. Likewise when I attended my first AGM in Boston last April, I got to meet many members of local clubs, particularly those who

planned the 2014 AGM from the Jaguar Association of New England (JANE). That's what it is all about – the door is opened to so many friendships on the national and local levels through the business and social events that are planned around our favorite marque. While hosting the AGM is a lot of work that is tedious at times, we should be thankful that we are not in the same position as the Porsche 356 Registry (one of my other clubs). For the first time in memory, they may not have their annual get-together, called the Registry Holiday, because they did not have a local club step up to host.

President's Mewsings *February 2015 (cont'd.)*

Our biggest concern about hosting the AGM was the potential financial risk to our club. After running a successful engineering business for twenty-six years, I am used to keeping an eye on the finances, so we put together a detailed budget showing the estimated income/expense from every individual component of the AGM (and there are a lot of moving parts). This allowed us to estimate the amount of sponsorship needed to break even, since registration fees that are set at a reasonable level will not cover all costs. I am happy to say that, through the hard work of the planning committee, it looks like we will be in good shape with sponsorships.

The other area of concern is the weather in Philadelphia in March. In order to mitigate that risk, I have appointed my lovely wife, Irena, to the position of 'AGM Weather Goddess'. That way we have a single person to blame in the event of inclement weather.

Speaking of social activities, the social highlights of the AGM are the Welcome Party at the Simeone Foundation Museum on Friday evening and the Silent Auction and Awards Banquet on Saturday evening where Kim McCullough, VP of Marketing for Jaguar/Land Rover NA, will be the keynote speaker. There will also be Tech Sessions on Friday and Saturday afternoon. We hope you will attend and help make our hosting of the event a roaring success. We also need volunteers to help during the event. Please contact Charlie Olson if you can help.

Of course, in addition to the social events there will be business meetings on Friday and Saturday which will be attended by the JCNA Directors and Delegates from the various JCNA clubs. Our DVJC delegates will be President Emeritus Charlie Olson and Vice President Alex Giacobetti.

Looking Further Ahead

Our first sanctioned event of the year starts with the Spring Road Rally in Millville NJ on May 15-17. Come and join in the fun; make it a get-away weekend or mini-vacation. It is a time-distance rally whereby you are given a set of instructions to pass checkpoints and complete the course in specified periods of time. Each car has a Driver and Navigator and is given a booklet of detailed instructions, including guidelines on computing your speed to avoid timing deviations.

The Spring Rally is followed closely by our Concours d'Elegance in conjunction with The Cars and Motorcycles of England Show at the Oakbourne Mansion on May 30. In addition to planning and organizing this event, the biggest task is the assembly and training of certified judges. We need more help in this area, so if you are interested in learning about this task, contact Chief Judge Kurt Rappold or Event Chairman Charlie Olson. The club will provide training and assign you to a team with an experienced judge as part of the mentoring process.

The Slalom is scheduled for July 25 at Garnet Valley High School. In this event, you are given five separate opportunities to decrease the time it takes to maneuver through the slalom circuit, which consists of an array of traffic cones.

The final sanctioned event is the Fall Road Rally in Millsboro DE on October 23-25.

In between the sanctioned events, we will have a few low-key events planned by our Regional Directors that include driving, eating, and drinking (in moderation of course).

Stay tuned for notices on all of the above in future columns.

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

Jaguar Clubs of North America

2015 AGM



Hosted By DVJC March 20-21

Host Hotel - Sheraton Society Hill

Keynote Speaker: Kim McCullough, VP Marketing, JLR NA

Welcome Dinner at the Simeone Museum

Tech Sessions:

- o History of the Leaper
- o Fuels and Performance
- o Powder Coating
- o Jaguar Performance Prep

Awards Banquet at the Host Hotel

In the heart of the Historic District for family sightseeing



PHILADELPHIA

PENNSYLVANIA

2015 JCNA AGM & Weekend Gathering of Friends
Philadelphia Registration Form
 Hosted by the Delaware Valley Jaguar Club (DVJC)

Participant Information (This section must be filled out by all participants)

PARTICIPANT'S NAME(S) - Indicate if you are a delegate by putting an asterisk after your name			
MAILING ADDRESS		PHONE	CELL PHONE
CITY	STATE	ZIP	EMAIL
JCNA HOME CLUB	JCNA #	ALT PHONE	ALT EMAIL
NAMES AS YOU WOULD LIKE THEM TO APPEAR ON THE NAME BADGES (IF DIFFERENT FROM ABOVE)			

I hereby agree to participate in the following JCNA-sanctioned events. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound. I agree to release the Jaguar Clubs of North America, Inc. and the Delaware Valley Jaguar Club, their officers and members from any and all liability for injuries, damage, or loss arising from my entry and attendance in these events.

Signature(s) _____ Date _____

Send completed form & check payable to: Delaware Valley Jaguar Club to:

Delaware Valley Jaguar Club, PO Box 58813, Philadelphia, PA 19102

For more information contact Charles Olson, cwoolson29@comcast.net, 215-757-2028 or 215-920-2903

Host Hotel: Sheraton Society Hill (800-325-3535 or <https://www.starwoodmeeting.com/Book/JCNA2015>)

Special Jaguar Club room rates at \$169/night, March 18 to March 24, 2015

Philadelphia 2015 AGM Events, Friday March 20 - Saturday March 21

Number	Item	Cost	Subtotal
	Delegate Registration Fee (no fee for non-delegates)	\$85	
	Friday Welcome Party & Dinner (per person, 6:30pm at Simeone Museum ⁽¹⁾)	\$70	
	Saturday Delegate Breakfast (7:00am - 1 Included in delegate registration)	Included	
	Additional Saturday Non-Delegate Breakfast Seats (per person)	\$35	
	Saturday Delegate Luncheon (12:00pm - 1 Included in delegate registration)	Included	
	Additional Saturday Non-Delegate Luncheon Seats (per person)	\$40	
	Saturday AGM Banquet and Awards Ceremony (per person)	\$75	
	Tech 1: 3-4pm Friday - Jaguar Performance Preparation	Included	
	Tech 2: 4-5pm Friday - Powder Coating	Included	
	Tech 3: 3-4pm Saturday - History of the Leaper	Included	
	Tech 4: 4-5pm Saturday - Fuels and Performance	Included	
	Subtotal :		
	Discount (Percent) - Circle One and Compute Discount Amount ⁽²⁾ :	5% / 10%	
	TOTAL EVENT FEES ⁽³⁾ :		
Saturday Banquet Dinner Choices (indicate number of each):			
	Filet Mignon	Chicken Breast	Pan Seared Salmon
			Special ⁽⁴⁾

(1) Includes transportation from/to hotel.

(2) Take a 10 percent discount if booked and paid before January 31, 2015; 5 percent if between February 1 and February 23, 2015.

(3) Fees refundable if canceled prior to February 23, 2015.

(4) Please specify special requirements (vegetarian, gluten-free, etc.).

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Rev. 5

Welcome New Members

Sam & Nancy Damico
Glen Mills, PA

Samuel Merlino, Jr.
Phoenixville, PA

Fred Heins
Malvern, PA

Samuel Pond, Jr.
Newtown, PA

Gene Pratter
Bryn Mawr, PA

Michael Bennicelli
Lansdale, PA

Jon & Linda Sundelof
Milltown, NJ

Dennis & Sharyn Levitt
Yardley, PA

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Roving Reporter - February 2015

By Michael Tate

SIXTY SIX BEAT THE WEATHER

It was a major shock to wake up on Sunday, January 18, from which I am only just recovering to day on 1-23-15. The family driveway was slick with ice as was the road. The TV projected pictures of doom with multiple pile ups on major highways with fatalities

What to do?

The forecast said it would warm up and melt by 10am but who can believe the forecast? A week ago they predicted, with pictures, a cloudless sky and sun. After consultation with Paul, our new President, we postponed the 50th Anniversary Party to 1.00pm and sent a mail to all members. The Inn co-operated.

Luckily son Gary and I had loaded all the 60+ auction items into his SUV on Saturday night. What about the shiny new F-Type Roadster sitting in my garage and waiting for a drive to the Inn. Main Line JLR had kindly donated this super car for the occasion.

After 11.00am we decided we would give it a go. The F was left behind. It's amazing that the older one gets the more sensible the decisions are. At the entrance to the 202 off the 401 all the traffic was exiting. About turn and try for the 276. Made it and on to Plymouth Meeting. Hardly a vehicle on the road and onto the Inn. Quite a number of members already waiting. Son Gary & I unloaded the auction items and with help from Alex LaRoche and others spread them for viewing and sale.

All the staff for the William Penn Inn had turned in to serve us. As some of those present had already started to eat I announced "Please sit down and help yourselves" with no other preliminary remarks. Each table had a document detailing the order of events so I had to compromise. William Penn was completely organized and the side tables were loaded with food. The offerings were both varied and outstanding. Smoked salmon, herring, salad,

deviled egg, bacon, sausage, potatoes. beef strogan-off, pasta and so many deserts of which I found the strawberries dipped in chocolate the best. They really do the best brunch in town! Well done William Penn Inn. My family ladies, following our driving instructions, arrived so I asked daughter Suzanne to count how many members were seated. She came up with 64 out of the 100 registered. One couple had told me earlier that they could not wait, had breakfast, and had to go. So that made 66 which pleased me as I thought it could be far less. Members had come from far and wide and Ana and Alex LaRoche had driven their 1967 420 from far off Wind Gap. Of course the Inn catered for and charged for the 100 we told them would be coming.

I introduced our honored guest and founder, 50 years ago, Frank Weikle and his wife Norma and then our new President Paul Merluzzi. It was Paul and his wife Irena's 46th wedding anniversary and we acknowledged this happy event. I plan to tell you more about Paul in the next *Purr* but let me tell you this now so we all understand where he is coming from..

At the foot of each and every one of his E-mails he makes the following statement:-

"Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broad side, thoroughly used up, totally worn out, a Martini in one hand, a cigar in the other while loudly proclaiming – WOW – WHAT A RIDE!"

We all look forward Paul to being with you for the ride.

Paul introduced the four DVJC past Presidents who were present. Kurt Rappold, Charlie Olson, Richard Michie and Larry Schear and then his fellow officers who had been recently elected.

Then he honored Past President Charlie Olson for his service and presented him with a handsome silver cup as a perpetual memento and reminder as our

Roving Reporter - February 2015 (continued)

leader. Thank you Charlie.

While all this was going on Brian Craig had arranged a photo show of member's cars at various functions. The show featured over 1000 photos. Great stuff Brian.

Frank Weikle then stepped forward and delivered his address. It was both a verbal and visual presentation which I know he had spent many hours preparing. It was very interesting and informative and I have included a copy in this *Purr* so you can judge for yourselves. Perhaps at the 75th Anniversary the members will deliver the same speech!

Each year the President's Award is given to the person who has contributed significantly to the club. This year the honor was shared and went to our two female officers Ann Perry and Clara Saxton. Ann is Director of Membership and Clara is Secretary. Both are extremely dedicated to their positions but, unfortunately, though they were registered to attend, neither were present to receive their trophies and the applause they richly deserved.

The star prize for the event was the auction of one week's use of Jaguar's new super F-Type Roadster. It was decided not to include this in the "Silent Auction" but sell it live. Ann Perry had agreed to be the auctioneer and, in her absence, my son Gary, who is a member, agreed to step up to the job. Mainline Jaguar had prepared a basket of goodies which included a card announcing this spectacular prize to the winning bidder. Gary started the bidding at \$200. \$250,\$300,\$350,\$375,\$400,\$450,\$475,\$500,\$550, \$575 going, going gone SOLD to Paul Merluzzi. We are extremely grateful to Mainline Jaguar for agreeing to provide this exciting prize prize.

The silent auction captured everyone's attention and of the 60 items provided by you, the members, 98% were sold and I am delighted to tell you that the club received, including the F-Type, over \$2000,00.

So concluded what in the end, proved to be a

most enjoyable occasion. I was extremely disappointed that so many of you could not make it. Next day I was completely exhausted but did find the energy to drive the F-Type back to Mainline. (Where was the Martini and cigar Paul). Also I heard from Frank Weikle, who had planned an extensive sightseeing trip, that his wife had fallen ill and they had to curtail the trip and return home. No doubt the extreme warmth of Glasgow and home did not prepare her for the cold of Pennsylvania. I hear she is much better.

Finally I must remind you that my next task is to arrange the "Silent Auction" for JCNA's Annual General meeting. So please continue to donate items for this event. It is an excellent opportunity for the club to make some funds for the coming year. Also I will be presenting my collection of Leapers (Mascots) on the Saturday afternoon at the AGM and I would be delighted to see you there.

Thank you for all your support

THE ALL NEW JAGUAR "F-PACE" PERFORMANCE CROSSOVER

On January 24 Jaguar announced GRACE SPACE and the F-PACE which will be the production version of the breakthrough C-X17. It will be available in 2016. It will have a lot of the features of the F-Type and will be the family Sports SUV. More to follow next month

I am hoping to see the XE Sedan at the Philadelphia Car show. It drew crowds at the Detroit show.

These are exciting times and there is a sense of excitement in JLR just like in the 1960's when they had an exceptional line up of products. The Mk 2, the MK2S, the Mk V11M and the E-type. I was in Mainline JLR last Saturday and I have never seen it so busy. When I questioned this I was told "It's crazy. Never seen it like this in the past eight years"!!!!

On that happy note I wish you "Happy And Healthy New Year."

How Events Helped Create the DVJC

by Frank Weikel

Good afternoon, and welcome! It's an honor to join you in celebrating the Delaware Valley Jaguar Club's 50th anniversary!

I could not have imagined, when in 1965 we took the first baby steps toward establishing this club, that I would be standing before many of its members **50 years** later to share this event with you.

The story of how I petitioned JCNA officials to sanction the formation of a club in the Philadelphia area has been told so many times, it's hardly worth repeating.

But the obvious prelude to that story is the fact that in 1965 I was a Jaguar owner and enthusiast, which I still am today. That essential point was mentioned in the chronicle that I wrote on the occasion of the club's 25th anniversary in 1990 and was reprinted in "The Jaguar's Purr."

There's more to that story than has been published, so I'd like to share with you the circumstances that led to the purchase of my first Jaguar, a 1960 XK-150, because that's the event that led directly to the creation of this club.

The theme of my remarks is, How the Korean War, the United States Air Force, Alfred Hitchcock, the Radio Corporation of America, and the Pennsylvania Railroad Helped Create the Delaware Valley Jaguar Club.

Let's travel back to 1950, to see how these seemingly unrelated elements conspired to make me, 13 years later, a Jaguar owner and then discover the existence of Jaguar clubs in Britain and the U.S.

On June 25th of that year, when the Korean war broke out, I was a 19 year old kid working in the B. F. Goodrich tire factory near Phoenixville. It was a dirty, smelly, dangerous place to earn a living.

My life prospects were bleak. All I could see in my future was continuing to work in a tire factory and dying an early death from the wretched conditions there.

My only car was a 1942 Chevrolet — yes, a 1942! The Big Three made a few '42 models before turning to war-time production.

I had never heard of Jaguar Cars; indeed, few people in the United States owned Jaguars in those days. After all,



Frank Weikel circa early 1950s

it was only a year since the first production XK-120 roadster was delivered to Clark Gable.

But my chances of owning an exotic foreign car were on par with my chances of having a date with Elizabeth Taylor: somewhere between zero and none.

At first, the Korean war meant little to those of us who had registered for the so-called "Peacetime Draft" in 1948, since it appeared that the situation would be resolved in short order. But when the Red Chinese jumped in and the U. N. forces were overwhelmed, by December it appeared likely that I would be drafted into

the Army and sent to a place I had hardly ever heard of, to shoot a gun at people who would shoot back.

This scenario did not appeal to me. A few of my buddies felt the same way, so we enlisted in the U. S. Air Force.

So in March 1951 I found myself at Scott Air Force Base, Illinois, just a few miles from the Mississippi River and St. Louis, Missouri. There I learned basic electronics and how to maintain and service the radios in planes like the B-29 Superfortress and the F-86 Sabres, which were duking it out with MIG 15's over Korea in the world's first jet air war.

I made friends with several other lads while going through the training course, and because circumstances had allowed me to have my Chevy on base, I was one of the most popular guys in the barracks, since most of the other chaps were without wheels.

One of my buddies was, like me, a movie buff, and since the VHS tape and DVD hadn't been invented yet, the only way to enjoy a movie was in a theater. And we were fans of Alfred Hitchcock, the great director dubbed the Master of Suspense. That's why he's part of the DVJC equation, since he had just released another of his many classics: "Strangers on a Train." So on a summer evening in 1951 my buddy and I went to a theater in St. Louis to see it.

Walking back to where we had parked after enjoying the movie, we happened upon a closed but brightly lit automobile showroom with a huge window on an otherwise dark, deserted street. In that showroom we saw something that was truly spectacular: a brand new Jaguar Mark Seven sedan and a brand new Jaguar XK-120 roadster!

How Events Helped Create the DVJC *(continued)*

There was nothing else on view, not even any signs; we had no idea what we were looking at, but the sight made such an impression on me, I can recall it as clearly as if it had happened yesterday.

I had never seen automobiles that looked **anything** like that!

Shortly thereafter I learned that the cars we had seen were called Jaguars and were made in England. So I set out to learn more about the Jaguar company, its history and its cars, and its founder, William Lyons — not yet **SIR** William — who, at about that time was celebrating the first of **seven** wins for Jaguar at Le Mans.

Because I had done well in the radio school, I was retained at Scott as an instructor and remained there for the balance of my four-year enlistment, eventually earning four stripes and a valuable education in electronics. Along the way there was a marriage and a baby, and in 1955 I returned to Pennsylvania and civilian life.

My Air Force training helped me get a job at RCA as a technical manual writer, then I migrated into writing and directing technical and documentary films for RCA's defense electronic systems division.

Working at RCA in Camden involved a long commute from my home in Chester County, so in 1962, to supplement our "family" car — a gas guzzling, straight eight '57 Buick — after all, the cost of gasoline had risen to an outrageous 30 cents a gallon — I bought a brand new Corvair from the Chevy dealer in nearby Paoli, which was, and still is, located across the street from what was then the Pennsylvania Railroad's main line.

By then, of course, I was well aware of Jaguars and had allowed a few used car lot flirtations that went nowhere. The priorities of raising a growing family, finding my way in the corporate world, and home purchases precluded any serious attempt to add a Jaguar to my life.

In February 1963 the Corvair was due for servicing, so I left it at the Chevy dealer and caught the Pennsy's Paoli Local to Philly, then the bridge train to Camden.

Riding the train back to Paoli in the dark that rainy winter evening, I happened to be sitting on the left side of the commuter car.

If I had been sitting on the right I wouldn't have noticed the black XK-150 sitting in the Chevy dealer's used car lot. And given the way the dealership was laid out, I wouldn't have seen it from the service area when the dealer's sales rep, who met me at the station, took me

there to pick up the Corvair. So as we drove there I asked him about the Jaguar.

"Just got it in on a trade for a new Corvette," he said.

"How much do you want for it?" I allowed myself to ask against all logic.

"Oh, since we're really not into foreign cars we'll let it go for twenty five hundred," he replied.

Yes, boys and girls, two thousand, five hundred dollars for a three-year-old XK-150 drop head coupe! Would you like me to pause so you can dry your tears?

Of course, twenty five hundred bucks in 1963 was not a trivial amount.

You could buy a **brand new** E-Type for just over five thousand, and a four bedroom home in an upscale neighborhood for a mere 25 thousand dollars!

But those prices must be reconciled with the fact that the average United States **family** income in 1965 was only \$6,900, compared to over \$50,000 today.

I glanced at the Jaguar, but since it was raining and my wavering common sense told me to look the other way, I drove my Corvair home. But I was back the next day, and allowed myself a good look at the XK and a test drive that convinced me that I **HAD** to have it!

Since I was about to leave on a trip to Greenland for RCA, I made an offer that was accepted during my trip. Upon my return we completed the deal that gave me the 150 in trade for the Corvair and some cash. So that's how I became a Jaguar owner for the first time.

A few weeks after acquiring the Jaguar I went with a colleague on another RCA assignment, the first of many trips across the Atlantic to England, to document on film the progress being made by RCA in building a huge ballistic missile early warning radar installation in Yorkshire.

In England of course I encountered Jaguars of all ages and types, even in the little town of Pickering, where my RCA buddy and I were staying.

I was sitting in our hotel's lounge one evening, browsing through a British motoring magazine, and noticed a reference to the Jaguar Drivers Club, a London-based organization that had, and still has, branches throughout the UK and other countries.

How Events Helped Create the DVJC *(continued)*

There was no branch shown for the United States, but on returning home I contacted the JDC and learned that they had a few members at large in the U.S. and Canada. So I joined that fine organization and began contributing articles to their monthly magazine.

Several months later I got a letter from the JDC's General Secretary appointing me their American Representative! I was pleased, of course, but had no idea what that title implied and was given no specific direction.

I contacted the American members of the JDC, a few of whom seemed annoyed that I, a newcomer, had received this honor. But nothing came of it, since we were so few and so widely scattered.

A short time later the JDC received a letter from an official at Jaguar Cars in Coventry, suggesting that (and I quote) "Mr. Weikel's activities not be encouraged." Unquote.

This rather frosty demand reflected the factory's attitude toward owners clubs in those days, which was centered more on control than the unconditional support we enjoy today. So that ended my brief appointment as the JDC's "American Representative."

At some point in this scenario I also became aware of JCNA, and joined as a member at large. At that time there were only a few JCNA clubs nationwide, and only in New York and Washington on the east coast.

When the JDC thing fizzled out, I decided to explore the possibility of establishing a club in the Philadelphia area, which resulted in the launching of what is now called the Delaware Valley Jaguar Club.

After we got the club up and running I traded the Buick for a Mark 2 sedan. Then a promotion at RCA required a move to Indianapolis in 1972, and that ended my association with the DVJC, after six exciting years that saw the club grow and mature.

Meanwhile, both the 150 and the Mark 2 had been sold, because neither could adequately accommodate our growing family. Unfortunately, this happened long before those cars dramatically increased in value. (Who knew?)

Other Jaguars came into and out of my life: a 3.8S sedan, then after a 1976 move to California a lovely Series One XJ6 that was the national concours champion in its class in 1979.

Other than that modest achievement, I have just been an

average Jaguar owner and enthusiast. I never had the wherewithal — or the garage space — to accumulate a fleet of Bill Lyons' cars. I just happened to be a guy with an XK-150 who came along at the right time and place to get a Jaguar club established here in southeastern Pennsylvania.

Allow me a moment to recognize the many contributions that my wife Grace made to the success of your club in its early days. She loved that XK-150, and the DVJC, as much as I did!

Since in my business life I had taken groups of people to foreign destinations, in 1979, 1980 and 1981 I organized and led, with support from JCNA, group trips to England for Jaguar enthusiasts which included participation in events hosted by the Jaguar Drivers Club. On all three of those tours we visited the historic car collection at the Jaguar works in Coventry.

Also in 1981 as an independent contractor I managed Apple's first big computer road show, which led to employment by the Cupertino firm. Then a job offer at nearby Eagle Computer lured me away from Apple and eventually back to southern California. Not a good move: Eagle failed, and of course Apple eventually thrived.

In the late 80's my second wife Kathy and I moved to Seattle, where I participated in some of the local Jaguar club's events and eventually sold the XJ6. A few years later we moved back to Los Angeles, then to Virginia.

I returned to California in 2007 after Kathy's untimely death, and with the help of the Internet found my current Jaguar — a 1986 Series Three Vanden Plas sedan that displays the badges of the Jaguar clubs I have belonged to, both past and present : the Los Angeles Jaguar Owners Club, the British Jaguar Drivers Club, the Sacramento Jaguar Club, and of course the DVJC.

I joined the Sacramento club while living there from 2007 to 2009, and shared my love of Jaguars with another passion, trains, by becoming a volunteer at the fabulous California State Railroad Museum.

I returned to the Los Angeles area in 2009 and am a member, for the third time, of the Los Angeles Jaguar Owners club, which honored me by putting my car on the cover of their monthly newsletter in February 2012. It was photographed in front of the Lyon Air Museum, which houses a private collection of World War Two aircraft and vehicles — including a B-17 Flying Fortress and one of Hitler's personal parade cars — and it's where I serve as a volunteer docent.

How Events Helped Create the DVJC *(continued)*

Looking back, it's a far different world that we live in today, compared to the cold war world of 1965! That was when President Johnson was escalating the Vietnam war, the Soviets were testing ever larger nuclear bombs, the Beatles were at the height of their popularity, and Martin Luther King was sharing a dream that would change life in America. There were not yet any human footprints on the moon, and the only computers were huge machines that cost millions and couldn't begin to match the performance of today's iPhone.

My industrial alma mater, RCA, which, under David Sarnoff's leadership had pioneered black and white TV in 1947 and color TV in 1954, is long gone. Today only its name and logo survive on a few bits of Chinese electronic products.

The mighty Pennsylvania Railroad, which once had over 100,000 employees and an operating budget second only to that of the Federal government, fell, along with many other railroads, into decline and bankruptcy as jet planes and interstate highways lured passengers and freight customers away.

And North Korea is **still** a pain in the butt, although its aggression is contained by a continuing U.S. military presence in South Korea, including my grandson, Christopher Franklin Weikel, a sergeant in the Army stationed there.

We find ourselves dependent on gadgets like the personal computer and so-called smart phones that didn't exist in 1965. After all, we had just graduated from the old fashioned dial phone to the touch tone phone! And Steve Jobs was only ten and not quite ready to change the world!

These 50 years have also been turbulent for the Jaguar company, which endured a series of ill fated acquisitions and mergers with other British car makers, then the British Leyland fiasco, then muddled ownership by Ford and is, thankfully, now enjoying a rebirth under the progressive leadership of the Tata organization.

The spectacular new Jaguar F types have re-established Jaguar as a major player in the luxury performance car arena. And Jaguars are still being made in the midlands of jolly old England, not some strange, far off place with an unpronounceable name.

And throughout this turmoil and change, the loyal bands of enthusiasts who preserve and celebrate the Jaguar automobile under the banner of the Jaguar Clubs of North America have continued to thrive and grow.

In 1965 there were, **including** the fledgling Philadelphia area club, only nine clubs in the United States and Canada. Membership records back that far no longer exist, but even if every club had 100 members that would represent a total membership of less than a thousand. Today there are **65** clubs in the JCNA family, with, over **six thousand** members!

So you folks can look back on five decades of achievement and growth with satisfaction and pride, and look **forward** to even greater success in the future. And I consider it an honor and privilege to have been the catalyst that got it all started, here in the Delaware Valley a half century ago.

Of course, had I not found my XK-150 in Paoli that dark and stormy night in 1963, there might have been other opportunities for me to become a Jaguar owner — or perhaps not.

It was the right combination of desire, means and opportunity at the right time that might not have occurred under other circumstances, in which case I would have never bought a Jaguar and would have never had a reason to bring together a few fellow enthusiasts to start a Jaguar club in this area.

So if the North Koreans had behaved themselves in 1950, or if that Jaguar dealer in St. Louis had turned out the lights when he closed shop that evening in 1951, or if I had sat on the right side of the Paoli Local instead of the left that rainy night in 1963, or if I hadn't picked up that British motoring magazine during my first RCA business trip to England a few weeks later, we might not be meeting here today!

I have absolutely no doubt that, had I not started the Philadelphia area Jaguar club ball rolling in 1965, eventually someone else would have done the same thing.

But in lieu of that, you can thank North Korea, the U. S. Air Force, Alfred Hitchcock, the Radio Corporation of America, and the Pennsylvania Railroad for helping to launch me into the wonderful and sometimes wacky world of Jaguar ownership, and thus the founding of what became the Delaware Valley Jaguar Club.

So, Happy fiftieth birthday, Delaware Valley Jaguar Club! Here's to the NEXT fifty years!

Delaware Valley Jaguar Club Breakfast Socials

Sunday, February 15, 2014, 9:00 am

Sunday, March 15, 2014, 9:00 am

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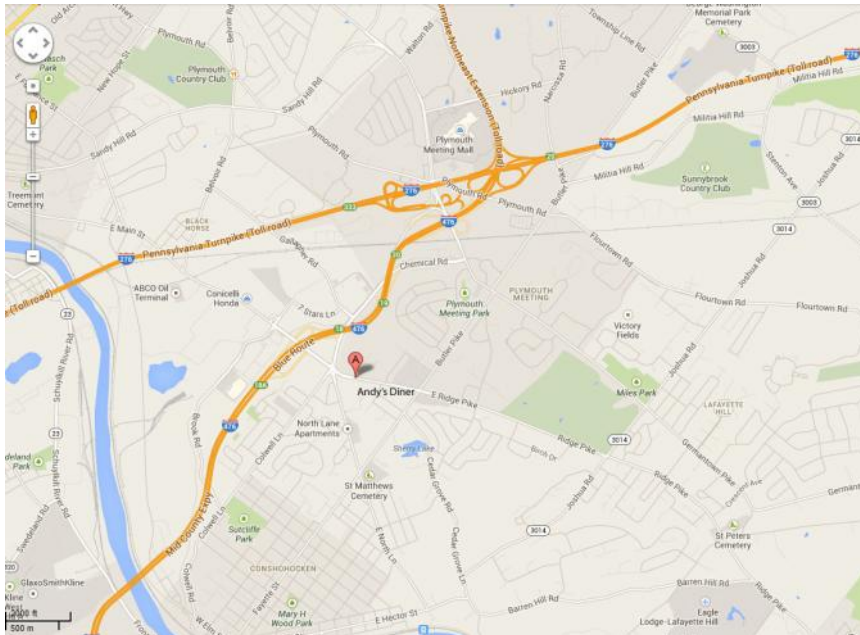
Driving directions from the Pennsylvania Turnpike:

Exit at Norristown Interchange, (Exit 333) thru tolls and take the ramp to the right. Exit to the first traffic light and turn right on to Chemical Road. At Ridge Pike there are two (2) left turn lanes. Get in the right side left turn lane. Turn left on to Ridge Pike. Andy's Diner is on your right.

Directions from North: Use the **NE extension of the Pennsylvania Turnpike south bound** to interchange for westbound Pennsylvania Turnpike. Stay in the right lane and take Interchange Exit 333, Norristown. Follow directions above.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 18A, Conshohocken. Exit on to Ridge Pike. Proceed straight through the traffic light. Andy's Diner is on the right.

For further information contact Charles Olson, cwolson29@comcast.net or 215-757-2028.



The X-Type Affair

by Paul Trout

The recent introduction of the exciting new Jaguar XE has prompted a whole new round of journalistic bashings of the often maligned X-Type. One of the worst, “the Deadly Dud Ford Mondeo in a clown suit X-Type.....much to the shame of both Ford and Jaguar” I chose not to share with my wife who has been a very happy X-Type owner and fan since 2003. Her current pride and joy, a 2006 Black 3.0, which just turned over 90k trouble free miles still gives her that “Jaguar Excitement” every time she drives it.

Looking back to 2002, having had a series of Jeep Grand Cherokees, Sue decided she was tired of driving an SUV and wanted a real car. She really liked the Jaguar S-Type, however, All Wheel Drive was a requirement. Having seen advertisements for Jaguar’s new X-Type with AWD, her interest was piqued. To be honest, at the time I wasn’t quite as enamored. I had seen a couple of them on the road and felt they looked a bit Buick-like in the back and, in my mind, THE AWD CAR was the AUDI with Quattro. Sue did not agree. So one day we decided to stop into the Jaguar dealer in Bryn Mawr and see if we could have a look at one and, perhaps, go for a test drive. Quite surprisingly, the salesman handed us a key and pointed to the Topaz sedan on the lot. He was clearly not too enamored with the X-Type either. He went on and on about some of the color options and how they weren’t appealing. He particularly disliked Zircon and Adriatic Blue. I remember thinking “how could they be any less appealing than Topaz.....” We took that Topaz X-Type for a nice spin around the Main Line and actually found it quite impressive. Reluctantly, Sue also took a nice Audi A6 for a drive. Her mind was made up; a Jaguar was in her future! The love affair had begun. Of course consummating the affair would require obtaining an X-Type. That turned out to be a bit of an adventure in itself.

At the time I had purchased my last car through a broker who happened to be a friend of a friend. His program was fairly straightforward. The buyer would provide the make, model, color and list of options. He would find the exact car you wanted, negotiate the deal and keep a percentage of the difference between list and sale price. It was quite convenient and I was pleased with his service on previous purchases and leases. Seems the best deal he could find was in Rochester, NY; coincidentally where he lived. He offered to deliver it to our door for free, so Sue agreed to a three year lease and anxiously, awaited arrival of her brand new 2003 X-Type3.0 in Ebony with Sand interior. Delivery was arranged for Thanksgiving weekend as the broker was going to be visiting relatives down here for the holiday. About midday on the day it was to be delivered we got a call from the broker. He described the car as “A gleaming jewel sparkling in the sun” when he picked it up at the dealer. The smiles on our end of the line soon started to fade as he described the snow he encountered on the Thruway. What’s a little snow with AWD we thought; she was going to have to drive it in the snow anyway. But there was more.....while

he was sitting in the toll booth lane the car behind him slid into the back of the now snow crusted, not so gleaming, jewel. It was still drivable, however. Sue was absolutely horrified!

By the time the car arrived we had calmed down a bit, the damage was minimal and Sue was the proud owner of her Jaguar. Within a couple of weeks the repairs were completed and we figured our “Buying a new Jaguar out of state” issues were over. Not quite. It seems, at the time, Jaguar dealers were quite reluctant to provide all of the perks associated with owning a new Jaguar to you if you didn’t buy it from them. Providing warranty service or the Jaguar complimentary service every 10k miles seemed a begrudged obligation and the anticipated Jaguar loaner car was out of the question. One dealer did provide an 80s era Chevy with less gas than could be registered on the gauge when he had to keep the car overnight “so he could work it in”. Still Sue loved her Jaguar. The dealers; Not So Much! Driving her X-Type made Sue’s commute to and from school a pleasure and we used it for trips and special occasions. I enjoyed driving when I could. It handled quite well and had plenty of horses when you wanted a smile moment. Aside from a minor transmission controller issue, it was oil changes and a set of tires for maintenance. The three years of the lease seemed to pass quickly. Thirty five thousand miles of smiles and the car was like new. Sue was reluctant to give up her beloved Jaguar. However the new X-Types did indeed have two, rather than one, cup holders. With the extra cup holder sealing the deal, the 2003 Ebony with Sand interior X-Type was traded in for a new 2006 X-Type in Ebony with Champagne interior; essentially the same car, with fewer miles and two cup holders. I think there might still be friends who think she still has the original car. Ironically the 2006 X-Type was purchased from the same salesman who tossed us the keys to the Topaz car back in 2002.

To quote a friend of mine who is a senior technical consultant for Jaguar, “By 2006 the X-Type was a pretty good car”. Now with 90k miles on it, Sue’s X-Type has lived up to that suggestion. Commuting to work ended with retirement in 2009 and the Jaguar began a series of long enjoyable road trips. Generally averaging about 27 MPG the X-Type has now been in over 30 US states plus Canada. It has been to Mount Rushmore and to the Devil’s tower in Wyoming. It has seen the Gulf of Mexico, the Outer Banks of North Carolina and the rocky coast of Maine. It visited Churchill Downs and drove a lap on Circuit Gilles Villeneuve, home of the Canadian Grand Prix. This X-Type has been around.

Much like the 2003 X-Type, the 2006 has been trouble free except for needing a rain sensor for the wipers that was replaced under warranty. In its 90k mile life it has had around 25 oil changes, three sets of tires, one battery replacement and brakes replaced once; a pretty good car indeed.

(continued on page 18)

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Contact Kurt Rappold, 610-358-4055



The X-Type Affair (continued)

So, as we wait for the new XE to finally arrive on our shores next year, we wonder if the XE will indeed be as appealing to Sue as her beloved X-Type. It is a similar size; longer by 0.7" and wider by 2.4" with a 4.9" longer wheelbase. The XE is about 260 lbs lighter than the X-Type thanks to extensive use of aluminum in the construction. The chassis is lighter, stiffer and more aerodynamic which will certainly contribute to better fuel economy and excellent handling. The XE is touted as the most fuel efficient car ever built by Jaguar. As for power, one of the aspects of the X-Type Sue particularly enjoys, the options for the XE are quite appealing. The 2.0 turbo four cylinder engine makes 240HP (more than the 227HP of her 3.0 V-6) and the 3.0 V-6 option makes 340HP thanks to a supercharger. While not standard, as in the X-Type, the XE does offer optional All Wheel Drive; a very important selling point for Sue.

As for looks, Ian Callum design is quite consistent with the current XF and XJ, just as the X-Type lines were somewhat consistent with the then contemporary XJ. The interior, however, while styled consistent with the XF, seems to lack that classic Jaguar leather and wood. That may take a bit of getting used to. There are certainly plenty of technology upgrades that didn't exist in 2006 which may trump the lack of classic appeal inside. Of course these perspectives are entirely based upon photos and videos. Hopefully there will be an XE at the Philadelphia Auto Show to confirm our current views and, perhaps wet our appetites. Until then, the affair continues.....

Delaware Valley Jaguar Club



Application for Membership / Renewal

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Jaguars owned _____
(please indicate year, model & color)

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Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). Additionally, JCNA will make available a Youth Enthusiasts* membership at a cost of \$15.00 for members 25 years of age or younger.

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The club newsletter, The Jaguar's Purr, is distributed by e-mail.

Membership runs from January 1st to December 31st @ \$55.00, Members joining after July 1st pay \$35.00 for remainder of the year.

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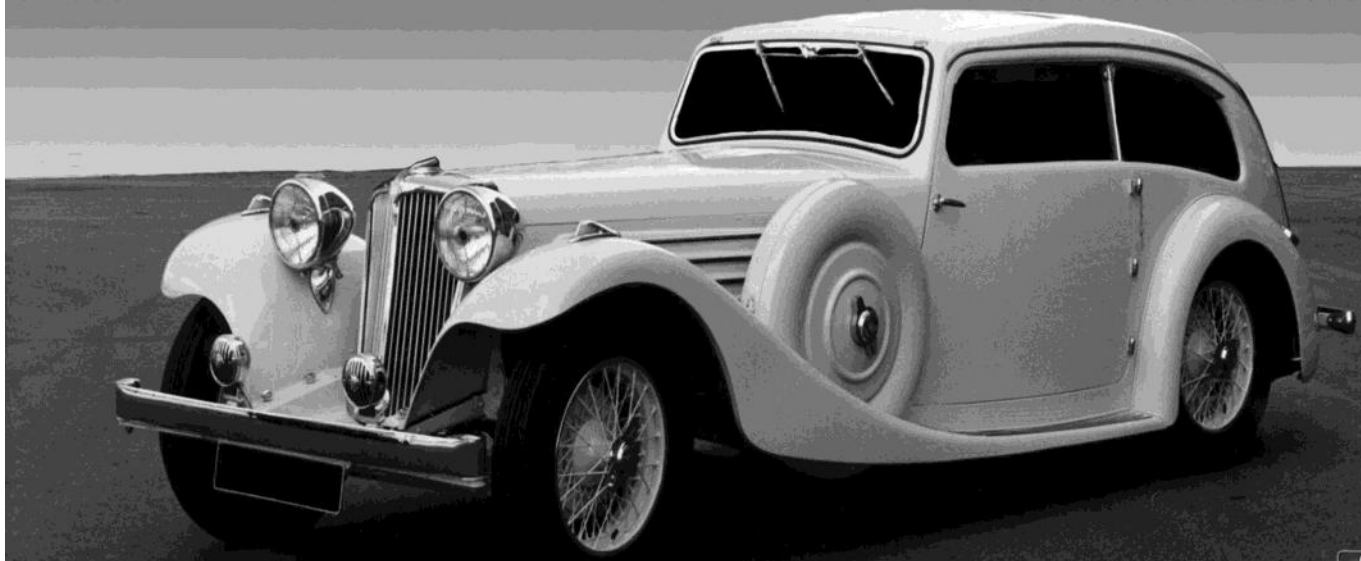
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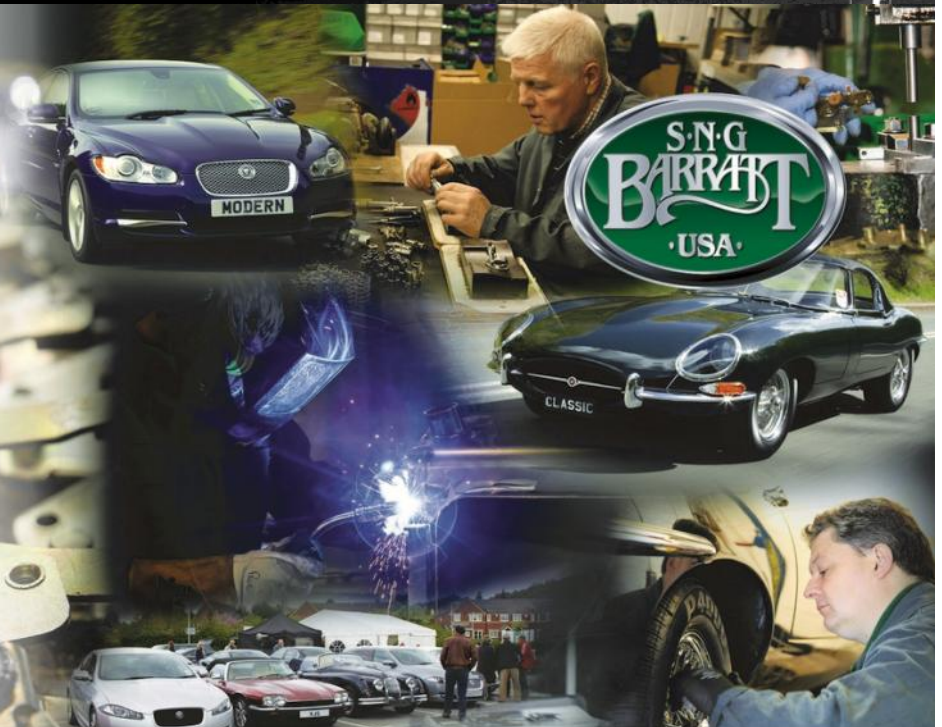


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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
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