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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*March 2015*

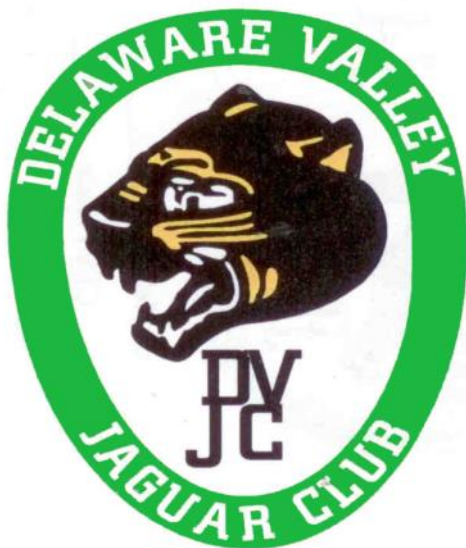
[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

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## February DVJC Breakfast Social



In spite of the incredible cold on February 15, 2015, five brave souls from the Delaware Valley Jaguar Club ventured to Andy's Diner for the February Breakfast Social. Left to Right are Jim Sjoreen, Gary Feldman, Tom Shaner, Pauline Craig, and Brian Craig. Their respective Jaguars had the good sense to stay home in the garage.



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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### ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
 Half Page \$165/year; \$30 / issue  
 Quarter \$ 85 / year; \$20 / issue  
 Business Card \$50 / year

### CLASSIFIED RATES

Members' ads free of charge  
 For up to three inserts for each item

Non-members \$10.00 per insert

### MEMBERSHIP RATES

Single/Family  
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 \$15.00 per year

DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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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

**March 15, 2015**

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

**April 19, 2015**

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

**May 15—17, 2015**

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

**May 30, 2015**

**DVJC Annual Concours d'Elegance**  
**Oakbourne Mansion, Westtown, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*

# Other Interesting Events

**March 21, 2015**

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

**June 6—22, 2015**

**Heroes and Legends of World War II**  
**France and England**  
*Contact: Frank Weikel 714-594-3836 or [fhweikel@verizon.net](mailto:fhweikel@verizon.net)*



## President's Mewsings *March 2015*

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### **Late Breaking News – Hotel Extends Discounted Rate Deadline**

To those of you who are hesitating to attend the JCNA Annual General Meeting (AGM), please read Mike Tate's pep-talk in his "Roving Reporter" column in this issue. Also, be aware that the host hotel, the Sheraton Society Hill in Philadelphia, has extended the deadline for making room reservations at the discounted rate through March 9, 2015. We have been honored on our 50th Anniversary Year to host the AGM which will have delegates, officers, directors, and guests from all over North America here in Philadelphia. Our AGM planning committee has been hard at work for several months working out the details and logistics. **We need support from our club to make this a success, both administratively and financially.** Please consider helping the cause by attending the meeting (registration form on page 8) on either or both days and booking a room at the host hotel. In order to get a price break on the room rate, we had to guarantee a minimum number of room-nights for the event. As of the time I am writing this article, we are short of the minimum. You can still make reservations at the reduced rate by phone or the web:

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.

If you call to book your room, let them know that you want a room at the Sheraton Society Hill in Philadelphia for the Jaguar Club event on March 20/21.

### **Late Braking News – Demo Day at the Simeone Foundation Museum on March 21**

We hope you are all planning to attend the Friday Welcome Party at the Simeone Foundation Museum on March 20 as the kickoff for the AGM week-

end. While our national delegates are meeting for most of the day on Saturday, we hope non-delegates and guests will get a taste of Historic Philadelphia – most of which is within walking distance of the host hotel.

For you gear-heads who cannot be away from the exhaust notes and smell of vintage automobiles, the Simeone Foundation Museum has scheduled a Demo Day for Saturday March 21 at noon. For the uninitiated, a Demo Day consists of Dr. Simeone picking out a few of his favorite sports-racers, narrating a bit about their history, and then running them around the parking lot at the rear of the museum. For the March 21 Demo Day, he has selected a few multi-million dollar examples that should interest the masses. Specifically:

- A Jaguar C-Type and C-Type replica.
- A Cobra Daytona (the 'lost' Cobra).
- A Corvette Grand Sport (#002 of only five built).

### **The C-Type**

The Jaguar C-Type (also called the Jaguar XK120-C) is a racing sports car built between 1951 and 1953. The "C" designation stood for "competition". The car used the running gear of the contemporary XK120 in a lightweight tubular frame and aerodynamic aluminum body. A total of 53 C-Types were built.

The C-Type was successful in racing, most notably at the Le Mans 24 hours race, which it won twice. In 1951 Jaguar entered three. The driver pairings were Stirling Moss and Jack Fairman, Leslie Johnson and 3-times Mille Miglia winner Clemente Biondetti, and the eventual winners, Peter Walker and Peter Whitehead. The winning Walker/Whitehead car was the only factory entry to finish, the other two retiring with lack of oil pressure.

In 1952 Jaguar, worried by a report about the speed of the Mercedes-Benz 300SLRs that would run at Le Mans, modified the C-Type's aerodynamics to increase the top speed. However, the consequent rearrangement of the cooling system made the car

## President's Mewsings *March 2015 (cont'd.)*

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vulnerable to overheating and all three retired from the race.

In 1953 a C-Type won again. This time the body was in thinner, lighter aluminum and the original twin SU carburetors were replaced by three DCO3 40mm Webers, which helped boost power to 220 bhp. The most significant change to the cars was the switch to disc brakes. Duncan Hamilton and Tony Rolt won the race at 105.85 mph – the first time Le Mans had been won at an average of over 100 miles per hour.

### **The Cobra Daytona**

The following is a brief history of the CSX 2287 Cobra. To read the full bio (which reads like a soap-opera), take a look at the following link:

<http://www.caranddriver.com/features/death-deception-and-the-4-million-cobra-feature>

CSX 2287 isn't like other Cobras. It is the first Cobra Daytona Coupe - the first of only 6 built and those 6 cars won Shelby the 1965 FIA World Championship. The following year, CSX 2287 went to Bonneville and set a stack of world land speed records. Soon after, it was sold to a collector named Jim Russell who owned Russkits, a manufacturer of slot cars. Russell bought the car from Shelby for \$4,500. That's how much interest there was then in beat-up "old" race cars. About a year later, Russell sold the car to Phil Spector, the rock music producer, for \$7500.

Thanks to FIA rules, the Cobra Daytona was eligible to be driven on the street and Spector did so, at least until he got tired of being baked inside the car and spending a fortune on speeding tickets. Apparently he took it to a shop to correct the overheating issue and they quoted him an enormous dollar figure - or they would give him \$800 for scrap. This is where things start to get weird.

Spector's body guard, George Brand, offered \$1,000 to take it off his hands. He then gave the car to his daughter, Donna, who let her childhood friend, Kurt Goss, drive it on occasion in the seventies before locking it away in storage. A vintage car collector tracked down the car and offered her \$150,000 which she re-

fused. Word of the 'lost Cobra' spread and offers of \$500,000 to \$2,000,000 were turned down. She even rebuffed Carroll Shelby when he wanted to see the car. Then, in October 2000, she told the friend he could have the car if something were to happen to her and allegedly signed the registration over to him. A week later, she wandered under a bridge on a remote horse trail, doused herself in gasoline and lit a match.

It turned out she didn't actually put the friend's name on the signed registration. Donna's mother claimed ownership. Now that the car had escalated in value, everyone started to claim the car. Even Phil Spector chimed in and said he actually never sold the car. After all the legal issues were cleared, the CSX 2287 was sold by Donna's mother to a race-car dealer for \$3 million, who then resold it to Dr. Simeone for \$4 million. Thankfully, like most of Dr. Simeone's toys, the car has not been restored and wears the patina of a 50 year old race car.

### **Corvette Grand Sport**

In 1962 Corvette chief engineer Zora Arkus-Duntov initiated a program to produce a lightweight version of the car based on a prototype that mirrored the new 1963 Corvette. Concerned about Ford and what they were doing with the Shelby Cobra, Duntov's program included plans to build 125 Grand Sport Corvettes to make them eligible for international Grand Touring races. After the General Motors executives learned of the secret project, the program was stopped, and only five cars were built. All five cars have survived and are in private collections. They are among the most coveted and valuable Corvettes ever built, not because of what they accomplished, but because of what might have been.

The cars were driven by famed contemporary race drivers such as Roger Penske, A.J. Foyt, Jim Hall, and Dick Guldstrand among others. Dick Thompson was the first driver to win a race in the Grand Sport. He won a 1963 Sports Car Club of America race at Watkins Glen on August 24, 1963 driving Grand Sport #004. Grand Sport #002 is exhibited in the Simeone Foundation Automotive Museum and is in running condition – and you can see it running on March 21.

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 <sup>(1)</sup> )	\$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 <sup>(2)</sup> :	5% / 10%	
	TOTAL EVENT FEES <sup>(3)</sup> :		
Saturday Banquet Dinner Choices (indicate number of each):			
	Filet Mignon	Chicken Breast	Pan Seared Salmon
			Special <sup>(4)</sup>

(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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## Roving Reporter - March 2015

By Michael Tate

### THE MERRY MONTH OF MARCH.

#### JAGUAR NA COMING TO PHILADELPHIA

Yes it's March already and the Jaguar Clubs of North America are coming to Philadelphia to conduct their Annual General Meeting. Are we ready?? You bet we are! The Sheraton Hotel is ready! The DVJC AGM team is ready! The Simeone Museum is ready! Are YOU, the club members, ready to join us on Friday evening with everyone out of town at the Simeone Museum for a tour conducted by Doctor Fred Simeone himself followed by the Welcome Dinner with one of the featured dishes being Philly Cheese-steaks? If you have not registered you're NOT READY. No one will be admitted without prior registration and payment. All those historic cars are ready to welcome you.

Prior to this event there are two Tech Sessions at 3.00 and 4.00pm held at the hotel. Buses will transport all registered participants to and from the museum.

Saturday is a full day. During the morning the Annual General Meeting takes place. You are allowed to attend but not participate. In the afternoon there will be a further two Tech Sessions at 3.00 and 4.00pm. I am loading up all my Swallow and Jaguar Mascots to present them to you at the 3.00 pm session.

After the Tech Sessions the Silent Auction will be open. We have another good load of "stuff" - one of the stars being a badge with the outer ring colored in British Racing Green and in gold the words "Jaguar Cars Ltd. Coventry". In the middle a Jaguar head in gold on a black background. Across the bottom the Jaguar wings in gold which are centered with a white octagon with the letters "SS". Superb! This was donated by our member in Santa Fe, John Murphy. I must confess that for the Holiday party Auction I put \$50 in the kitty and kept this badge on one side. On reflection I believe the badge deserves to be auctioned so it will and I forfeit the \$50!! I will be bidding!

The awards banquet in the evening will be a really interesting event with Kim McCullough, Vice President Marketing, Jaguar Land Rover North America,

being the Keynote Speaker. I am sure we will hear all about the success that Tata has been and good news on future products.

We (Gary, Russell & Suzanne, kids in alphabetical order, on a very rare get together) visited the Philadelphia Car Show on the last Saturday. It was extremely crowded and I understood afterwards that one of the Unions was causing problems with some members ejected. My only reason for attending was that I wanted to see the new XE. It was not there! It was at the Detroit show a week or so earlier. The Jaguar people in attendance said the reason for its absence was that there was "only one in the country" I reposted "that would do, I only wanted to see one" and added "so we were not good enough!" I was very "P'od" BUT we have one coming to the Simeone on the Friday night, so another reason to attend. Talking about the XE, I read a report in the Automobile magazine on this new Jaguar. Unfortunately this journalist started off by referring to the X-Type and how bad it was and in fact his words were "The PITIFUL X-Types." The caps are mine. Now I have seen the X-Type described in many ways but the use of the word "PITIFUL" is a gross misrepresentation of the facts. I bought my wife an X-Type Wagon for our 50<sup>th</sup> wedding anniversary seven years ago and she loves it. In last month's *Purr*, Paul Trout in his excellent article, extolled the virtues of theirs and how much his wife favors it. Clara Saxton just purchased one. Alex and Ana LaRoche have an X-Type Wagon each and have nothing but good to say about them. All journalists refer to the X-Type in derogatory terms and I question if they do it to be fashionable and if they have ever driven one. The journalist in this case saved himself by calling the XE "a very, very good car". BUT PITIFUL...I ask you!!

Anyway my visit to the show was saved by seeing Dave Hutchison from Ragtops and Roadsters with his exhibit of a 1946 Jaguar MK 1V 3.5 Liter Saloon. Dave said of the photo he supplied "a young Marlon is all dressed up and looks handsome with this vintage Jaguar in the Philadelphia Auto show at AACA Exhibit. After sitting for many years, this 1946 car just had a full mechanical freshening completed by Ragtops and Roadsters in Perkasio for DVJC members Bill and Mary Anne Polis. Look for this family owned fine motorcar to appear at the AGM and several British Car Shows in



1946 Jaguar Mk IV.

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## Roving Reporter - March 2015 (continued)

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2015.” I recall my cousin had one of these in Silver as his family transport in the late 40’s. Got a photo of it somewhere with my parents standing by. My father was a Jag man and had a MK VIIM. He used to repair the metal below the doors with Linoleum. When painted it looked very good.

I look forward to seeing you at the AGM. I just received a parcel from George Camp who manages the JCNA Archives on the Shoppe site. The contents are very interesting brochures, books, leaflets many of which I have not seen before.

### **THE CLUB PRESIDENT AND VICE PRESIDENT (see p. 11 for photos)**

In last months Purr I promised I would tell you about the background of our newly elected President and Vice President.

Our President is Paul Merluzzi. He is married to Irena. They have a daughter, Ericka, and two grandsons, Nate 14 and Sam 10. Paul owned his own engineering business for 26 years, specializing in automation of manufacturing operations and energy systems. Now semi retired, but still working for the company that acquired his business. Irena retired from the Human Resources Dept. at Vanguard in 2010. They recently celebrated their 46th wedding anniversary.

Paul has three siblings, Tom, a tenured Professor of Psychology at Notre Dame University, Jay a retired Director of Immunology Research at Boehringer Ingelheim Pharmaceuticals, and Julie a retired Sociologist and teacher.

He owns three Jags. A 1958 XK150, a 1969 E-Type and a 1995 XJS. Also he has a 1979 Ferrari 308 GTS and a 1957 Porsche 356. I have also seen him driving a Mini Cooper but he does not list it. Perhaps he is concerned it may get stolen!! Besides the DVJC Paul is a member of the Penn-Jersey section of the Ferrari Club of America, Porsche 356 Registry, International Mercedes 190SL Group (past VP) (He had a 190SL but sold it a couple of years ago), Vintage Sports car Club of America (VSCCA), and the Vintage Racer Group (VRG).

Paul’s other key interest is classical music and he is currently serving as President of the Kennett Symphony Orchestra and is also Treasurer of Music at Gretna who present Chamber music and jazz concerts in Mt. Gretna PA.

Paul, we welcome you as our President, and look forward to working and having fun with you

Our new Vice President is Alexander B Giacobetti, Esquire. The “Esquire” is his own addition and in England was used it to denote a Gentleman. Alex is married to Theresa and they have a 19 year old son. He has practiced law in center city since 1971 and his practice is primarily trial based. Theresa is also an attorney who after teaching 5<sup>th</sup> grade for 12 years developed “brain cramp” and decided to go law school. She is a Philadelphia Asst. City Solicitor in the City’s Law Department where she is assigned to the Child Welfare Unit. They live on South Broad Street and Alex says he is fortunate to have a large garage. He also says he is a “HOARDER” and also not a collector of Jaguars but an “ACCUMULATOR” saying that after driving them for 10 years or so, they have become near-valueless used cars which he opted to hold onto rather than sell for little they were then worth. So what are these worthless vehicles in the large garage?

In 1965, while a freshman at St. Joseph’s College on City Line he purchased a mechanically down – on – its – heels black OTS 1960 XK-150. He used this for 10 years as daily transport when he bought a 1974 Series 3 OTS E-Type. He still has both cars. The XK150 has not been on the road since 1975 and requires total restoration. The E-Type has been a long term resident at Ragtops and Roadsters “Nursing Home where, when, he is told it is close to being discharged some other (very expensive) condition is diagnosed.” To support his hoarding habit he also has a 1986 XJS-C purchased in 1987 and a 1995 XJR Sedan which he purchased in 1997. In addition he has a 1961 Lincoln Convertible, a midget racer, a 1922 Secqueville-Hoyau which will be shown at Amelia Island in March. To even prove his hoarding habit further he tells me that he recently found a letter from our founder, Frank Weikel, dated November 23, 1965. He also has DVJC membership cards from 1966-67; 1967-68; and 1968-69

Alex what a most interesting history and whether you’re a hoarder or an accumulator does not mater because we are delighted to have you as our new Vice President.

I am sure we will give both Paul and Alex our full support.

See you at the AGM

PITIFUL!!! I will remember and store it in my soul!!!



DVJC President Paul Merluzzi and Irena Merluzzi.



DVJC Vice President Alex Giacobetti and Theresa Giacobetti.

## Welcome New Members

**Karen Cohen**  
Lafayette Hills, PA

**Shaun Palcher**  
Philadelphia, PA

**Tom & Lori Cessario**  
Elkton, MD

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# DVJC visits the 2015 "Rolex at Daytona 24"

by Bob "Where's Bob" De Lucia

As we left the cold 2015 winter for the warmth of Florida, I made the trip down to the 53rd annual "Rolex at Daytona 24" the last weekend of January. My older son Max, and fellow British car enthusiast Sumra Manning (1965 Sunbeam Tiger) and I, flew out of Philadelphia on an early morning flight to Orlando. Picked up a very cheap and small rental car, and we were off to



the 72 miles to Daytona Beach International Speedway.

Taking advantage of our retiree status, we went a day earlier this year to take on the activities on Thursday and Friday. We met fellow racing companion Ralph, from Doylestown, (a Ferrari enthusiast), who drove down with his niece visiting from Italy, (appropriately enough) in his Dodge Daytona truck to Daytona Beach. We all met there Friday.

Since Ralph drove the truck down, he picked



us up and we were lucky enough to have a parking pass for the sold-out infield, not too far from the "Classic Motorsport" tent city, with a former Delaware Valley Triumph member working there. The Classic Motorsport tent is in itself a classic car show, I saw a Triumph TR6, and a TR3 (with PA Antique tags) in its parking lot.

It was actually a joy being in a salt-free area, as we saw many classic "daily drivers" on the roads either in Daytona Beach itself, or on the way to the track. A Spitfire, several TR6's, a TR3, many Porsche's, and even an old iconic VW Minibus. And several new F-Types, one gorgeous roadster in BRG.

Ralph's truck gave us a "base" to relax, sleep, have some food and beverages all the while, while cars were racing by about a 100' from us, on the interior of the 3.56-mile road course. Being veterans of this race several times, we had layers of clothes in our backpacks as during the start at 2:10pm we were in short-sleeve t-shirts and by 2:10am, half-way through the race, even for Florida it was cool and damp in the wee early morning hours. By the end of the "24" at 2:10pm the following day, we were back in the short-sleeve t-shirts, the hot sun, actually getting a suntan! Quite a 24 hours!

Unlike the NASCAR Daytona race in late February, which draws in excess of 250,000 people, the 24 Hours had about maybe 40,000, though it looked like less spread out over this huge course, and huge new stands that just opened a few weeks ago.

The stands looked virtually empty at many places, but the infield was a sea of RVs, tents, car clubs such as the



Porsche Club of America with several hundred cars in their car corral, as well as the various Ferrari clubs. The infield was also filled with some classic cars as well as just plain old cars and trucks. In the late evening, early morning many of the RVs had campfires blazing for warmth.

Before the race on Saturday, there was about 25 minutes of laps by the Heritage cars, including many BMW's, Porsche's



(including local legend Al Holbert's famous Porsche 962), a Ford Capri, and a Shelby Ford Mustang. Even three classic Miata's.

Especially exciting to leaper fans, was the ap-

## DVJC visits the 2015 "Rolex at Daytona 24" *(continued)*



pearance twenty-five years later of a historic Daytona winner. The Works Jaguar XJR-9 won the 24 Hours of Daytona in 1990. This victory was without question one of Jaguars high-points in endurance racing history. The same car also achieved a podium finish at Sebring, in 1990. With its massive V12 engine, the car was capable of 240 mph.

Attending the "24" is all about audience endurance, and the fantastic garage access. It is highly worth the extra \$30.00 for the IMSA Garage access pass, as this gives you access for the entire time, Thursday, Friday and on Saturday the pre-24 preparation, as well as during the actual 24, and post-24. It was great getting



to the garage area about four hours before the race watching all the preparation, tuning, driver motivation, etc., etc., that go into this first race of the season. Due to a merger last year of Grand-Am Rolex Sports Car Series and the American LeMans series, it was the 2nd running for the "Tudor United Sports Car Championship" four different sets of cars are on the track the same time for the entire 24 hours, Prototype (Pro), Prototype Challenge (Pro-Am), GT LeMans (Pro), and GT Daytona (Pro-Am). There was a crowded 67 cars on the initial starting grid. Since it is an obviously long race, we took the opportunity to view the race from

every conceivable angle, taking the trams to the outside track viewing areas, as well as walking all over the infield to view the race from various stands or just by the fence. Of course, in addition to the 24, several other races take place the day before the 24, such as the "Continental Tire Challenge", with Grand Sport and Street Tuner, as well as the morning of, with the "Ferrari Challenge".

The only British entry's were from Aston-Martin Racing, with a Vantage V8. Aston-Martin 98, in its iconic orange and light blue Gulf colors, did



finish the entire 24 hour race, 700+ lap race. The TRG-AMR team had two Vantage V12's, 007 and 009 both had some mechanical issues, and withdraw early. Despite only two British cars, there were plenty of British drivers, probably about twenty.

Max and Ralph were the "official" photographers of our small group as Max took over 900 photos with his camera. Ralph had an iPad with him to keep track of the various group standing, and stream the race live at various points.



All in all, a great spectacle and well worth going to if you have never attended, or even if you have.

## SILENT AUCTION ITEMS THAT WILL BE SOLD AT THE AGM SATURDAY, March 21, 2015

- 1 Early 1950's photo Stirling Moss in "C" TYPE. L to R. Dunlop Mac, Aileen Moss, Sally Weston and Alfred Moss
- 2 Comprehensive brochure of the XK8. Full specifications of the XK8 and XK8R Convertible and Coupe.
- 3 May 1998 Thoroughbred & Classic Cars magazine. The Power of Jaguar Celebrates 50 years of the XK engine
- 4 Four top magazines dating from 1991 to 2005 extolling the virtues of the Jaguar MK2
- 5 Sun Star 1/18 XK140 OTS with full engine detail and manual transmission
- 6 A Spark model Lotus 18 n'8 Monaco GP 1961. Signed by Sir Stirling Moss
- 7 The Philadelphia one-day trip book
- 8 Jaguar S-Type CD. All about the S-Type
- 9 As it was then! Five 50 years old Jaguar Journals. 1963/1964. Great stories and wonderful photos.
- 10 July 16 2008 AutoWeek. 50 years in words and pictures all for you
- 11 Vintage "Castrol Oil" Cooler. Retail value \$50
- 12 BRITISH LEYLAND! Series 3 E-Type Parts Catalogue
- 13 Special Interest Car Parts. Jaguar XJS 1976-91. Jaguar XJ6 1988-90 (XJ 40)
- 14 Book: ""History of the Motor Car" A book full of information. Great for young people
- 15 Framed charcoal sketch original of the great Gilles Villeneuve by Todd Struthers
- 16 A reprint from "The Autocar" 24<sup>th</sup> June 1960 "New Competition Car" All about E1A and E2A and the development of the E-Type. RARE
- 17 Beautiful box with Red S-Type fixed on lid
- 18 Cannon ball Run event book with narrative by Brock Yates (1971 winner) Includes badges & pin from 1991 National Meet. Includes framed poster by Elizabeth Ebert
- 19 Three books. Great Marques "Mercedes Benz", Great Marques "Rolls Royce" And "Rolls Royce. 75 Years of Motoring Excellence"
- 20 XJ6/ XJ 12 parts catalogue
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- 27 New "Jaguar Racing" cap. Name S. Oliver on peak and Capsule Containing Ear Plugs.
- 28 Four DVD Collector's set of America's Automotive Museums This is a scintillating grand tour of the West Coast's most celebrated Private car collections
- 29 A celebration of the motor car from 1945 to 1975. "Classic Cars by Martin Buckley
- 30 Donated by Paul Skilleter. "XJ13. The story of the Jaguar Le Mans car And the V12 engine that powered it. Author Peter D Wilson
- 31 Donated by and written by Paul Skilleter. "Lister-Jaguar" Brian Lister And the cars from Cambridge
- 32 The Heritage Of The Legend. Heritage Trust. A folder containing 30 color Photographs of the most famous of Jaguar's/Daimler's cars
- 33 Framed poster "Fairmount Park Vintage Grand Prix Festival '93" Featuring A Porsche Carrera.



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- 42 Beautiful box with Silver S-Type fixed on lid
- 43 Motor Sport Classic track tests with DVD RACING FILM
- 44 Motor Sport 100 Greatest Grands Prix. Moss; Fangio; Nuvolari; Clark
- 45 December 1991 "Jaguar Quarterly" Now "Monthly" C-Type Commemorative Issue. Includes a C - Type Brochure Facsimile.
- 46 "A day At The Concours. 658 Merc7des from Monterey Historic Races
- 47 Mercedes Benz contest with XJ-S
- 48 You and Your XJS by Nigel Thorley. An impressive book for XJS owners
- 49 A Great Book. Jaguar Collectibles. Donated and signed by the author Ian Cooling
- 50 All About Jaguar Mascots. Donated and signed by the author Jan Cooling
- 51. Historic Documents. January 19 1938 "The Motor Trader" "Servicing the S.S. Jaguar 21/2-Litre and 100 (1936 -37) AND Supplement to "The Motor Trader" June 30 1948 Jaguar 21/2-Litre and 31/2-litre.
- 52 Press Pack 1961 - 2001 E-Type Jaguar Forty year Anniversar. Includes Press Release and pack of exceptional photos of the 120, C, D, E and XK8
- 53 Cars Of The Forties.. Includes the Nash Airflyte; Packard Eight and Tucker
- 54 Two Mouse Pads
- 55 Two brochures 1984 & 1985 featuring the XJ6 plus Jaguar World Celebration
- 56 A Jaguar Biography by Lord Montague Of Beaulieu
- 57 Two books. Motor Racing and Manufacturer AND Post - War British Thoroughbreds, Their Purchase and restoration
- 58 If Your Interested in WOODIES this is the book for you!
- 59 Parts Catalogue 2.9 & 3.6 Litre Saloons
- 60 XJ 12 L Series 2. Operating and Service Handbook
- 61 A great book on the concept that shook the industiy.C-X16 A Jaguar design concept
- 62 Media Information. X-Type; S-Type; XJ; XK
- 63 2006. The New Jaguar XK "The Full Story"
- 64 Jaguar XJ6 Owners Workshop Manual
- 65 2004 The All New XJ Jaguar
- 66 2001 X-Type New York Auto Show
- 67 RARE ITEM. Press Release of Jaguars 2000 entry into Formula One Racing
- 68 1994 Introduction of the XJ12
- 69 2003 Media Information X-Type; S-Type; XK; The All new XJ
- 70 Something Different. Jaguar 2004 a book full of different Photography. Interesting
- 71 Comprehensive Brochure on the S-Type
- 72 Gold metal emblem for keys AND A leather gear leaver change knob
- 73 Encyclopedia of American Automobiles. Published in 1971 it contains superb historical detail.

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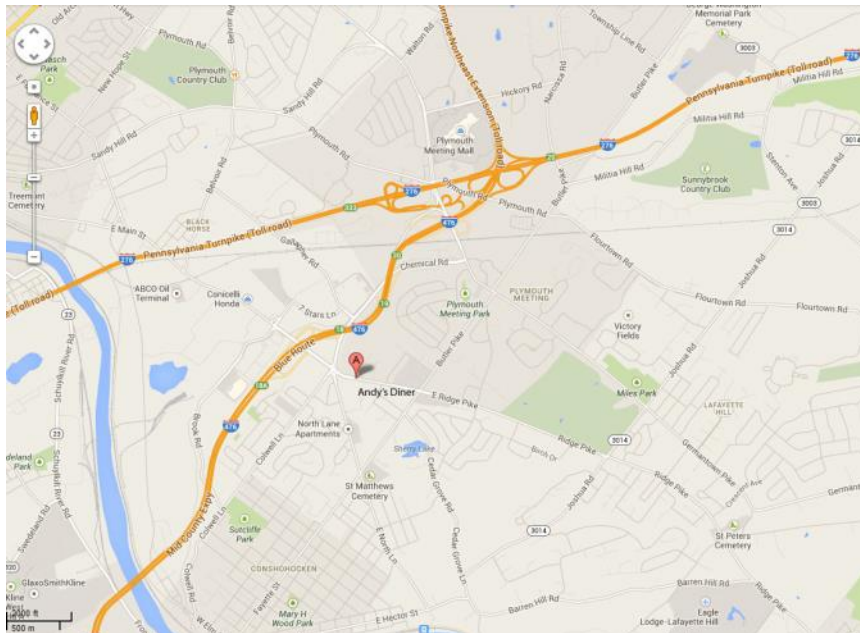
## **Driving directions from the Pennsylvania Turnpike:**

**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.

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# Delaware Valley Jaguar Club



## Application for Membership / Renewal

Name \_\_\_\_\_

Spouse / Co-member name \_\_\_\_\_

Address \_\_\_\_\_

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Home Phone \_\_\_\_\_

E-mail address \_\_\_\_\_

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Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *Jaguar's Purr*, the local club monthly newsletter with free Classified Ads for members.

### **\*Youth Enthusiast**

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Signed: \_\_\_\_\_ Date \_\_\_\_\_

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

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

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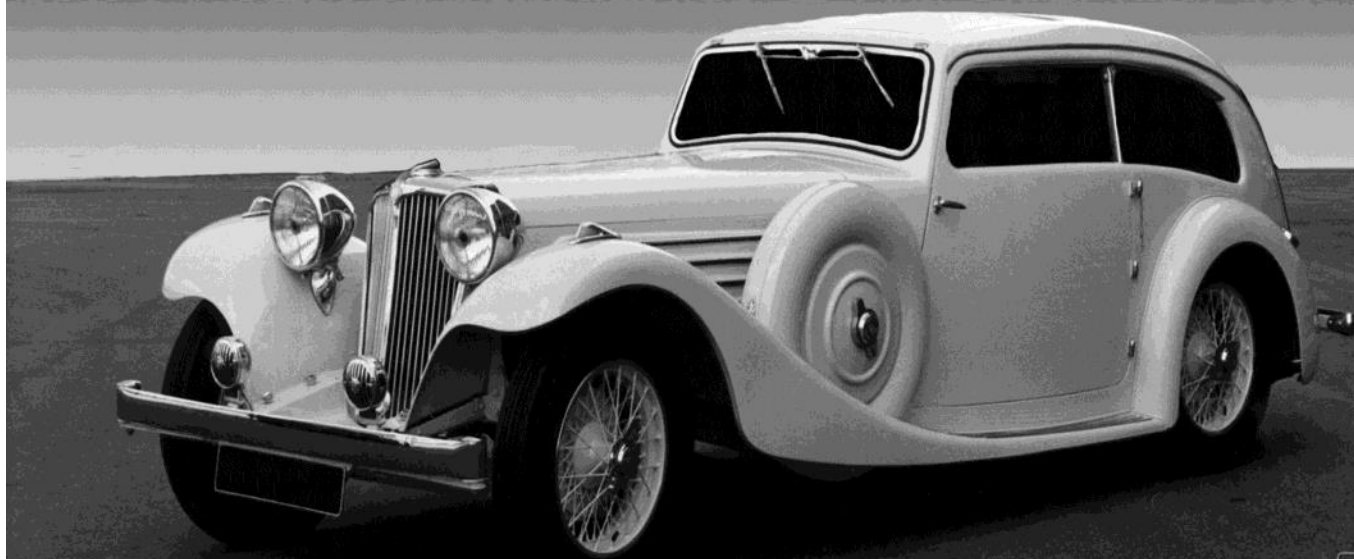


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