
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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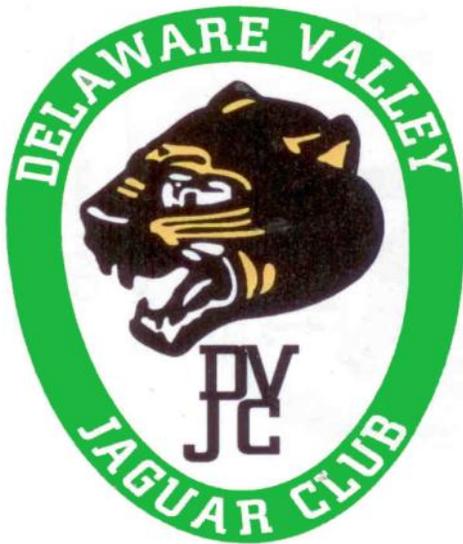


July 2015

DVJC Breakfast Socials



The Delaware Valley Jaguar Club meets on the 3rd Sunday of each month at Andy's Diner in Conshohocken. This is an informal gathering for members and persons of common interests to enjoy the company of fellow enthusiasts. Pictured above at the May 2015 breakfast and Gary Feldman, Ann Perry Steve Schultheis, Bob Hindle, Betsy Hindle, Charles Olson, Mike Shavney, Chuck Kitson, Max Sandler, and Peter Daniel. Please feel free to join us for the next breakfast. See p. 12 for details.



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 15. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Full Page \$300/ year; \$45 / issue
 Half Page \$165/year; \$30 / issue
 Quarter \$ 85 / year; \$20 / issue
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DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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New Jersey	Charles Olson	215-757-2028	cwolson29@comcast.net
Pennsylvania			

Upcoming DVJC Events

- July 19, 2015** **DVJC Breakfast Social (see p. 12)**
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net
- July 25, 2015** **DVJC Annual Slalom (see page 11)**
Garnet Valley High School, Glen Mills, PA
Contact: Brian Craig bhc166@aol.com or 215-483-5861
- August 16, 2015** **DVJC Breakfast Social (see p. 12)**
Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA
Contact: Charles Olson, cwolson29@comcast.net
- October 23–25 ,2015** **Pumpkin Run Rally**
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Kurt Rappold kprappoldxksp@verizon.net

Other Interesting Events

- September 12 ,2015** **Knights of Columbus Council 15658 2nd Annual Car Show (see p. 10)**
611 Knowles Avenue, Southampton, PA
Contact: Jay Gross 215-499-4701 www.olgkofc.org
- August 22 ,2015** **SVRA "Shine It and Show It" Car Show**
Pocono Raceway, Long Pond Road, Long Pond, PA
Contact: 847-421-2891 www.svracom/car-shows



President's Mewsings July 2015

Kim's and Mitch's Amazing Mille Miglia Adventure (Continued) ...

Editor's note: Kim McCullough, Vice President, Marketing, Jaguar Land Rover North America, together with her husband Mitch, competed in this year's four-day, 1,000-mile Mille Miglia classic car rally in Italy, driving their 1954 Jaguar XK120. The first installment of this article was published in the June 2015 Purr.

The Mille Miglia classic car rally kicked off on Thursday May 14 in Brescia, Italy and Kim McCullough, Vice President, Marketing, Jaguar Land Rover North America, along with her husband Mitch, were on the start line in their 1954 Jaguar XK120 roadster.

Kim stated that the overpowering excitement of the whole event was mixed with just a hint of apprehension. Ahead of them were two long days – 12 hours on Friday and 15 hours on Saturday in a car that is 61-years-old. Since the restoration of the car was finished just a few weeks before the race, Kim compared learning the nuances of the 120 to going on a first date, i.e., getting to know each other, taking things slow.

The atmosphere in Brescia as the start drew near was electric, especially when they took the 120 for scrutineering at the Fiera di Brescia expo-center and they were among over 400 of some of the world's most legendary sports and race cars ever built. Jaguar brought along no fewer than nine of its most-celebrated Heritage models from the 1950s, including the 1953 C-type that raced in the original Mille Miglia. The night before they attended the famous Jaguar pre-Mille Miglia dinner and had an opportunity to talk to many of the other drivers including Jaguar Land Rover CEO, Ralf Speth (driving a 1953 XK120) and five-time Le Mans winner Derek Bell (driving a 1953 Jaguar C-type). They shared a table with Jaguar Director of Design and D-Type driver, Ian Callum, who gave them great advice: savor the moment and enjoy the experience.



Kim and Mitch in Bresnia at the start

Finally it was time for the traditional 'Sealing Ceremony' in Piazza Vittoria right in the center of Brescia, where all the cars have a seal attached to their steering column. This tradition goes back to the original race in 1927 when engines were sealed to prevent modifications. It's also the first time the public gets to see all the cars and, being Italian and car-lovers, they get very excited. The first car leaves at 2:30pm. Since their car was number 318 they had a late-afternoon start. The first day's route goes from Brescia, through ancient Verona, Ferrara and Ravenna, which meant a probable arrival at the first night's stop in Rimini at around 1am.

In addition to the race number, they attached some very special badges to the front, including the Jaguar Clubs of North America badge in the center, the badge of the VSCCA (the Vintage Sports Car Club of America that Mitch is very involved with) to the left, and the steering-wheel badge on the right which is the original Jaguar badge that came with the car back in 1954. Kim and Mitch wanted to do the event in their own car because whenever they walk into their garage and see the car with the race number and badges, they will be able to re-live the event.

After months of anticipation, they finally crossed the start line on the first leg of the rally, from Brescia to Rimini. Kim stated, "It was such an exciting first day; the anticipation, the internal butterflies, the worries about whether everything was going to keep working. To drive up on to the podium and hear our names on the loudspeakers and the cheers from the crowd, it was just so emotional. From Brescia we went around Lake Garda to the ancient city of Verona. Then we drove south along the eastern side of Italy, passing through Ferrara and Ravenna, before arriving in Rimini at 1:00 AM. A 10-hour drive, but even after that amount of time behind the wheel, somehow we didn't feel tired. There was so much adrenaline and espresso".

They did experience one little heart-stopping moment after being caught up in a lot of slow-moving traffic in very hot weather as they were leaving Brescia. When they arrived at the first

President's Mewsings *July 2015 (continued)*

time trial, they paused to set-up the stop watches. When they accelerated away, the engine suddenly died and would not restart. The problem was diagnosed as vapor lock in the fuel line. They had to wait 25 minutes for everything to cool off after which they started up and ran perfectly for the rest of the day. The only other issues were the fuel gauge failing and Kim losing her voice, which made giving directions to Mitch interesting.

Kim was amazed to watch the reaction from local drivers who “just ease over to let you pass and then give you a friendly wave and a smile. All along the route so far, there are thousands of spectators lining the sides of the road. Three words we hear constantly are ‘Americans’ and ‘Ahhh, Jaguar’”.

The second day was a long day, about 15 hours of driving that took them all the way into the center of Rome. The weather forecast predicted a little rain, but they decided to skip wrestling with the XK120's canvas top and just get wet. According to Kim, “we’ll just have to drive faster so that the rain goes over the top”.

After 39 hours and 1,100 miles of driving, Kim and Mitch crossed the finish line. According to Kim, they felt elated with a sense of accomplishment and a great feeling of achievement. In the four days of the event, they clocked up over 39 hours of driving - six hours on day one, 12 for day two, 15 for day three and six for the last day. During that time, they got approximately 11 hours of sleep. Adrenaline is an amazing thing. They would get into the hotel room at one or two in the morning knowing they had to be up by 6:00 AM - yet they just couldn't wait.

They will take many memories home with them, including lapping the famous Monza Autodromo racetrack with its 30-degree wall-of-death banking; turning a corner and seeing the Leaning Tower of Pisa and stopping right alongside it; blasting out of Rome early on Saturday morning, doing over 100mph, and going into a tunnel and hearing the ear-splitting, symphony of 50 or 60 vintage cars at full throttle.

The car ran pretty much flawlessly for the entire event after the initial vapor lock problem. According to Kim, “We were so pleased that we went with an open top car. If we had a coupe or sedan with a fixed roof, we would have missed so much, not just in terms of seeing the spectacular scenery, but also interacting with the crowds. Of course we had really wonderful, sunny weather. Had it poured down with rain all the time, it may have been a different story. The XK also proved to be a really comfortable car. Before the event, we wondered how we would ever be able to drive a 61-year-old car for 12 to 15 hours, but it was never an issue.”



Kim and Mitch crossing the finish line.

While it was a little rocky at first to handle the complex route and timing, they built up their confidence and technique each day and improved their position in the rally. In the end, they finished 272nd out of 462 entrants, an improvement of 46 positions. That said, all that really mattered to them was finishing, which in itself is a great achievement.

When asked if it was worth the time and substantial financial investment, Kim emphatically said, “Without a doubt. This was a once-in-lifetime treat. We can totally understand why people go back and take part year after year. There is no other motorsport event in the world like it. What summed it up for us was the time when we were sitting in the car, waiting in another amazing ancient town square. A British gentlemen strolled over to us, having seen the American flags on the sides of the car and simply said: ‘You are two very lucky people’. We just smiled and nodded in total agreement. Lucky indeed”.

Editor's note: The above material was extracted from a blog by Jaguar North America Communications.

Don't Forget - DVJC Slalom, July 25, 2015 ...

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. See page XXX for details.

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



Roving Reporter - July 2015

By Michael Tate

DISPOSEABLE ASSETS

I have just bid farewell to my 420 and my XJS. We are down to one car and, yes, it is a Jaguar. It is a black 2006 3.0 liter X- Type Wagon. Despite the adverse press it is a very fine automobile in many ways. Responsive, comfortable, good handling and, I believe, excellent appearance. The media would not agree with me on this last point but writers most likely have never seen one let alone driven one. I purchased it for my wife on our 50th wedding anniversary in July 2007 and she loves it. We also have sold our home and will move into Bellingham Senior Living this month. Closing date for the sale is July 27th which is our 58th wedding anniversary. During those 58 years we have owned or been supplied by the Company 24 Jaguars. Good days!

One of these 24 was brought into clear memory recently when I read in *Sports Car Market* magazine that an exact duplicate was sold by Bonhams. I have told you some of the following story before but I am told that a good story is worth repeating. This is a good story and this time has an amaz-



ing ending. Here I go.... In 1972 I was off work one day with the flu. A rare event. I was reading the "Daily Gleaner" car adverts. *The Daily Gleaner* is the chief media organ in Jamaica where we were living. One of the adverts caught my eye. "For sale an OTS XK 150S 3.4. \$1,000.00." As many of you will know the "S" version is the quick one with three carburetors and the same engine that went into the E-Type.

Ignoring the flu I called the seller, Herman Koster, and he agreed to see me pronto. I had a company issued Triumph PI and shot round to visit Herman. There it was painted yellow and some one had cut out the piece in the back that revealed the two kiddie

seats effectively turning it from an OTS into a Coupe. Otherwise it was all there including that hot engine. I climbed aboard, left hand drive, and gunned the engine. She roared into life first push of the button and I was jolted back in my seat by the power surge as she took off. On the early XK150S's overdrive was engaged by a small lever located in the transmission tunnel and I made sure it operated correctly. Perfect in every way. Open air motoring in that blue sky, warm Jamaican visual paradise was going to be it from now on. This was a real Sports Car. *Autocar* said at the time that "the XK 150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable....we do not know of any more outstanding example of value for money." I wanted it and the S version certainly was not docile. \$1,000 passed to Herman and it was mine. \$1,000 was value for money. I did not think the yellow paint job showed the elegance of the XK so I treated it to a new coat of white paint for \$78! She looked a

proper lady. We had many happy hours exploring the beauty of Jamaica before the company offered me a job in World Headquarters in Detroit. I think they thought I was enjoying myself too much in the

Islands. Detroit was quite a contrast to Jamaica and I wondered what I had done when I stood there in the March winter in my lightweight suite and glowing sun tan. What we do for glory. Too late now. Get on with it.

Some months later Herman Koster came with the car to Detroit picking up two speeding tickets driving from Miami. For 11 years the 150 sat in my garage with little change except swapping the standard steel wheels for wires. Those steel wheels are much sought after now. I wanted to get it restored but 3 kids at college put that on hold. I nearly lost the car in a fire in our new home. My wife cleaned up the garage and put all the oily rags in the trash can and

Roving Reporter - July 2015 (continued)

“WOOF” up they went in flames the window coverings catching fire. Eldest son’s bedroom was over the garage and the smoke woke Russell up. All the family escaped but Russ went back in to rescue our dog. Never mind the dog....what about the Jag? I was in France at the time so missed the event. The firemen extinguished the blaze but the damage to the house was major. The 150 escaped with bubbled paint because it was in the opposite side of the garage to the windows

Eleven years later in 1985 the company asked me to move to Hong Kong to manage the Pacific so the car went to storage. The Company, Burroughs, purchased Sperry Rand in Blue Bell and the combination became Unisys and I came to the new HQ in 1987. The car went to a restoration shop in Philadelphia. In 1989 I went to Europe retiring in 1994 and returning to our home in Gwynedd Valley, PA. The restoration was not finished and we took off to Australia for several months to a consultancy job for an Aussie company doing business with Unisys.

Eventually the car was complete in its original finish, British Racing Green and back as an OTS with Suede Green interior and Gunmetal Grey hood. Soon after I sold it for \$60,000 which just about covered the restoration costs.

By now you must be wondering why I am telling you all this! There is a simple answer. In the July issue of the magazine I referred to earlier, there is an article describing the sale at Bonhams of a near identical car, a 1959 Jaguar XK 150S 3.4 Roadster. This car was painted red, right hand drive and still belonged to the original owner. Very few of this model were made in right hand drive for the UK market. The car was completely original and had never been molested (i.e., jazzed up or been restored). Originality has an increasingly important place in today’s collector car world, I am told, and prizes it above all else. The magazine described the car as follows, “ This was a nice old XK with the early original transmission tunnel overdrive lever, which is a curiosity today, especially as so many old Jags have received modern 5 – speed transmissions.”

So what’s the punch line? Here it is. This XK 150S Roadster built in March 1959 so similar to my Febru-

ary 1959 \$1,000 model sold for \$334,940. Yes \$334,940. The \$940 nearly matched my \$1,000. But is originality worth \$334,000?

Am I destroyed? Do I wish I had never sold it? Not really. I sold it because it looked really good and I thought it would never look any better. I got \$60K which at the time was a good price. BUT DAMN IT !!! Let me dry my tears and stop the suffering.

JAGUAR LAND ROVER REPORT RESULTS

One of my close neighbors, Gordon Hudson , kindly keeps me supplied with JLR news. Thank you Gordon. The latest report is as follows:-

JLR’s May retail results were 38,017 vehicles. Land Rover delivered 31,412 and Jaguar 5,606 vehicles. (Main Line JLR told me there is a long wait time for some Land Rover models.)

Calendar year-to-date JLR delivered 199,610 vehicles globally. Of this, Land Rover retailed 169,266 and Jaguar 30,344 vehicles.

For Jaguar, the F-Type continues to resonate in the market place, up 16% year to date. With three all new Jaguar vehicles already announced for 2015/16, the XF, XE, and all new F-Pace Jaguar is setting an impressive product cadence in its 80th year. Three key regions, the UK, Europe and North America delivered their best ever May sales results. This is JLR’s fifth successive year of growth in sales and they anticipate retailing over half a million vehicles this year for the first time in the company’s history. The all new Jaguar XE has had a very strong start with 25,000 vehicles already ordered. Customer deliveries of the XE began in June in the UK, followed by Europe and then overseas markets.

The company plans 50 product actions over the next five years of which twelve will be in 2015 alone.!

What does this mean to DVJC? To recruit all these new Jaguar owners to the club. Don’t forget we are not an OLD Jaguar club. We are THE JAGUAR CLUB. Lets go to it!!!!

2015- 50th Annual DVJC Concours d'Elegance

By: Chief Judge Kurt Rappold

The Oakbourne Mansion property was absolutely beautiful, as was the weather. Our club cooler was jammed with cold water as planned, to keep everyone hydrated. All 86 bottles were consumed, so we did a fine job staying healthy! We actually had 12 Jaguars entered from sister clubs: Susquehanna JC, Southern New England JC, Pittsburgh JC, Virginia JC, and Suncoast JC (all the way from Florida in a 2007 X-Type). Steve Quilty, now retired, plans to attend every JCNA club Concours in North America with his wife. We wish them great fun at that. I hope they are taking notes and do a progress report each year as they complete their objective.

As your chief judge I must double check all the score sheets after they are turned in to Secretary Clara Saxton for scoring, then copy them and mail them to each Jaguar participant/owner within 2 weeks of the show. Then I must report who judged each car and/or areas of the car to JCNA. This year I used the judge's roster made for us by Brian Craig and added all the information requested by JCNA for the purpose of determining the national Fred Horner Award. We had a large number of people (34 club members) who did judging or parking and who showed up early to help. This is especially important as this was the first year we were required to have ALL certified judges on the field. In our club, we have a hearty, interested, active group judging the field, so meeting this requirement for 2015 was not hard to accomplish. To any new member who wants to show their car and learn the "Jaguar History Story," there is no better way than to become a certified judge.

I will answer any Jaguar questions for you. If I don't know the answer I'll find it and show you to find it or how I arrived at it.

I was happy to see so many new members joining (27) listed in the June issue of the Jaguar's Purr. Wow!

I am also extremely grateful to Ken Fiore and Carolyn Polis for showing their Mark IV and Mark V classic Jaguars at our show. Both are outstanding and very rare automobiles. You will also notice in last month's *Purr* the photo of all winners holding their engraved pewter trophies. Not all clubs take advantage of this system for recognition of a job well done. We went to stick-on engraved plates so that we could be more efficient. The engraved part can be removed so that it can be recycled back to the club for re-issue if desired.

Please study consider where you might fit in as an active DVJC member. I'd like to see all the new Jags for our next scheduled slalom at the Garnet Valley High School on Saturday, July 25th. This is near the intersection of Routes 1 and 202. Be early (8 a.m.) to help set up. We then go to McKinsey's on route 202 for a nice lunch and awards for best times in class. You get five rounds on the course with your best lap being the one that counts!

See ya there!

Kurt.



1946 Mk IV of Jack and Carolyn Polis.



1950 Mk V of Leonard Fiore, Jr.



Knights of Columbus Council 15658 Our Lady of Good Counsel

Presents

2nd Annual Car Show

<p><i>Goody Bags</i></p> <p><i>50's DJ Music</i></p> <p><i>Food & Prizes</i></p>	<p>Date of Show: September 12, 2015 Time: 11 am to 3 pm</p> <p>Location: 611 Knowles Avenue Southampton, PA 18966</p> <p>Rain date September 13, 2015, 3-7 Registration 3-5 pm Judging starts at 5 pm</p>	<p><i>Dash Plaques</i></p> <p><i>To the First</i></p> <p><i>75 Cars</i></p>
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DAY OF SHOW ENTRY FEE \$20.00
All Proceeds Benefit the Our Lady of Good Counsel Parish & School
THIS IS A JUDGED SHOW & AWARDS TO THE TOP 30 CARS
REGISTRATION 11AM TO 1PM
JUDGING STARTS AT 1PM
NO ALCOHOLIC BEVERAGES — NO LOUD MUSIC PLEASE

For more information call: Jay Gross at 215-499-4701 or Ken Gioffre at 215 396-1515

Website: www.olgckofc.org

REGISTRATION FORM

To speed registrations on show day please have form filled out prior to arrival.

Make checks payable to: Knights of Columbus Council 15658

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: (____) _____ - _____ EMAIL ADDRESS _____

MAKE _____ MODEL _____ YEAR _____

The Knight of Columbus Council 15658 or Our Lady of Good Counsel Parish & School is not responsible for your vehicle or your safety!

05/2015



DELAWARE VALLEY JAGUAR CLUB 11th ANNUAL SLALOM

Saturday, July 25, 2015

8 AM to Noon

**GARNET VALLEY HIGH SCHOOL
HOME OF THE GARNET VALLEY
JAGUARS**

Smithbridge Road, Glen Mills, PA 19342
Concord Township



JCNA MEMBERS ONLY DRIVING THEIR OWN CARS
Event covered by J.C. Taylor Insurance, \$2 million aggregate

Lunch (not included in registration) after the event at a local restaurant nearby.
For more information, call Brian Craig at 215-483-5861.

www.jcna.com/clubs/dvjc

Make checks payable to D.V.J.C.

Mail applications to:

Brian Craig
323 Lodge Road
Philadelphia, PA 19128

Pre-register \$15.00
Before July 20, 2015
Day of Slalom \$30

Cut Here

See next page for map

Name: _____

JCNA Number: _____

Address: _____

Club Affiliation: _____

City: _____

Insurance Co.: _____

State: _____ Zip: _____

Insur. Policy No.: _____

Phone No.: _____

Jaguar Model: _____

Email: _____

Jaguar VIN: _____

Jaguar Year: _____ Color _____

Check Number: _____

Jaguar License No.: _____

Slalom Class: _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 25, 2015. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

Delaware Valley Jaguar Club Breakfast Socials

Sunday, June 21, 2015, 9:00 am
Sunday, July 19, 2015, 9:00 am
Sunday, August 16, 2015, 9:00 am

Andy's Diner
505 West Ridge Pike
Conshohocken, Pa 19428
Phone 1-610-940-1444

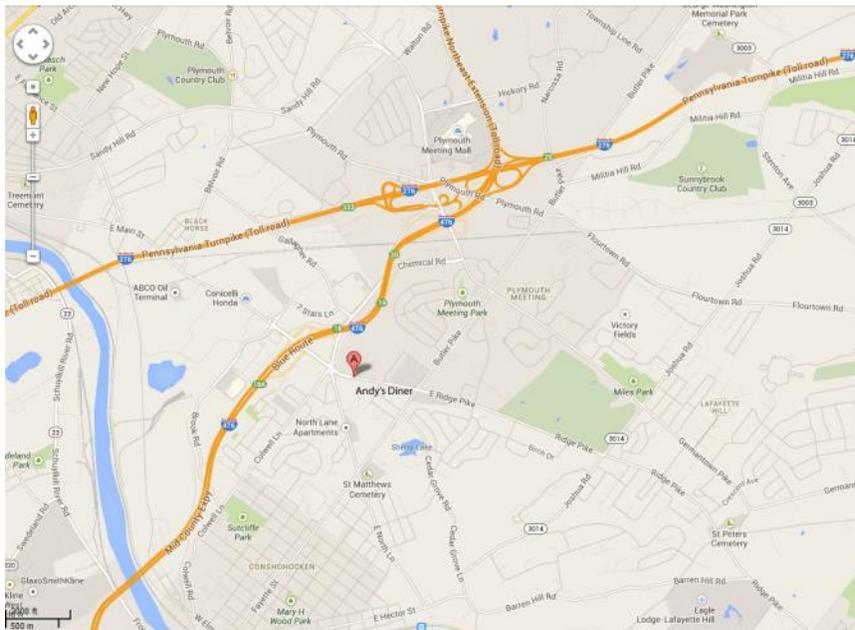
Driving directions from the Pennsylvania Turnpike:

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.



CLASSIFIED

1988 XJS Conv., V-12, 68,000 miles, 1 owner, always garaged, new alternator, water pump, battery, New Tires (5), All original. This car could be entered in any JCNA Concours. Seat warmers, perfect paint & leather. \$20,000 firm

Contact Kurt Rappold, 610-358-4055



Regretfully I have to offer for sale my 1997 Carnival Red Jaguar XK8 convertible due to lack of storage space.

The car scored 99.91 in Class C16A in Pittsburgh this year. The car has less than 41,000 miles on the clock and I am offering it for \$13,000.

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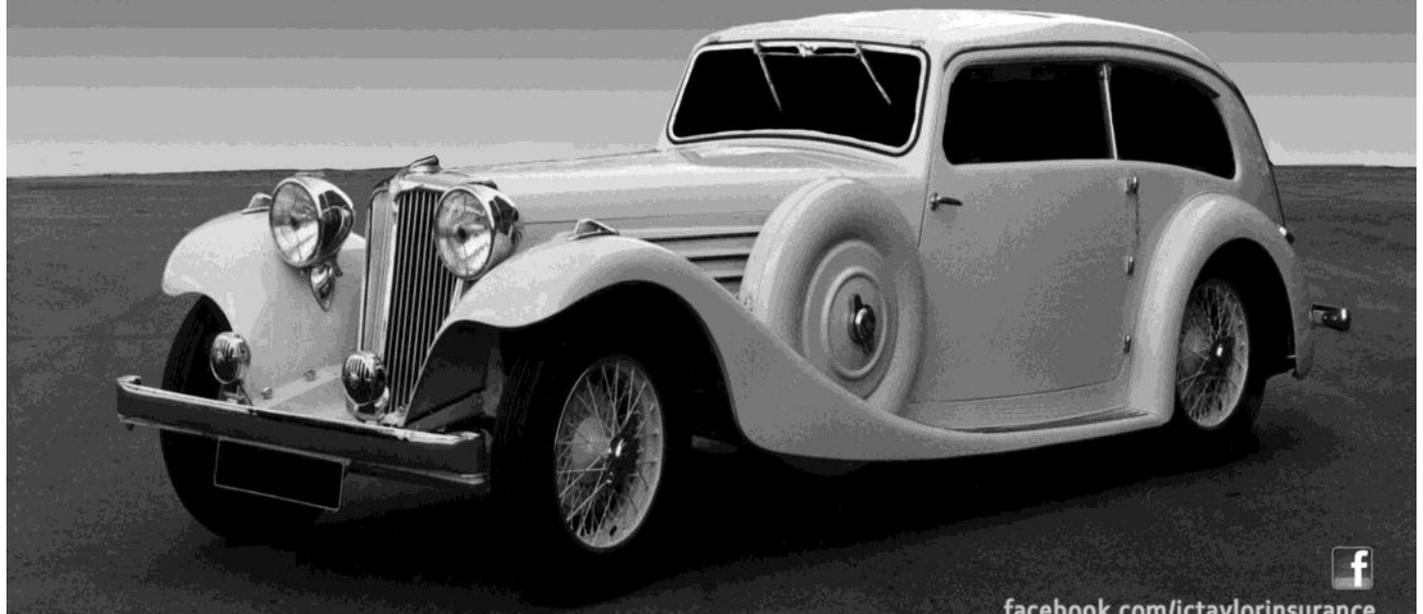
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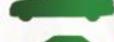


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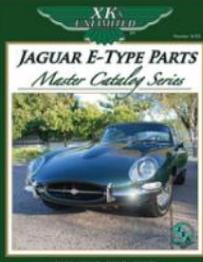
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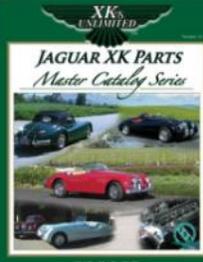
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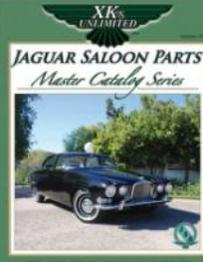


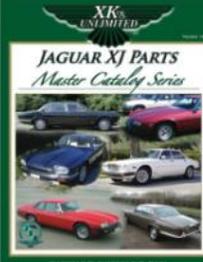
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