
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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December 2021

DVJC at Just Add Water



On Friday night, November 19th, thirty-five members and friends of the Delaware Valley Jaguar Club gathered at Duffer's Tavern in Glen Mills, PA to hear DVJC member Max Sandler play the keyboard with his group Just Add Water. Seen on the left above, Max was celebrating his recent 80th birthday. Max and the band were outstanding and provided those in attendance with a delightful evening of music and comradery. The leadership of the Delaware Valley Jaguar Club continue to plan social outings that will appeal to the interests of many members. We hope to see you at an event. Happy Holidays.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 32 & 33 to update information.

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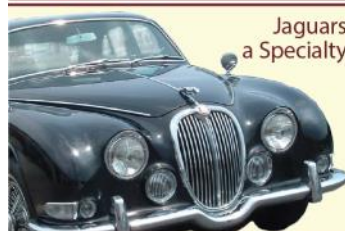
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Full Page \$320/ year; \$50 /
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Half Page \$180/year; \$35 / issue
Quarter \$ 95 / year; \$20 /
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Non-members \$15.00 per insert

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Newsletter

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Upcoming DVJC Events

December 11, 2021
4:00 p.m.—8:00 p.m.
RSVP by December 5

Old Fashion Christmas Get Together
Nahodil Home in the Poconos
Contact: [Click Here](#) for more information.

December 18, 2021
11:30 a.m.—1:15p.m.
RSVP Required

Christmas Lunch at Spring House Tavern
1032 N. Bethlehem Pike, Ambler, PA
Contact: [Click Here](#) for more information and to register

January 22, 2022
11:30 a.m.
RSVP Required

DVJC Annual Holiday and Awards Celebration (see p. 8-9)
William Penn Inn
1017 DeKalb Pike, Ambler, PA 19002
Contact: [Click Here](#) for more information.

May 21, 2022
12:00 noon
Save the Date

Spring Fling
Ringling Hill Fire Company, Pottstown, PA
Contact: [Click Here](#) for more information.

June 4, 2022
8:00 a.m.
Save the Date

DVJC Concours d'Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA
Contact: [Click here](#) for more information.

June 26, 2022
2:30 p.m.
Save the Date

Star Wars Scenic Tour, Dinner and Symphony
Unionville High School (see p. 24)
750 Unionville Road, Kennet Square, PA
Contact: [Click here](#) for more information.



Your Monthly Bill *December 2021*

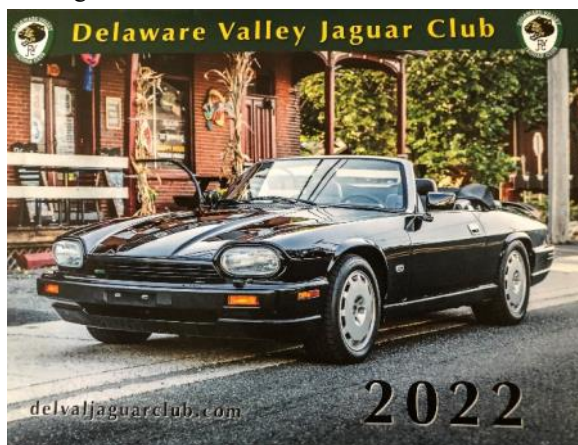
Do you still feel like this?

Whether you were “on the road” or celebrated our many blessings locally, I hope you and your family and friends enjoyed the Thanksgiving holiday and have now worked off its after affects. Following last year’s “home alone” dinners, we were grateful to, once again, join with our extended family and close friends.



The Thanksgiving holiday topped off an active month for many DVJC members. November’s events kicked off with a very well attended gathering at the Brandywine Brewing Company in Greenville, Delaware. Union Park Jaguar sponsored the event on a beautiful Sunday morning. As we had hoped, the location made it easier for many members who reside in Delaware to participate. Thanks to Jay Greene for organizing the day and leading the scenic drive through northern Delaware and southern Chester County.

A similarly large number of DVJC members gathered at Duffer’s Tavern two weeks later to enjoy an evening of classic rock music (and a little dancing) with “Just Add Water” featuring our own Max Sandler on keyboard. “Thank you” to Paul Merluzzi for organizing this fun time together.



By now, every 2021 club member should have received the beautiful 2022 DVJC calendar. As you enjoy the

calendar, I hope you appreciate the efforts by those who made it a reality for the second consecutive year. Mark Kogan and Jay Greene composed and provided many of the photographs while several pictures were submitted by the cars owners. Paul Trout, Mike Wolf, Kevin Fitzgerald, Tony Tinari and Brian Craig contributed their time to edit the calendar, contract the printing and mail it to each of you.

Survey says

... we don’t yet know because we haven’t heard from all of you. To date, roughly 40% of DVJC members have responded to the online survey you received in early November. To help the executive committee plan activities that appeal broadly across our club, we are seeking the input all members. While the 40% response rate is generally considered “good” for surveys, the opinions and recommendations of more than half of our members are still missing. Please [use this link to complete the five-minute survey](#) before it closes on December 5.



AMERICA’S CAR MUSEUM®

Many of you know Brad Phillips, a former DVJC member, rally enthusiast and Hagerty representative. He is now the Executive Director of the [LeMay Museum](#) in Tacoma, Washington. The LeMay includes over 350 vehicles spanning the complete history of cars in America. In addition to the LeMay, [America’s Automotive Trust](#) includes the RPM Foundation along with the America on Wheels Museum and the NB Center for American Automotive Heritage, both located in Allentown. Congratulations to Brad!

Happy hunting!



Rather than hunting deer or other wild game, I am happy to report that I bagged the elusive electrical gremlin in my 1984 Vanden Plas saloon. No high-powered weapons were required and I didn’t have to wake up before dawn and freeze in a deer stand to earn that sense of satisfaction. All I needed was a multi-meter, fuse puller and a big helping of patience. Now, I can move on to December and preparations for the upcoming holidays.

Your Monthly Bill *December 2021* (continued)



Again this year, Robert and Melene Nahodil are graciously welcoming us to their home in the Poconos for an Old Fashion Christmas Get Together on Saturday

December 11. Please [RSVP by Sunday December 5](#) to join with other DVJC friends for this holiday celebration near Stroudsburg.

Lunch at the Spring House Tavern wraps up our busy 2021 event calendar. Let's fill the parking lot with Jaguars and enjoy a lunch prepared especially for the Delaware Valley Jaguar Club. [Register now to reserve your seat.](#)

Best wishes to you and your loved ones for a holiday season filled with joy and gratitude for all the blessings and good fortune we share.

Bill

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DVJC Annual Dues Information

By: Bill Beible

To all members of the Delaware Valley Jaguar Club,

DVJC annual dues have been established at \$75 effective with your renewal for 2022. There are two components of our membership cost, namely the portion that funds the operation and events of DVJC and the share that supports the operations and activities of Jaguar Clubs of North America. The higher amount directly reflects a \$10 increase in the JCNA portion of your dues payment, the first such increase in ten years.

Local clubs like ours derive important benefits from our affiliation with JCNA and its other member clubs. Those benefits include such things as:

- Comprehensive liability insurance coverage for club members and the club as a legal entity,
- Easy access to a network of Jaguar enthusiasts across the U.S., Mexico and Canada,
- Jaguar forums, classified ads and judging guides,
- Six annual issues of the Jaguar Journal,
- Exclusive access to the JCNA Tool Loan Program and Technical Help Line,
- Regional and North American competition events – Concours d'Elegance, Slalom and Rally,
- Classic car insurance discounts through Hagerty,
- New car purchase discount program (subject to availability from Jaguar Land Rover).

DVJC is a vibrant, active and growing club and your executive committee works hard to offer a range of activities and information that appeal to the varied interests of our members. I am happy to answer any questions you may have and, most of all, look forward to your renewal and continued enjoyment of the people and activities of DVJC.

Additional information is available under the “Members” tab on the [DVJC website](#).

Bill Beible
October 22, 2021

Renew Your Membership Now

Now is the time to renew your membership in the Delaware Valley Jaguar Club. The easiest way to renew is through the DVJC web site. Follow these easy steps:

- Go to <https://delvaljaguarclub.com/> and click on “Login.”
- Enter your Username and Password and click on the black “LOG IN” button.
- Go to the “Members” tab and click on “My Membership Profile.”
- Scroll down and click on “Renew Subscription.” (You will see your current member expiration date here.)
- You will see the current subscription rate of \$75/1 year. Click on the “CLICK TO PAY WITH PAYPAL OR CREDIT CARD.” button.
- Complete the transaction.

If you are paying by check you can mail the \$75 membership fee to DVJC Treasurer Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087. If you have information to update please use the form on pages 39—40.

If you have a problem please contact Brian Craig at bhc166@aol.com.



Delaware Valley Jaguar Club

*Please join your Jaguar Friends for our Annual
Holiday Party and Awards Celebration.*

Saturday January 22, 2022

11:30 am to 2:30 pm

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
At the corner of Rt. 202 and Sumneytown Pike*

11:30 a.m. Cocktail Hour – Cash Bar with Snacks

***A Free Drink ticket will be provided to members whose 2022
DVJC Dues are paid in full***

12:30 p.m. Buffet Brunch

Buffet Brunch includes:
Hot and Cold Selections including:
Scrambled Eggs
Belgian Waffles
Parmesan Crusted Sole
Filet Mignon Tips
Smoked Salmon
Salads
Delicious Deserts
and much more.

There will also be Silent Auction of Jaguar Automobilia and Gift Baskets of Various Themes.

If you wish to contribute to the Silent Auction please contact:

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@ Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at lbmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 17, 2022** on the DVJC web site at

<https://delvaljaguarclub.com/events/holiday-party/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by **January 13, 2022** to:

Paul Trout

210 Warwick Furnace Rd

Elverson, PA 19520

610-286-5701 or pgtgt@aol.com



Membership Musings

December 2021

By: Tony Tinari

As we head into the final month of 2021, here are a few key numbers regarding the business of DVJC membership:

161: Our membership census as of the end of November, a peak for the current year. Of course, we are in the midst of the 2022 renewal season, and therefore watching retention of our current membership very carefully. We are hopeful of sustaining our 2021 membership gain of 32 new Jaguar enthusiasts.

65: The number of DVJC members, as of press time, who have responded to our first membership survey which will close as of midnight December 5. This is slightly over 40% of the membership, an encouraging response rate as surveys go, or so I am told by those in a position to know these things. We will do one more reminder before closing the survey to urge any procrastinators to please let their voices be heard. During the month of January, we will report the results to the membership in some depth. Without revealing the substance of the responses just yet, I will tell you that of those answering the survey nearly half have made written comments in addition to answering the required questions. I regard that as evidence of a very engaged and active base.

141: The number of “followers” of our DVJC Instagram account, established less than a year ago. While a minority of those following us on this social medium are actual DVJC members, nevertheless our audience is truly international, and includes not only enthusiasts but also other automobile clubs and automotive industry professionals.

200: The number of copies printed of the DVJC 2022 Jaguar Calendar. These were mailed to our membership and *Purr* advertisers in mid-November and have hopefully reached their destination by now. Our calendar committee is pleased with the product, and hopes you agree!

Now for the monthly digression, better known as the “musings” component of this column. I’m confident that right now we are all making provisions for Jaguar winter care and feeding. Sometimes the best learnings come from mistakes. Accordingly, as a public service, I thought I would provide some examples of how NOT to store or use your prized automobile as the seasons change.



First, an imprudent, not to mention unlawful, parking job—namely sideways in a space reserved for the handicapped, under a weeping willow tree, next to a lake. What could possibly go wrong here?



Next, despite my fondness for the E-Type Fixed Head Coupe, it is probably not the ideal car for a winter rally like this example in Turin, Italy.



Instead of the previous examples, I propose a kinder gentler way in which to weather the storms with your classic or modern Jaguar. Pictured above is an activity colloquially known as “The French Pit Stop”. It involves turning off the motor, pouring some red wine for yourself and some friends, and serving it up with some nice cheese and maybe a loaf of bread. It seems to me that this need not be accomplished only in the Alps but could be adapted to an indoor garage once the weather takes a turn.

Happy motoring (and bon appétit)!

Member Anniversaries

Member		Co-Member		Join_Date	Years
Michelle	Meehan	Bruce	Meehan	18-Dec-05	16
Glenn	McAllister			05-Dec-07	14
Leo	Kob	Martha (Marty)	Kob	27-Dec-07	14
Fred	Heins			15-Dec-14	7
John	Gerhard	Karen	Gerhard	18-Dec-16	4
Jay	Greene	Wende	Greene	16-Dec-18	3
Jed	Rapoport			17-Dec-18	3
Robert	Hunter	Marcia	Hunter	21-Dec-18	3
Wayne	Segal	Kathleen	Segal	28-Dec-18	3
Joe	Leach	Joan	Leach	02-Dec-18	2
Brendan	McAllister			14-Dec-19	1
Franz	Fox	Kathi	Fox	01-Dec-20	1
Glenn	Paskow	Rohna	Paskow	09-Dec-20	1
Patrick	Scullin	Gigi	Scullin	31-Dec-19	1

We thank you for your support and membership!

Editor's Note: This is a new feature in The Jaguar's Purr and will be featured every month. The anniversary dates are the best data we currently have available. If you believe your anniversary date is in error please let me know and it will be corrected..

Welcome New Members

John & Kathy Walsh
Chalfont, PA

Bill & Jean Thompson
Millsboro, DE

Jack & Amy Mangiaracina
Newtown, PA

Philip & Bonnie Janke
Gwynedd Valley, PA

James & Daniel Guerra
Springtown, PA

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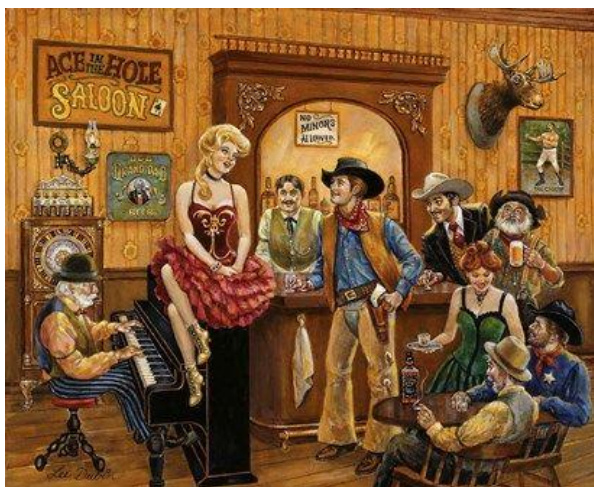


Speaking of Things Jaguar - December 2021

By Paul Trout

The Last Saloon

“The Last Saloon” sounds a bit like the title of an old western movie, doesn’t it? Unfortunately, it’s not. “The Last Saloon” is the term Jaguar enthusiasts may use in the future when referring to the Jaguar XF. With the demise of the XE and the cancellation of the long anticipated and hyped all electric XJ, the XF is the last saloon standing in the Jaguar line up. Saloon, of course, referring to what we Americans call a sedan, as opposed to a drinking establishment in the old west.



Interestingly both uses of the term saloon are derived from the same word; salon. The French word salon originally referred to “a large room”. The French use of salon eventually evolved to reflect both the use of the large room and the room itself, such as a large room for the purpose of beauty treatments or hairdressing. Another example of use and structure as a combined meaning is in the 17th century Paris “The Salon” which referred to the gathering of artists and intellectuals in the salons of the Louvre. Salon was exported to England in the 17th century with much the same meaning, but by the 18th century it had morphed into saloon, most likely with misspelling following mispronunciation. By the 19th century saloon was being used to describe large open spaces on steamships or railway trains such as the “dining saloon” car on a train. Around the same time in America, public

bars were being referred to as saloons, while the same term in England referred to a “semi-private bar” which was a step up from a public house or “pub”. The term saloon dead ended with the bar application in America and has all but disappeared except in occasional “Wild West” recreations to sate the thirsts of would-be cowboys. In early 20th century England, saloon moved on to blend the exclusivity of the “semi-private” bar and the roominess of open spaces in motion to describe the four-passenger automobile. The saloon in auto manufacturer terms is the four door, three box (engine, passenger, cargo compartments), four, five, or six passenger car that fits somewhere between the sporty coupe or roadster and the multi-passenger limousine; or what we Americans call a sedan. I’ll spare you the origin and history of the sedan, but will assure you it has nothing to do with bars, other than being a means of getting to one.

Back to the Jaguar XF as the “Last Saloon”. This is not the first time Jaguar has had only one saloon in its lineup, but since the late sixties that has always been the flagship XJ6, XJ12 or just XJ. After sinking the XJ, Jaguar, for the first time, is without a flagship at a time that they could surely use one. They seem to be a bit adrift. A seemingly fine automobile, the XF is certainly no flagship. Having said that, for a mid-sized, up-scale saloon (or sedan if you prefer) the XF is pretty nice car. Not a grand car like the XJ, but a pretty nice car.



The XF has been around for fourteen years now and upon introduction in 2007 this Ian Callum design was

Speaking of Things Jaguar - December 2021

the first of the more aerodynamic contemporary Jaguar styled saloons. The original XF, coded X250 was built upon a modified Ford DEW98 platform and was offered in three trim levels with engine options for US models that included 4-cylinder, V-6 and V-8 power. In 2009 an “R” version, the XFR, was introduced. Powered by a supercharged V-8 making 503 HP it had handling and braking upgrades to match.



Now occupants of the mid-sized executive performance saloon could go from 0-60 in 4.7 seconds and top out at 155 mph. That same year Paul Gentilozzi, who had driven Jaguar's XKR to several Trans-Am championships, took a lightly modified XFR to the Bonneville Salt Flats and set a new Jaguar production car speed record of 225 mph besting the previous Jaguar production car speed record of 217 mph set by the XJ220 in 1992. Jaguar offered the following press release:

“Jaguar today announces that during a secret speed trial at the legendary Bonneville Salt Flats in Utah, an XFR prototype recorded a stunning top speed of 225.675mph (363.188km/h), making it the fastest Jaguar ever. The car - powered by the all-new AJ-V8 Gen III engine - beat Jaguar's previous speed record of 217.1mph (349.4 km/h) set in the XJ220 in 1992. Paul Gentilozzi - the owner of Rocketsports Racing who successfully led the [Jaguar XKR](#) to five series victories between 2001 and 2006 in the Trans Am series in the USA - drove the car on the record-breaking run. Running with minor aerodynamic and safety modifications to meet the requirements for a Bonneville run, the 225mph top speed was achieved with additional horsepower liberated by a remapped ECU, a modified air intake and exhaust system and revised supercharger settings.*

No internal engine components were changed and the six-speed automatic transmission was standard, including the gear ratios.”



In 2014, for one year only, Jaguar offered the XFR-S with power boosted now to 550 HP and performance to beat pretty much any other saloon on the planet. The XFR-S would hit 60 mph in 3.9 seconds on its way to 186 mph. The Jaguar sport saloon was alive and well in the XF.



In 2015 the X260 XF with its aluminum chassis was introduced. The newly restyled XF used over 83% new body parts with a look that was more consistent with the rest of the Jaguar lineup.

Speaking of Things Jaguar - December 2021

However, both the V-8 and the “R” were dropped from the XF offering. The high performance XF was now reduced to the “S” model with its 380 hp V-6.

So, now in 2022 what is the “Last Saloon”, like? It’s actually a pretty nice car. I guess that’s what you get when you have three saloons in your lineup, and you choose to keep the one in the middle. I decided to go to the Jaguar USA website and see if a high-performance model could be had and how it stacked up against its predecessors. My first shock was when I discovered there was only one engine offered; the 2.0 Liter turbo charged four-cylinder. In the Base and SE models it makes 246 hp and in the R-Dynamic model it is remapped to make 296 hp. While packing nearly 300 horses into a four-cylinder is nothing to whine about; it’s not a 380 hp supercharged V-6 or 550 hp V-8 now is it? I decided to proceed forward with the R-Dynamic model which comes with all-wheel drive through an eight-speed transmission and scoots to sixty miles per hour in 5.8 seconds; only a few ticks more than that supercharged V-6. A top speed of 155 mph comes standard with all models, but the R-Dynamic will get you there a bit faster. The R-Dynamic also raised the base price from \$45,300 to \$51,000. Selecting a color is interesting. Unless you want your XF in Fuji White, you will pay between \$600 and \$850 for any other color. I’ll save my color choice for later in order to use it as a segue into a whole other discussion. I did go for the Sienna Tan Windsor Leather interior with heated and ventilated seats and a heated steering wheel. The R-Dynamic Handling Pack with configurable and adaptive dynamics, a trunk lid spoiler and red brake calipers had a very strong appeal, so I went the additional \$1350 for that. After all its only cyber money.... At the end of my fantasy XF build I had a very sporty looking Jaguar XF R-Dynamic with adequate performance and a luxurious interior. Of course it elevated the price from the R-Dynamic base of \$51,000 to \$59,463. That seems about right for

the closest thing to a high-performance saloon that Jaguar has to offer.



The web site offered to do an inventory search for my XF, but could not find one within 200 miles which seems consistent with the announcement the Jaguar Land Rover spokesman Taylor Hoel made at the recent Los Angeles Auto show: "The XF has about a 90-day order bank, meaning every car that comes for the next three months is already sold." This is happening not entirely because of the XE and XJ's absence, but because customers "are looking at the XF in a different way because it's a strong, compelling product with a ton of features and great value. What's different is that those buyers are placing orders and are willing to wait for the car." He didn't mention the impact of the chip shortage or the shipping issues. So, I would have a long wait for my British Racing Green XF R-Dynamic saloon.



Yes, I went the extra \$600 for the latest version of Jaguar's British Racing Green which I will now use as the afore mentioned segue into some recent color discussion.

Speaking of Things Jaguar - December 2021

Several times recently, with several different DVJC members, the question “What shade of green is real British Racing Green?” came up. When I mentioned I had been down that path a few years ago in one of my “Speaking of Things Jaguar...” columns, it was suggested I might want to resurrect that article. So, the following article originally appeared in the December 2017 issue of our Purr. Here is a brief history of British Racing Green and a non-definitive answer to that very question, as it appeared in the December 2017 issue of our Purr:

British Racing Green and a Vanwall

British Racing Green is the iconic and widely misunderstood color (colour in Britain) of great British motorcars. To understand British Racing Green or BRG as it is often referred to, we must go back over a hundred years to the start of the twentieth century. In 1900 James Gordon Bennett Jr, millionaire owner of the New York Herald, proposed to the Automobile Club de France (ACF) a series of annual international motor races. The competition, known as the Gordon Bennett Cup, was intended to be between national auto clubs with cars and drivers of their respective nationalities. At the suggestion of Count Eliot Zborowski, each National Team participating was assigned a different color for their cars. The assigned colors of the entrant clubs were meant to relate to the national flag of the country represented; red for USA, white for Germany, blue for France, black for Italy and yellow for Belgium. As the red, white and blue of the British flag had already been assigned, Britain had to choose another color. Britain chose to paint the Napier which won the 1902 Gordon Bennett Cup race from Paris to Lyons an olive shade of green which was fairly ubiquitous as the color of locomotives and machinery in the country at that time.



The rules of the Gordon Bennett Cup stated that the winning national club of each race would host the next race. Britain, having won in 1902, faced a bit of a dilemma. Motor racing at this time was conducted on public roads, generally from city to city. The British Parliament had just enacted a national speed limit of 12 MPH, thus banning road racing within the country. The secretary of the Automobile Club of Great Britain and Ireland, Claude Johnson, was determined to hold the event in the British Islands. After verifying that the national speed limit did not apply in Ireland and adjusting some local laws the 1903 Gordon Bennett Cup was held in Ireland. To honor Ireland for allowing the race on their roads, the British cars were painted Shamrock green. From that point forward British Racing cars were painted various shades of green such as pea, emerald, moss, olive, and others. British motor racing teams each adopted their own unique shade of green as their British Racing Green. Lotus was quite dark, with HMW and Aston Martin choosing much lighter shades.



The factory Jaguar C and D Types were painted in that dark green that most people traditionally refer to as BRG.



In Formula One racing, up until 1968, you could

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generally tell the country of origin of the race cars by the color they were painted. Lotus, Cooper and Vanwall cars were painted shades of green.



Ferrari, Maserati and Alfa Romeo cars were painted red; Italy having changed from black to red after a red Itala won the Peking to Paris race in 1907. Mercedes cars were painted silver; Germany having switched from white to silver after the great success of the Auto Union and Mercedes “Silver Arrows” that were polished aluminum. That changed in 1968 when Colin Chapman petitioned the regulating body to relax the sponsorship rules and painted his Lotus 49 F1 cars in the red and gold colors of his sponsor; Gold Leaf Tobacco.



In 1970 the FIA, governing body of international motor racing, formally granted Formula One exemption from the national colors rule. As race cars soon turned into rolling advertising billboards, British Racing Green faded fairly rapidly from the scene. It has resurfaced occasionally over the years since; most notably as the metallic Jaguar Racing Green on the Jaguar Formula One cars from 2000-2004.



The Bentley Speed 8 which won Le Mans in 2003 was painted the same darker shade of British Racing Green as the famous Le Mans winning Bentley race cars of the late 20s.



Factory Aston Martin race cars still bear that lighter shade of BRG.



So, basically any shade of green painted on a British racing car is British Racing Green. Most British sports car manufacturers, including Jaguar, have traditionally used a rather dark, sometimes nearly black, shade of green as British Racing

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Green on their cars. In fact, pretty much any shade of green could be our beloved BRG.



On to the Vanwall...

Vanwall was a British Formula One team founded by Tony Vandervell who owned Vandervell products, a manufacturer of thinwall bearings. The team name, Vanwall, was a combination of the company name and its products. Vanwall won Britain the very first Formula One Constructor's Championship in 1958 with Tony Brooks, Stuart Lewis-Evans and Sterling Moss as drivers. Sterling Moss missed winning the Driver's Championship by one point that year; closest he ever came in his career. Vanwall race cars always wore British Racing Green.



The name Vanwall was retained by Vandervell Bearings after the team withdrew from racing in 1961 and remained dormant until 2005 when a British Entrepreneur named Arthur Wolstenholme persuaded Glacier Vandervell Bearings division of Dana Corporation, then owner of the name, to license it to him. Arthur had a plan to produce a series of replica Vanwall race cars.

Actually his plan was to build street legal, road-going replicas of the car that Sterling Moss drove to numerous victories in the late 50s. The aluminum bodied Vanwall GPR V12 closely resembles the original Grand Prix race car with some significant modern upgrades. It is painted, of course, British Racing Green.



Power is supplied by a 6.0-liter Jaguar V-12 fed by six Weber downdraft carburetors making around 375 HP.



Power is sent to the rear wheels via a four-speed E-Type gearbox with a remote shifter. The suspension is fabricated of Jaguar XJ6 components. In order to be legal for the road, the single seater has some nifty accessories. Tiny high intensity lamps inboard of the front wheels serve as headlights. Mud guards (fenders) atop each of the wheels have the appearance of tire treads on them. From a distance they seem to blend into the tires.

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bit of attention, including a brief appearance on *Top Gear*, with Richard Hammond growling and snorting his way through a town center, but none of that translated into sales. Unfortunately, things didn't work out as well as Arthur expected and only one GPR V12 was built. In 2008 Van-wall was still in the performance parts business and was willing to build another for anyone who showed up with 50,000 GBP. That same year they decided to let GPR V12 chassis 001 go to auction with Coys of London. Unfortunately the top bid of 35,000 GBP failed to sell. I suspect it may still be available if you're interested.

Apparently, per reports, it can be a bit physical to drive, but with 375 HP pushing less than a ton it can be quite exhilarating as well.

Enjoy Your Jaguar!

As you might imagine, the GPR V12 attracted a

Paul T

NOTICES

SECOND CHANCE TO ORDER NEW NAME BADGES

The Delaware Valley Jaguar Club is offering club members, including spouse/co-members, a second chance to order new name badges. Just send your name as you would like it to appear on the badge to Noe LaFramboise at jagnoe@att.net. The new badges will be distributed at the 1/22/22 holiday party. There is no charge for the first badge.



CALL FOR SILENT AUCTION DONATIONS

Donations are now being accepted for the Mike Tate Silent Auction which will be held on 1/22/22 at the annual DVJC Annual Holiday Party. If you would like to donate any items (Jaguar apparel, car parts, manuals, books, brochures, models, posters, and automobilia) please bring them to the next scheduled club event and give them to Noe LaFramboise or Jim Sjoreen. If you can't make a club event, contact Noe at 609-658-0363 to arrange for a meet up.

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DVJC Greenville Delaware Event

By: Jay Greene

This article was written somewhere over the Midwest at 40,000 ft

Our Northern Delaware event was a great success. It was great to see over 40 members and guests and 26 Jaguars in attendance. We had a wide range of cars, from Bill Worth's unrestored barn find 1967 420 sedan and Dominick Infante's 1951 LeMans prepared C-Type Proteus replica to all series of E-Types, XJ-Ss, XKs, Saloons and newer F-Types. We attracted several new Jaguar enthusiasts who may have joined our active and growing club.

The weather was perfect for the Mid-Atlantic region this time of year. Temperatures started the day at about 45 degrees and quickly warmed to about 60 degrees. It was sunny and crisp, with no rain in the forecast. It was a great day to bring our cats out for one more stretch before being put away for a winter's nap.

Union Park Jaguar sponsored our event at the Brandywine Brewing Company Tavern and Grill in Greenville. We were able to mingle in the parking lot and in one interior and one covered outdoor seating area. Snacks, lunch and coffee were

good, albeit intermittent because of a problem with their brewing machine. Eventually, they gave up on it and brought in coffee from a nearby Dunkin Donuts. Any port in a storm!

Union Park brought a nearly new 2021 Jaguar F-Type R coupe with just 407 miles for us to ogle. It is offered at only \$94,987. I am not familiar with the market, but I understand that is a good price for the R model, which are appreciating. Jaguar seems to be pushing further upscale, so prices of the best of our cars should follow.

We finished with a scenic drive through Historic Chadds Ford along the Brandywine River. I was not able to count, but I think we had a dozen or more cars make the drive north. I led the group and it was fun to see the cats stretch way off into the distance behind me. Somehow, I couldn't shake the C-Type behind me or the F-Type behind him during some of our more spirited moments.

The objective was to help the northern members make their way home in a more pleasant way by avoiding I-95 and the Blue Route congestion. I think we succeeded in that respect too!



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JUNE 26, 2022

Come and join us for a short scenic tour through beautiful Southern Chester County, followed by dinner at the Stone Barn, and ending with a delightful Symphony Under the Stars by the Kennett Symphony at the Longwood Gardens Open Air Theater.

We will start at 2:30pm at Unionville High School, take a scenic tour with (maybe) some surprises along the way, arrive at the Stone Barn at about 4:00pm for cocktails and/or wine, dinner at 5:00pm, and the concert at Longwood at 7:30pm.

The concert program is quite exciting:

- The Lark Ascending - Ralph Vaughan Williams.
- Selections from The Planets - Gustav Holst.
- Star Wars Suite - John Williams.

Enjoy a beautiful summer day outdoors. The Lark Ascending is a piece that is indebted to English folk music that portrays nostalgia for a simpler time. It will be performed by Kennett Symphony Instrumental Competition Winner Kristy Chen, violin, currently a student at the prestigious new England Conservatory of Music. The Planets was inspired by the astrological significance of the planets and is the perfect piece to hear under a night sky. The concert closes with John William's legendary score for Star Wars, an instantly recognizable work that hearkens back to old Hollywood film scores.

Details, including price, will be available soon.



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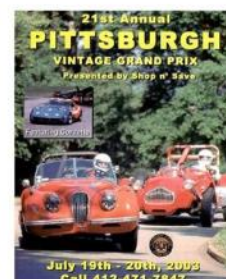
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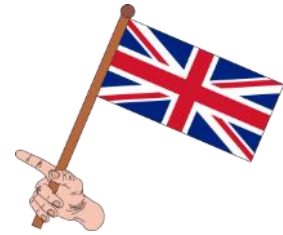
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DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in *The Purr*. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 110 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

Jaguar owned by a notable person.
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Equipment mishaps and repair efforts at an event.
Your biography to introduce yourself to the club.
Attendance at or participation in a special event.
Just about any interesting anecdote you think would interest readers.

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>

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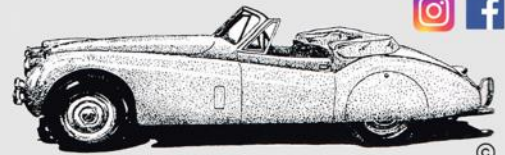
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