

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*March 2018*

## DVJC Sunday Brunches Getting Popular



Wet weather and salt kept some Jaguars home but their owners enjoyed a wonderful brunch at the Spring House Tavern on February 18th. L to R are Kurt Rappold, Chuck Kitson, Kevin Fitzgerald, Leo Kob, Martha Kob, Grace Smith, Charles Olson, Karen Gerhard, John Gerhard, Max Sandler, Angie Robinson, Terry Robinson, Alan Brown, Margaret Brown, Paul Merluzzi, Irena Merluzzi, Carolyn Shaner, Tom Shaner, Denise Sjoreen, Jim Sjoreen, Kathleen Moyer, Pauline Craig, Roger Moyer, Ella Jane Kunkle and Gerry Kunkle. Brian Craig is taking the photo and Bruce Russo and William Worth had to leave before the photo was taken. Please come and join us at an upcoming breakfast. Please see page 4 and page 21 for more details.





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**NOTICE**—It's not too late to renew your DVJC membership for 2018. The membership fee is \$65.00. 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 let Ann Perry know of the changes. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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Full Page \$320/ year; \$50 / issue  
Half Page \$180/year; \$35 / issue  
Quarter \$ 95 / year; \$20 / issue  
Business Card \$55 / 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  
\$65.00 per year

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\$25.00 per year

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

### DVJC OFFICERS INFORMATION

President	Paul Merluzzi	610-696-3221	pawlym@aol.com
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### AREA COORDINATORS

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Montgomery County	Michael Wolf	610-964-1104	mwolf@boenninginc.com
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New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

# Upcoming DVJC Events

**March 18, 2018**  
**April 15, 2018**  
**10:00 A.M.**

**DVJC Breakfast Social (see p. 21)**  
**Spring House Tavern, 1032 Bethlehem Pike,**  
**Spring House, PA 19477**  
*Contact: Paul Merluzzi pawlym@aol.com **Please RSVP***

**May 27, 2018**  
**7:30 A.M.**

**DVJC Breakfast Social**  
**La Locanda Restaurant, 4989 West Chester Pike,**  
**Newtown Square, PA 19073**  
*Contact: Paul Merluzzi pawlym@aol.com **Please RSVP***

**May 4-6, 2018**

**Northeast Rally Club Rally Round the Erie Canal**  
**Fairport, NY (sanctioned rally) (see pp. 22–23)**  
*Contact: Kurt Rappold, 610-358-4055*

**May 19, 2018**

**Yardley to Easton Annual Triumph / Jaguar**  
**Delaware River Scenic Drive**  
**Yardley to Easton (See page 17)**  
*Contact: Rich Rosen, 609-923-7655*

**June 2, 2018**

**DVJC Annual Concours d'Elegance (see pp. 9-10)**  
**Pre-registration required for Champion, Driven and**  
**Special Divisions**  
**Historic Hope Lodge, Fort Washington, PA**  
*Contact: Bill Beible, bill.beible@gmail.com*

**June 30, 2018**

**Jaguar Gathering of Friends — Conception Party**  
**Home of Paul & Irena Merluzzi, West Chester, PA**  
*Contact: Paul Merluzzi, 610-696-3221, pawlym@aol.com*

# Other Interesting Events

**May 5, 2018**

**Ragtops and Roadsters Open House**  
**Ragtops & Roadsters Premium Restorations**  
**203 S. 4th Street, Perkasio, PA 18944**  
*Contact: [www.ragtops.com](http://www.ragtops.com)*





# President's Mewsings *March 2018*

**From the Semi-Palatial Offices of  
the Delaware Valley Jaguar Club ...**

ception Party at Casa Merluzzi on June 30, 2018  
(details forthcoming).

## **Lots of DVJC Stuff**

## **Dan Gurney**

The new DVJC website will undergo testing this month by the club officers and directors and hopefully will be live on April 1. Those of you who attended the February breakfast saw a preview of the site that will allow on-line membership renewal, event registrations, access to *The Purr*, and listings of club activities among other things. Thank you to Bill Beible (committee chair), Brian Craig, Tom Shaner, and Paul Trout for getting this task completed on-time and on-budget.

Jim Sjoreen and Gerry Kunkle will be representing the DVJC at the JCNA Annual General Meeting in San Antonio this month. I look forward to getting their reports upon their return.

Our monthly breakfasts will continue at the Spring House Tavern for March and April. Hopefully with the weather warming up and the arrival of Spring, we will see more Jaguars (new and old).

The May breakfast will be held at La Locanda Restaurant on West Chester Pike (Route 3) in Edgmont on **May 27<sup>th</sup> at 7:30am**. That is an earlier starting time since we will gather to watch the Monaco Formula 1 Grand Prix and enjoy a delightful brunch. The event is attended by other car clubs and individuals and usually features a splendid display of exotic cars with a Peoples' Choice Best of Show award. My 1958 XK-150 won Peoples' Choice two years ago. Stay tuned for specific information as soon as it is available.

Our first sanctioned rally, Rally Round the Erie Canal, will be held on May 4-6 in Fairport NY (see page 22—23).

Plans are coming along for the Annual Concours d'Elegance on June 2 under the chairmanship of Jim Sjoreen. It will be held at Hope Lodge in Ft. Washington and will be combined with a floral display and a beer (and maybe wine) tasting event called Ales and Petals organized by the Lodge. See page (9—10).

And don't forget to mark your calendars for the combination Jaguar Gathering of Friends and my Con-

As I revel in the excitement I felt at, in my opinion, the best-ever 24 Hours at Daytona last month and eagerly anticipate the next IMSA race, the 12 Hours of Sebring in a few weeks, I still feel a lingering sadness at the passing of Dan Gurney, the winner of the first Daytona Continental race in 1962. Though not completely unexpected, his death was a blow. In that 3-hour race in 1962, the first GT and Sports event at Daytona, he drove and then pushed his Lotus 19 across the finish line to win. Pure guts. Just what you would expect from a team that would eventually be named "All American Racers." How can you not like a team with the name All American Racers?

## **Racing at the Glen – the Early Days**

Last month we discussed how road racing in America had some of its roots in Philadelphia with the famous Fairmount Park Grands Prix early in the 20<sup>th</sup> century. This month, which is about six months before we head north for the Grand Prix Festival that features Jaguar, we will take a look at some of the history of early, pre-Formula 1 era, (i.e., pre-1961) racing at the Glen.

World War II was over and fairly won. Experts had given up on Harry S. Truman's election hopes against Thomas E. Dewey, Strom Thurmond, and Henry Wallace. The first baby boomers were learning to walk and talk. Prosperity was bursting unrestrained, and the Great Depression was receding into the memory of a nightmare. Americans were back on the road again, and Cameron Argetsinger had an excellent idea. Why not do something that had not been done since well before the war? Why not gather sports car drivers from across the country for a race? Not a race on a closed course but a race like a European Grand Prix . . . over hills, down dales, and along well-traveled streets. Why not revive American road racing? Argetsinger was an enthusiastic MG driver whose father, an executive with the Youngstown Sheet & Tube Company of Ohio, had a cottage on Seneca Lake. Argetsinger had the dream, and he had the venue. As a summer visitor and as a student at Cornell University in Ithaca, he often motored over the hills to Watkins Glen at the head of Seneca Lake.

This was a village of medium size but well accustomed to crowds of visitors. They swarmed into Watkins each year to enjoy the largest of the Finger Lakes or the state park starring the spectacular glens and gorges for which the town was named.

A month before Dewey defeated Truman (you can check the November 3, 1948, *Chicago Daily Tribune*, if you do not believe it), Argetsinger and others made the dream come true. The Watkins Glen Chamber of Commerce and the Sports Car Club of America (SCCA) joined forces to stage a new road-racing event. Argetsinger laid out a challenging 6.6-mile course. The village, towns, state, state park, and county closed their roads. At one point, the course crossed the New York Central Railroad tracks, which changed its train schedule to allow the race to be run! The curator of the Smithsonian Institute came to announce the Grand Prix and Junior Prix, each of which Frank Griswold won in his Alfa Romeo. The estimates run from ten to fifteen thousand spectators at the initial event. Sports in America (and in the world) had a new tradition - racing at Watkins Glen.

The races were exciting and dramatic, and the setting was exquisite. But the course was demanding, and tragedy struck twice, killing a driver in 1950 and a seven-year-old spectator in 1952. The following year a new sponsoring body, the Watkins Glen Grand Prix Corporation, moved racing to a new 4.6-mile course on nearby rural roads. After three years of that, a closed course arose on the new site, designed in part by engineers from Cornell University. At 2.3 miles in length, the closed course was shorter than either of its predecessors. But designers reproduced in miniature the contours of the 1948 to 1952 route, neatly uniting the new track with its heritage.

International and professional events began booking the venue, beginning with the NASCAR Grand National in 1957. Watkins Glen activities soon included the U.S. Grand Prix, which had long been a dream of Argetsinger. In 1965, drivers named Watkins Glen the best-organized grand prix in the world. The Glen also hosted NASCAR races, Indy cars, the Can-Am, Sportscar Vintage racing, and more. In 1973, five years after Woodstock, the track even hosted a summer rock concert featuring such groups as

the Allman Brothers and the Grateful Dead. That day is still vividly recalled by 650,000 attendees and shell-shocked local residents.

In 1971, the track was completely redesigned and re-created, extending the length to 3.377 miles and upgrading visitor facilities. The greatest names in racing competed as Watkins Glen played host to Mario Andretti, Richard Petty, Graham Hill, Giles Villeneuve, Geoff Bodine (a local boy who watched the races from a tree as a kid), Jeff Gordon, A.J. Foyt, Davy Jones, Dale Earnhardt Sr. and Dale Earnhardt Jr., Jackie Stewart, Bobby Unser, and Al Unser Jr. Paul Newman won the Sports Car Club of America National in 1985, finishing second that same day in the Trans-Am. Tom Cruise raced in the national two years later. National Football League star Walter Payton set a track record in 1989 at the Sports Car Club of America Pro Sports 2000.

Even so, things faltered with time, and the debt load from that 1971 rebuild remained high. The track went into receivership in 1982 to be rescued by a white knight whose identity might have puzzled anyone living outside the immediate area. Nearby Corning was home to Corning Incorporated, a Fortune 500 company formerly known as the Corning Glass Works. Corning, in keeping with its long-standing policy of building up its home community, bought the track and reopened it in 1984 as Watkins Glen International. Derek Bell won its first race, the six-hour Camel Continental, in a Porsche 962.

Things improved, and by 1997 Corning's operating partner, the International Speedway Corporation, had purchased the again-vibrant course at Watkins Glen. For its 60th anniversary year in 2008, Watkins Glen International scheduled major events, including Sahlen's Six Hours of the Glen, Watkins Glen Historics, SCCA Glen Nationals, NASCAR Sprint Cup Series, Zippo 200 NASCAR Busch Series, Corning 100 Indy Pro Series, the U.S. Vintage Grand Prix, and more - not to mention the huge Finger Lakes Wine Festival and other events. Designers and manufacturers also hired the course privately to test their newest innovations under wraps.

In some ways, 60 years seems like a long time, and in other ways, it seems like the blink of an eye. Certainly, the world has changed profoundly

# President's Mewsings *March 2018 (continued)*

since that October day in 1948, when Truman was fighting for his political life, Richard M. Nixon and John F. Kennedy were freshman congressmen, and nobody went into space but Buck Rogers and Flash Gordon. Racing at Watkins Glen has changed, too. But some of those who were there that very first day are still among us now. And the hills of the Finger Lakes still echo to the rumble of the engines, and the spectators' hearts still stir.

Much of the great history of racing at Watkins Glen might have been lost, or at least overlooked and dissipated, except for the creation of the International Motor Racing Research Center (IMRRC) at Watkins Glen ([www.racingarchives.org](http://www.racingarchives.org)). Everyone interested in racing heritage owes the center a vote of thanks, which is why I encourage you to visit and donate to the IMRRC when you visit Watkins Glen this coming September to honor our favorite marque. Besides the center and the track itself, you can stroll the downtown, scanning sidewalks for inset plaques commemorating those Watkins Glen racing stars who have been honored by induction into the Watkins Glen Walk of Fame. Brochures are also available to guide a drive along that wonderful, original 6.6-mile route through the countryside. Of course, those of you who signed up for one of the Stone Bridge Drivers driving events will get a chance to run the old course as part of the event.

Artist Bob Gillespie, whose work may be found, among other places, as exterior murals in Watkins Glen, has some wonderful, vividly colorful limited-edition prints for sale at the local galleries. I have an artist's proof (34/50) of his wonderful painting of John Fitch in the #100 Jaguar C-Type in the 1952 Seneca Cup race at the Glen (see below). Mr. Fitch, who I had the honor of meeting on several occasions, leads Fred White in the Ladd Special and Sherwood Johnston in the Lagonda in the picturesque State Park Section of the original Watkins Glen road racing circuit. These cars finished first, second, and third place respectively with Mr. Fitch averaging 76.6 mph – a new record for the event.

We have a bit of Watkins Glen road racing history residing right here in DVJC territory. Miles Collier won the second Watkins Glen Grand Prix in 1949 in his Brooklands Ford-Riley, nicknamed the

"Ardent Alligator", over Briggs Cunningham's Ferrari 166 – the first car of its type to enter a race in the USA. The Ardent Alligator is now owned and actively raced until recently by Peter McManus of Thorndale PA, a fellow VSCCA member. The car was serviced for many years by Ralph Steinberg of Cloverleaf Auto Service in Malvern and it appeared at The Classics at Brantwyn several years ago.

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Author's Note: Portions of the above were extracted from "Watkins Glen Racing", by Kirk W. House and Charles R. Mitchell, Arcadia Publishing, 2008.



## Formula E – Round 4, Santiago Chile

The inaugural Antofagasta Minerals Santiago E-Prix hits the streets on February 3, 2018, bringing the world's first fully-electric single-seater street racing series to the Chilean capital as it makes history once again. All tickets for the 2018 Antofagasta Minerals Santiago E-Prix were sold out. Jean-Eric Vergne took the race win and the championship lead. The French driver and teammate Andre Lotterer got through an eventful race to make the Techeetah team the first to achieve a one-two finish in the series' when they finished ahead of Sebastian Buemi.

Panasonic Jaguar Racing delivered another encouraging points haul with both drivers fighting their way into the top 10 in a dramatic race. Lining up on the grid in fifth position, Nelson Piquet made a lightning start to move into second place. Positioning his Jaguar I-Type2 between the two Techeetah drivers, Nelson challenged for the



# President's Mewsings

March 2018 *(continued)*

lead of the race managing his battery energy effectively while recording impressive sector times throughout.

With hard-fought, wheel to wheel action at the front of the race, Panasonic Jaguar Racing's Mitch Evans made swift progress up the grid, moving from twentieth into the top half of the field. Mitch eventually brought his I-type2 home in seventh position delivering a double-points finish for the team. Piquet and Mitch Evans ensured it was a decent day for Jaguar, finishing in sixth and seventh respectively - Evans having driven a stunning race to come through from last despite a 10 second penalty.

Panasonic Jaguar Racing currently sits fourth (out of ten) in the team standings with 54 points - the highest tally the team have ever achieved. Nelson is fifth and Mitch is seventh (out of twenty-two) in the drivers' championship.

Vergne started on pole and led all but one lap to take his first victory of the season after title rivals Sam Bird and Felix Rosenqvist both struggled to get the maximum out of their vehicles during qualifying earlier in the day. Vergne led away from pole position but was under pressure into the first turn from Nelson Piquet Jr, who made a stunning getaway from fifth on the grid.

The Jaguar driver remained hot on the Techeetah Renault's tail, before the race was cooled down under the safety car as Jose Maria Lopez and Maro Engel had their cars retrieved following separate opening-lap incidents. Piquet was caught napping at the restart, and over the first part of the race Vergne stretched out his lead to over 3.6 seconds before the mandatory pitstop.

But it was far from straight forward for the eventual winner with an early safety car delaying the race and Buemi and Nelson Piquet Jr among those trying to challenge the race leader.

There was also a radio and internet issue that saw the Chinese-based team unable to communicate with either driver or see some of the on-track action. It may have been for the best as they would have had some nervy moments when their drivers touched five laps from the end. Luckily for Vergne, none of those events affected his race

and he knows there is still a long way to go with seven races left after the visit to Chile. He said: "It always feels good to win. It's been very hard work for the team and I've pushed them harder than ever and although some people may have found me pushy, when you see what you can achieve - it is worth it. Hopefully it will make everyone in the team hungrier for success."

"It would be wrong to focus at the championship at the moment because it is won at the end of the season, not now. This competition is extremely tough, and you need to be on it every time because as soon as you make a small mistake you pay."

Lotterer, who won the Le Mans 24-hour race three times during his spell with Porsche Racing, was the surprise package of the day after qualifying in P3. The 36-year-old admitted that the recent day's testing had left him feeling more comfortable in the car and enabled him to finish on the podium in only his fourth ever race.

There was more misery for title holder Lucas Di Grassi who is the only driver yet to score a point this season. His day - and most likely his title chances - ended on Lap 22 and the Brazilian did not hold back as he headed towards the paddock, only stopping to take his annoyance out on a camera that he deemed to be in his way.

The win sees Vergne head to Mexico City as the leader with Rosenqvist and Bird five and ten-points behind him, respectively, after they finished the day in fourth and fifth.

Next up is the Round 5 Mexico City E-Prix on March 3, 2018 at the Autodromo Hermanos Rodriguez. The 2.092km layout was created for the arrival of Formula E in 2016, making use of the existing Autodromo Hermanos Rodriguez circuit. At over 2500m above sea level, the track is not only the highest in the Formula E calendar but also one of the highest in the world.

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

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Saturday June 2, 2018

## A JCNA Sanctioned Concours d'Elegance

*and an all British Marque judged Motorcar Concours*

**Pre-registration required for Champion, Driven and Special Divisions**

Field Opens at 8:30 a.m. - Judging begins at 10:00 a.m.

- \* Registration for all judged JCNA Divisions is \$60 if received before May 25<sup>th</sup>
- \* Two or more cars; 1<sup>st</sup> car \$60, 2<sup>nd</sup> car \$30, 3<sup>rd</sup> and each subsequent car \$20
- \* *All cars registered after May 25<sup>th</sup> will be in Display Division.*
- \* Display cars and non JCNA cars are \$45 per car (not judged)
- \* Ample parking on site for trucks and car trailers.
- \* All judged cars must be driven thru a Vehicle Operation Check Point
- \* The sanctioned Concours will be conducted in accordance with applicable JCNA Concours rules.
- \* Concours to be held in conjunction with the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See [www.historichopelodge.org](http://www.historichopelodge.org) for details.
- \* Rain Date: Sunday, June 3<sup>rd</sup>, 2018, rain or shine. Event updates sent via e-mail.

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Contact: Bill Beible, Concours Registrar at 610-223-1051  
e-mail: [bill.beible@gmail.com](mailto:bill.beible@gmail.com)

Show Information Hotline: 215-757-2028 or 215-920-2903

**Registration Form , Divisions and Classes on reverse side**

# Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington , PA 19034 (www.historichopelodge.org)

<b>Champion Division Classes</b> <b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) <b>C2/120:</b> XK 120 (1948-54) <b>C3/140:</b> XK 140 (1955-57) <b>C4/150:</b> XK 150 (1957-61) <b>C5/E1:</b> E-Types, Series 1 (1961-67) <b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>C7/E3:</b> E-Types, Series 3 (1971-75) <b>C8/SLS:</b> Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>C9/XJ:</b> XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On) <b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) <b>C17/PN:</b> Preservation Class (more than 35 years old) <b>C18/PN:</b> Preservation Class (20 to 35 years old) <b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>C20/F:</b> F-TYPE (2013-On) <b>C21/FP:</b> F-PACE (2016 - On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <u>C9/XJ</u> and <u>C10/XJ</u> according to their years, engines, and body styles.	<b>Driven Division Classes</b> <b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 <b>D2/E1:</b> E-Types (1961-67) <b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>D4/E3:</b> Series 3 E-Types (1971-75) <b>D5/SLS:</b> Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) <b>D6/XJ:</b> XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b> <b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On) <b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b> <b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) <b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>D15/F:</b> F-TYPE (2013-On) <b>D16/FP:</b> F-PACE (2016 - On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <u>D6/XJ</u> and <u>D12/J8</u> according to their years, engines, and body styles. <b>Special Division Classes</b> <b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition <b>S2/MOD:</b> Modified <b>S3/REP:</b> Replica (non-production, Jaguar powered)
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Classes can be viewed at the JCNA Web site at: [www.jcna.com/sites/default/files/files/14-Apx\\_D\\_Concours\\_Classes\\_2017.pdf](http://www.jcna.com/sites/default/files/files/14-Apx_D_Concours_Classes_2017.pdf)

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## Registration Form for DVJC Concours d'Elegance 2018

\*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration. **Registrations received after May 25, 2018, will be entered as Display class.**

Name \_\_\_\_\_ Phone Number \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_ Body Type: \_\_\_\_\_ Color \_\_\_\_\_

Address \_\_\_\_\_ e-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

JCNA Number \_\_\_\_\_ Club \_\_\_\_\_ VIN \_\_\_\_\_

Division - Please circle one only:      Champion      Driven      Preservation      Special      Display

Make check payable to: DVJC      Send to: Bill Beible, 805 Rosewood Drive, Chester Springs, PA 19425.

Release statement: I hereby acknowledge and certify that I own the car described on this DVJC Concours Registration Form. In consideration of the right and privilege to enter and participate in this event I agree to release and hold harmless the Concours sponsors, Concours committee, the DVJC and the Historic Hope Lodge and its sponsors, from any and all liabilities or loss arising from my entry, attendance, or participation in these activities.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Jaguar Owner





## Speaking of Things Jaguar - March 2018

By Paul Trout

### The King of Cool's Cat

To me Steve McQueen will always be “The King of Cool” and one of my heroes. I recently read the fascinating story of the 1968 Mustang that starred, along with Steve McQueen, in the film *Bullitt*. *Bullitt* is a police thriller starring Steve McQueen, Robert Vaughn, and Jacqueline Bisset. It was nominated for two Academy Awards and won for Best Film Editing. However, the film is best remembered for ten minutes of, perhaps, the most iconic car chase scene in film history. Most cinematic car chases show cars performing impossible feats with explosive crashes. This one was pure driving, and the driving in *Bullitt* was clearly...real! I remember there were people in the theater that actually got car sick during the chase.



The green 1968 Mustang GT390 from that film is one of a handful of cars that “The King of Cool” is strongly identified with.



Over the course of his short life, Steve owned quite a few cars; all of them cool. Unfortunately the “Bullitt Mustang” wasn’t one of them.

There were two '68 GT390s used in the filming of *Bullitt*. One was so banged up that it reportedly went to the crusher. The story of the other one is a bit of barn find legend. It was used by one of the film editors as a commuter car for a couple of years before the studio sold it to a New Jersey police detective (how ironic) in 1971. The detective obtained a letter from Ford certifying the VIN of the car matched the one that had been sold to Solar Productions for the film. The car was shipped to New Jersey. During that trip the wood steering wheel and shift knob were stolen. A few years later a small ad in the classified section of the October 1974 *Road & Track* magazine read: “1968 ‘Bullitt’ MUSTANG driven by Steve McQueen in the movie...Can be documented. Best offer” A New Jersey phone number was listed. An insurance executive named Bob Kiernan from Madison, NJ bought the “Bullitt Mustang” for \$6000. He used it regularly as his daily driver until he got a company car; passing it then to his teacher wife to drive to back and forth to school. It bore a New Jersey vanity plate that simply read “BULLITT”.

By 1977 McQueen’s fame had waned a bit and he was probably thinking about his legacy when he made several appeals to Kiernan to purchase the car. Steve wanted to keep the car unrestored and in his family. The letters went unanswered. Kiernan was very attached to the car and never considered the offers. In 1980, the same year Steve McQueen died of cancer, the clutch went on the car and with 65,000 miles on the clock it was parked; for a long time.

For decades to follow, the car was the subject of numerous rumors, myths, and dead end searches. The stories that evolved took on a life of their own and the “Bullitt Mustang” became a bit of a holy grail in the classic car world...just waiting to be rediscovered. It surfaced again last year. The car is still in the Kiernan family and has been resurrected (not restored) by the Historic Vehicle Association. It was revealed at the Detroit Auto Show last month alongside Ford’s 2018 Mustang Bullitt Edition; celebrating the 50<sup>th</sup> anniversary of the film. Ironically, the second “Bullitt Mustang” that reportedly went to the crusher was also recently discovered; in a junk yard in Mexico. Rusting away under several layers of white paint with the drive train missing, it too has been verified to be the real

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## Speaking of Things Jaguar - March 2018 (cont'd.)

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deal.

If you are a film buff, Steve McQueen will always be associated with that green Mustang GT.



If you are a Porsche guy, it will be his black 1958 Porsche Speedster 1600 Super.



Ferrari fans tend to remember his brown 1963 Ferrari 250 Lusso.



Racing fans will forever remember him in the Gulf-Wyer liveried Porsche 917 from his film Le Mans



or the white Porsche 908 that he and co-driver Peter Revson drove to a second place finish (23.8 seconds behind Mario Andretti!) in the 1970 Sebring 12 Hour race.



However, the car that I most associate with “The King of Cool” is his British Racing Green 1958 Jaguar XKSS.



XKSS chassis #713 was originally white with a red interior when it was imported by Jaguar Cars of North America in April 1957. The original owner was James Peterson, a contractor who was involved in the construction of Riverside International Raceway in southern California. Peterson sold the car to a local TV/radio personality named Bill Leyden. Steve McQueen first saw the car parked on a studio parking lot on Sunset Boulevard. He purchased the car in 1958 for \$5,000. Steve had the car repainted a dark British Racing Green and sent it off to Tony Nancy to be fit-



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## Speaking of Things Jaguar - March 2018 (cont'd.)

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ted with a custom stitched black leather interior.



Tony Nancy owned an upholstery shop on Ventura Blvd. and was known for creating some of the coolest custom car interiors of the fifties and sixties. Many of the custom cars that graced the covers of car magazines during that era had Tony Nancy interiors. Steve also had Kenneth Howard, also known as Von Dutch, a custom car fabricator known as “the father of modern car pinstriping”, to fabricate a metal glove box door to cover the open storage bin in the dash. Purportedly this was to prevent McQueen’s shades from flying out of the cubby hole whilst he was thrashing the XKSS about on Mulholland Drive. Steve affectionately referred to the XKSS as his “Green Rat” and loved to take it out to “play” on Mulholland, usually between midnight and 4am.



Remember that the XKSS had a 3.4 XK engine with three Weber Carburetors making 262 HP allowing the car to go zero to sixty in five seconds.

While that is quick in today’s performance car universe, it was extremely quick in 1958. Rumor has it that the local constabulary promised an expensive steak dinner to the officer that could nail McQueen and his Jag with a speeding ticket. As the story goes...he was often spotted and chased a time or two, but the steak dinner went unclaimed.

After enjoying the “Green Rat” for several years, Steve eventually sold it to William Harrah in late 1967. A condition of the sale was that the car remained on permanent display at the Harrah’s Auto Collection in Reno, Nevada. Ten years later, Steve regretted the sale and wanted to buy the car back from Harrah. After two years of sometimes contentious negotiation Steve had the XKSS back again.

The car remained in McQueen’s possession until his death in 1980. As part of the McQueen estate sale, the XKSS was sold in 1984 to friend and former neighbor Richard Freshman for \$148,000. Freshman shipped the car to Lynx Motors Ltd, well known classic Jaguar restoration specialists in the UK, for a high quality restoration/preservation. All of McQueen’s modifications remain on the car. In 2000 McQueen’s XKSS was sold to its current owners Margie and the late Robert E. Peterson and placed in their collection of movie star cars. The car remains part of the permanent collection in the Peterson Automotive Museum. Had cancer not ended his life at age 50, Steve McQueen would now be 88 and I’ll bet he would still be terrorizing Mulholland Drive in the “Green Rat”. After all he will always be “The King of Cool”.



As a side note, the cars at the Peterson museum get exercised fairly regularly. You can go to Jay Leno’s Garage on line and watch Jay getting an opportunity to give “The Green Rat” some exercise. It has a great



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## Speaking of Things Jaguar - March 2018 (cont'd.)

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sound!

### Jag Bits

#### Three Hot New Jaguars Jaguar Returning to GT Racing

Back in April I reported that Jaguar Special Vehicles Operations (SVO) had recruited renowned race car designer Paul Humphrys and had been contracted by a private customer, James Holder, to build a couple of F-Types to FIA GT4 specifications. Speculation at the time was that Holder was planning to compete in the British GT Championship.

In January it was announced that two Jaguar F-Type SVR race cars built and prepared by Jaguar SVO have been entered in the British GT Championship. I believe these will be the first Jaguar race cars actually built by Jaguar's own in-house team since the XJ13; which was never raced. The last factory built Jaguar race cars that actually took to the track in competition were the E-Type lightweights of the early sixties. The GT4 Race cars will compete under the banner of Invictus Games Racing which is collaboration between Jaguar SVO, James Holder, and Forces Charity Mission Motorsport. Forces Charity Mission Motorsports will provide the drivers who will all be wounded British military veterans. One of the drivers, Paul Vice, was awarded the Military Cross for his service in Afghanistan. He is known as the most wounded British soldier to survive the conflict.



While it is only in a British domestic series, it is a start and it is great to see Jaguar back in sports car racing. Now that SVO has built two GT4 race cars, perhaps other teams will place orders. Aston Martin has been dominant in the series for years and has built over 100 of their V-8 Vantage GT race cars for customers. The real dream, of course, is a Jaguar return to Le Mans. With 2020 being the 30<sup>th</sup> anniversary of Jaguar's last win and 2021 the 70<sup>th</sup> anniversary of their first victory

at Le Mans, the time is right.

### Lister Builds Jaguars Again

Lister Cars, renowned builder of Jaguar powered race



cars in the 50s and 60s and producer of the XJS Lister Le Mans supercar, has embraced the F-Type. Their Jaguar F-Type based supercar is named the Lister Thunder. Lister Car Company says the Lister Thunder is the most powerful and luxurious car they have ever produced. They have billed it as the logical successor to the XJS based Lister Le Mans. See the October 2017 Purr for details on the Lister Le Mans. Suffice it to say the Lister Le Mans was everything the XJS really wanted to be and the Thunder does the same for the F-Type.

Under the Thunder's bonnet the Jaguar 5.0 supercharged V-8 has been tuned up to 666 horsepower producing staggering performance. Zero to sixty is just over three seconds with top speed in excess of



200mph. Extensive use of carbon fiber shape the very subtle exterior modifications for increased aerodynamics and down force. The distinctive F-Type mouth for funneling air into the supercharger is ringed in bright green making the Thunder quite identifiable. The luxury level of the interior is ticked up a notch with Weir Nappa leather available in 36 different colors. While the badges are the Lister logo, this supercar has heart and soul of Jaguar. Lister plans a production run of 99 with a price of \$195,500. Within the first 24 hours after the Thunder was introduced Lister had received 22 orders totaling \$4.3M. Better get your order in fast; they are apparently going like fast cats....

## Speaking of Things Jaguar - March 2018 (cont'd.)

### The D-Type Returns!



Building upon its success with the continuation E-Type Lightweight (6 built 2014-15), the continuation XKSS (9 built 2017-18) Jaguar Classics recently announced a continuation series D-Type, limited to the remaining 25 chassis numbers from the original 100. Let that sink in a minute....Jaguar is going to build new D-Types, not replicas, new D-Types. Twenty five lucky souls will be able to purchase a new, Jaguar factory built, example of the most iconic sports race car of all time.



Per Kev Riches, Jaguar Classics Engineering Manager: *"Recreating the nine D-type-derived XKSS models was hugely satisfying, and an even bigger technical challenge than the six missing Lightweight E-type models, but lessons learned from the XKSS project have given us a head start on the final 25 D-type models. Each one will be absolutely correct, down to the very last detail, just as Jaguar's Competitions Department intended."*



Customers will be able to choose between 1955 short nose and 1956 long nose versions. Engine choices will be either 3.4 liter Weber carbureted or 3.8 liter fuel injected XK sixes.



With the D-Type victories at Sebring and Le Mans in 1955, Jaguar, anticipating customer demand, set aside 100 chassis numbers for the D-Type. Customer D-Type victories at Le Mans in 1956 and 1957 certainly validated that move.



By late 1956 customer orders for the D-Type were starting to wane and in order to remain on top Jaguar would need to invest in development of a successor. Questioning the impact on their road car business of the amount of money and engineering time spent on race car development, Jaguar ended its involvement in international motorsports on October 13, 1956. The intention then was to convert the existing D-Type inventory into road-going XKSS models. While a conversion of 25 was planned, only 16 were produced due to a fire at the Brown's lane factory in February of 1957. The chassis numbers for the D-Types that had not been built have remained on Jaguar's books ever since. Now they are going to be built!

The first continuation D-Type (shown in the photos) was introduced at the Salon Retromobile in Paris earlier this year. Pricing for the Continuation D-Type will be based upon the customer selected configuration. Based upon past continuation models, one can expect to pay about \$1.4M and up for a continuation D-Type. When you consider that period built D-Types

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## Speaking of Things Jaguar - March 2018 (cont'd.)

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on the rare occasion they come up for sale are selling in excess of \$7M, these “new” ones could be quite the bargain.



### Can You Look at This XJS for Me?

One day last month I had a note from President Paul asking if I would like to look at a car with him. Seems he had been asked by a member of one of the Jaguar clubs in Connecticut if he or someone in the club would mind, for a small donation to DVJC, having a look at an XJS in New Jersey that he was considering buying. Paul mentioned that we might take his E-Type if the weather permitted. Think about that....long ride in an E-Type, lunch with a friend, look at and, perhaps, drive a Jaguar XJS. Who is going to turn THAT down! We set a date and time with the dealer and motored over to a somewhat seedy neighborhood in Ewing, NJ. The dealership specialized in high end used cars, mostly BMW and Mercedes; however there was a nice pre-owned F-Type Jaguar in the rather crowded and noisy showroom. The smooth talking salesman tossed Paul the keys and said the XJS was sitting out on the back lot. I guess we look pretty trustworthy.... perhaps it was my faded Jaguar hat? Failing to gain entry to the car with the single key, we looked over the exterior fairly extensively. Did I mention it was one of the coldest days of the winter? We walked back to the showroom to thaw out a bit and suggest to the sales guy that we either had the wrong key or the locks were frozen or inoperative in some way. He yelled at one of the other guys, who was yelling at someone else at the time, to take care of the matter. Apparently yelling is an important part of high end used car sales in New Jersey. Paul and I were having a look at the F-Type when, miraculously, the XJS pulls up by the front door with no explanation. Paul asked if I wanted to drive. I deferred. We motored on down the pot hole enhanced boulevard. The car seemed to drive nicely. We pulled it into a church parking lot to have a more detailed inspection. There were a couple of minor issues under the bonnet; a piece of intake ducting missing, very mild timing

chain clatter. The interior was very nice and the top looked new. Almost everything on the dash worked. The passenger window did not. I decided I would take Paul up on the offer to drive it a bit. I pulled it onto a side street and decided to see if the V-12 still had all of its grunt. With a bit of “I haven’t done this for some time” smoke out the back, it sure did!

Now I haven’t mentioned the exterior up to this point. The car was originally red and was listed in the ad as such, but it was actually white. It looked pretty good from about ten feet. As we started looking at it more closely we realized the white was not paint; it was a vinyl wrap. Yep, the car was wrapped in vinyl to change the color. I had heard of this, but hadn’t ever seen it. Some subsequent research enlightened me to the fact that when done right it is almost indistinguishable from a paint job. Well this one was not. The vinyl was peeling away in the wheel wells and quite wrinkled around the lights. None the less, it was a good ten footer. We returned the car in one piece and headed back to PA. Paul and I collaborated on a report and sent it off to the prospective buyer, who had suggested up front that he was most interested in whether it was a solid car without obvious mechanical issues. Indeed it did fit that bill. I suggested to Paul that, if I were in the market, I would have offered the dealer about half of what he was asking, since he had indicated he didn’t like “older cars” on the lot. That way I would save enough to get a real paint job, address the minor issues and not have put more money into the car than it was worth. Seems that is exactly what the prospective buyer from New England did. He had the car shipped directly to Motor Cars, Inc in Plainville, CT. Motor Cars is a Jaguar specialty shop with an excellent reputation. I actually bought my XKR from them. I wish they were located closer. Motor Cars also buys and sells Jaguars and, upon arrival, offered the buyer twice what he had paid for it. The offer was declined and they are going to address the minor issues. The owner is planning to return the car to its original red with real paint. He kept his end of the bargain and sent us a couple of checks to be donated to the club.

So, if you are perusing Hemmings or Bring a Trailer, as I do constantly, and see a Jaguar that is just what you are looking for, but is in another part of the country; try contacting the president of the local Jaguar club. He or she might know a couple of guys with nothing better to do on a Friday morning....

**That’s All For This Month.... Enjoy Your Jaguar!**

**Paul T**





## Yardley – Easton Annual Triumph / Jaguar Delaware River Scenic Drive



Saturday May, 19<sup>th</sup>, 9 am depart the Yardley Inn for a 45-mile scenic drive up Delaware River to Two Rivers Brewery in Easton, PA for Brunch. (Yardley Inn, 82 East Afton Avenue, Yardley PA, 19067)

We plan to crisscross the Delaware River bridges up to Easton. Ending at to Two Rivers Brewery by 11:00 for brunch afterward we will be having a tour and a tasting at the Weyerbacher Brewery in Easton.

Please RSVP!

DVJC contact Rich Rosen - [rosen244@verizon.net](mailto:rosen244@verizon.net) or call 609-923-7655

DVT contact Bob De Lucia - [yukon80@comcast.net](mailto:yukon80@comcast.net) or call 267-258-7071



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# Philadelphia Area Car Shows / Events 2018

Provided By Kevin Fitzgerald

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March 24 (Sat), 9 AM. Triumph Rescue tech session: 617 Walnut St, Bally, PA 19503. Food provided. RSVP to 610-845-6217.

April 22 (Sun), 8 AM: Cars and Coffee Car Show. Bethlehem Steel Stacks. 101 Founders Way, Bethlehem, PA. No registration needed.

May 4-6: Northeast Rally Club: Rally Round the Erie Canal. JCNA Sanctioned. 50-car limit. \$200 deposit. Fairport, NY

May 5 (Sat), 9 AM. Ragtops & Roadsters. Spring Open House. 4<sup>th</sup> St, Perkasie, PA. Coffee & scones provided.

May 5 (Saturday). 10 AM: Bucks County Exotics. 1745 S. Easton Rd, Doylestown, PA

May 17-19. Carlisle Import and Performance Cars—flea market & car show. Opens at dawn. Carlisle Fairgrounds. Carlisle, PA. (Check out car auction.)

May 20 (Sun). HCCP Spring Car Show. Linvilla Orchards, Media, PA. More details: 610-356-5510

June 2 (Sat), 8 AM: DVJC 53<sup>rd</sup> Annual Concours d'Elegance. Hope Lodge, Flourtown, PA.

June 10 (Sunday), 9 AM. Hellertown Car Show (mainly British). 3400 Reservoir Rd, Hellertown, PA

June 23-24 (Sat-Sun). Pagoda Hill Climb. Reading, PA

June 30 (Sat): Jaguar Gathering of Friends — Conception Party. Home of Paul & Irena Merluzzi, West Chester, PA

July 15 (Sun), 10 AM – 3 PM. Antique and Classic Car Show. Newtown, PA. \$15 registration before 7/1.

July 21 (Sat), 9 AM. Slalom. Garnet Valley High School, Smith Bridge Rd, West Chester, PA. JCNA members only. For details, contact Kurt Rappold. 610-358-4055.

July 21 (Sat), 5-9 PM. Doylestown at Dusk Car Show. Downtown Doylestown. Registration opens 4/22; \$20.

August 3 (Fri), 8 AM. Macungie Car Show & Flea Market. Macungie Memorial Park, Macungie, PA.

August 4 (Sat), 10 am. Pennypacker Mills All British Car Show. Intersection of Rtes 73 & 29

August 5 (Sun), 9 AM. Doylestown Car Show & Flea Market. Fonthill Museum grounds. All car makes + custom.

August 11-12 (Sat-Sun). New Hope Car Show, New Hope, PA

August 18-19 (Sat-Sun). Pagoda Hillclimb, Reading, PA

August 18, 4-9 PM. Perkasie Car Show, Downtown Perkasie, PA

August 26, 9 AM. Taste of Britain Car Show + polo match. MG sponsored. All British makes. 70 Church St, Rothsville, PA. For details, call 717) 548-2457.

September 2 (Sun), 8 AM. Duryea Days Car Show & Flea Market. Boyertown Community Park, Boyertown, PA

September 6-9 (Thurs-Sun). Watkins Glen Vintage Grand Prix Race and Car Show. Watkins Glen, NY. DVJC Caravan leaves Wed, Sept 5.

Sept 15 (Sat). Car show. British Car Club of Delaware. Delaware City, DE. For details, contact Kurt Rappold @ 610-358-4055.

Sept 21-23 (Fri-Sun). British Reliability Run. For details, contact Dave Hutchinson @ 215-257-1202.

Sept 22 (Sat), 830 AM. Coatesville Invitational Vintage Grand Prix. 2.2 mile old-time street race. Coatesville, PA. Registration: (484) 787-6408

# CLASSIFIED



## **2000 Jaguar S-Type**

6 cylinder New tires Excellent running and appearance  
\$2,900

Steve-484-885-9259-Philadelphia, Pa.,  
See on [www.autospca.com](http://www.autospca.com)



## **1989 XJS**

1989 Jaguar XJS convertible, red, V-12 engine, 36,000 miles.  
\$12,500

Contact James Toolan, 215-675-4672, and leave a message.



**FOR SALE:** 2007 Jaguar XK Coupe. rare, iconic, Jaguar Racing Green. Caramel interior. Luxury package. Excellent condition. Recently serviced. Needs nothing. 37,500 miles. \$24,500. NEGOTIABLE. Additional details and photos available. Please feel free to contact me if you'd like to discuss. THANKS!

BILL JENKINS, LEWES, DELAWARE, USA, CELL: 410-980-8836,  
[bill.jenkins1@verizon.net](mailto:bill.jenkins1@verizon.net)

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## **Philadelphia Area Car Shows / Events 2018 (cont'd.)**

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Oct 7 (Sun). 10:30 AM - 2:30 PM. The Classics at Brantwyn Annual Vintage and Super Car Tour & Show. Brantwyn Mansion in Wilmington, Delaware. For details, contact Paul Merluzzi.

Oct 13(Sat), 8 AM. Hershey Car Show, Hershey, PA. Flea market starts Oct 10 (Wed).

Oct 13 (Sat), 9 AM. Autumn Leaf Festival; mainly British cars. Peddlers Village, Lahaska, PA.

Oct 19-21. Annual Pumpkin Rally. Millsboro, Delaware Fire Co. JCNA sanctioned. For details, contact Kurt Rapold @ 610-358-4055.

Nov 3 (Sat), 8 AM. Vargo (Dragway) Car Show. Elephant Rd, Perkasie, PA

Nov 4 (Sun). Reiglesville Fall Rollout Car Show. 615 Easton Rd, Reigelsville, PA

### **2019**

Feb 2-10: Philadelphia Car Show. Philadelphia Convention Center.

Feb 9-11. Classics in Atlantic City Car Show. Auction & Car Corral.

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# Delaware Valley Jaguar Club Breakfast Socials

March 18, 2018

April 15, 2018

10:00 a.m.

**Spring House Tavern**  
**1032 Bethlehem Pike**  
**Spring House, PA 19477**  
Phone 215-646-1788  
www.springhousetavern.com

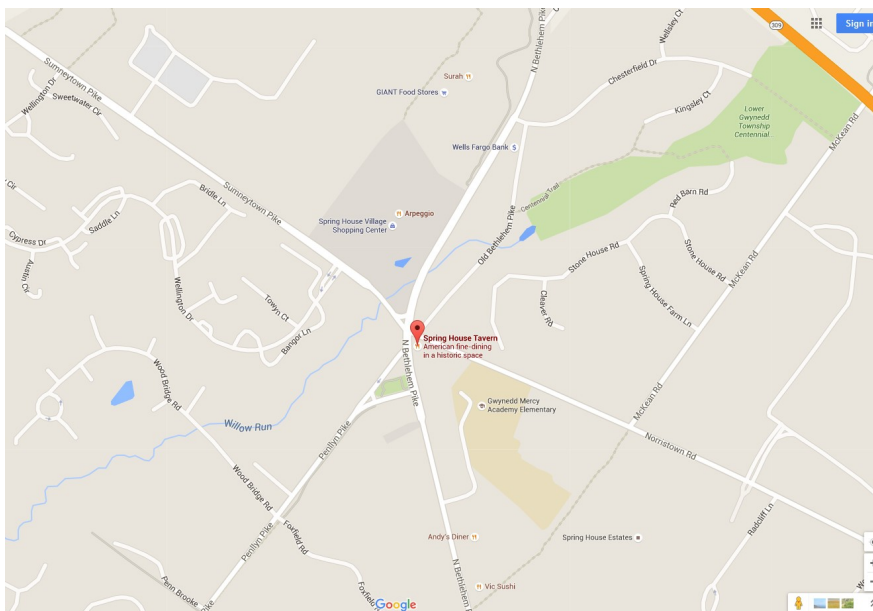
**PLEASE RSVP TO PAUL MERLUZZI ([pawlym@aol.com](mailto:pawlym@aol.com)) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

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

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

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

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



# **NORTHEAST RALLY CLUB**

## **Rally Round the Erie Canal 2018**

**Howard Sharp, 445 Loud Road, Fairport, NY 14450**

**MAY 4-6, 2018**

**CLASS** (circle one)

PRO

SOP

ROOKIE

**DRIVER** \_\_\_\_\_

Address \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

**NAVIGATOR** \_\_\_\_\_

Address \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

**VEHICLE** make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_

**PROOF OF INSURANCE MUST BE ATTACHED**

**FRIDAY'S LUNCH:** I plan to attend Friday's lunch? YES NO MAYBE

**IF YOU HAVE BEEN ASSIGNED A CAR NUMBER IT WILL BE YOUR NUMBER FOR EACH RALLY. WE WILL NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE DON'T FORGET TO BRING YOURS. IF YOU DO NOT HAVE AN ASSIGNED CAR NUMBER, PLEASE CHECK HERE AND A NUMBER WILL BE ASSIGNED \_\_\_\_\_.**



## **ENTRY FEE**

**\$ 400.00** entry form and insurance received by April 1<sup>st</sup>, 2018 \$ \_\_\_\_\_

**\$ 425.00** entry form and insurance received after April 1st 2018 \$ \_\_\_\_\_  
(entry fee covers meals for driver and navigator)

**\$ 10.00** each additional person for Friday's dinner \$ \_\_\_\_\_

**\$ 10.00** each additional person for Saturday's dinner \$ \_\_\_\_\_

**\$ 10.00** each additional person for Sunday's brunch \$ \_\_\_\_\_

DISCOUNT for signing rookie team (-\$ 50.00) \$ \_\_\_\_\_  
Please indicate name of rookie team \_\_\_\_\_

TOTAL (Check payable to Lowell Twitchell, NERC) \$ \_\_\_\_\_

## **MAIL CHECK AND INSURANCE TO:**

Howard Sharp, 445 Loud Road, Fairport, NY 14450

Please list name of anyone that will be coming with you so that we can make name tags:

Name \_\_\_\_\_ Hometown \_\_\_\_\_

Name \_\_\_\_\_ Hometown \_\_\_\_\_

## **HOTEL INFORMATION**

**WE HAVE A BLOCK OF ROOMS RESERVED AT THE HAMPTON INN AND SUITES (585-924-4400) 7637 Pittsford Victor Road, Rte 96 Victor, NY BE SURE TO ASK FOR NORTHEAST RALLY CLUB RATES King or Double \$109-129 – Suite \$129-149. MAKE YOUR RESERVATIONS EARLY, THE ROOM RATES WILL ONLY BE HELD UNTIL 4/2/2018.**

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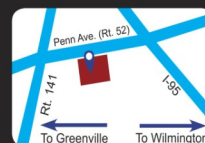
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Sunday: Closed

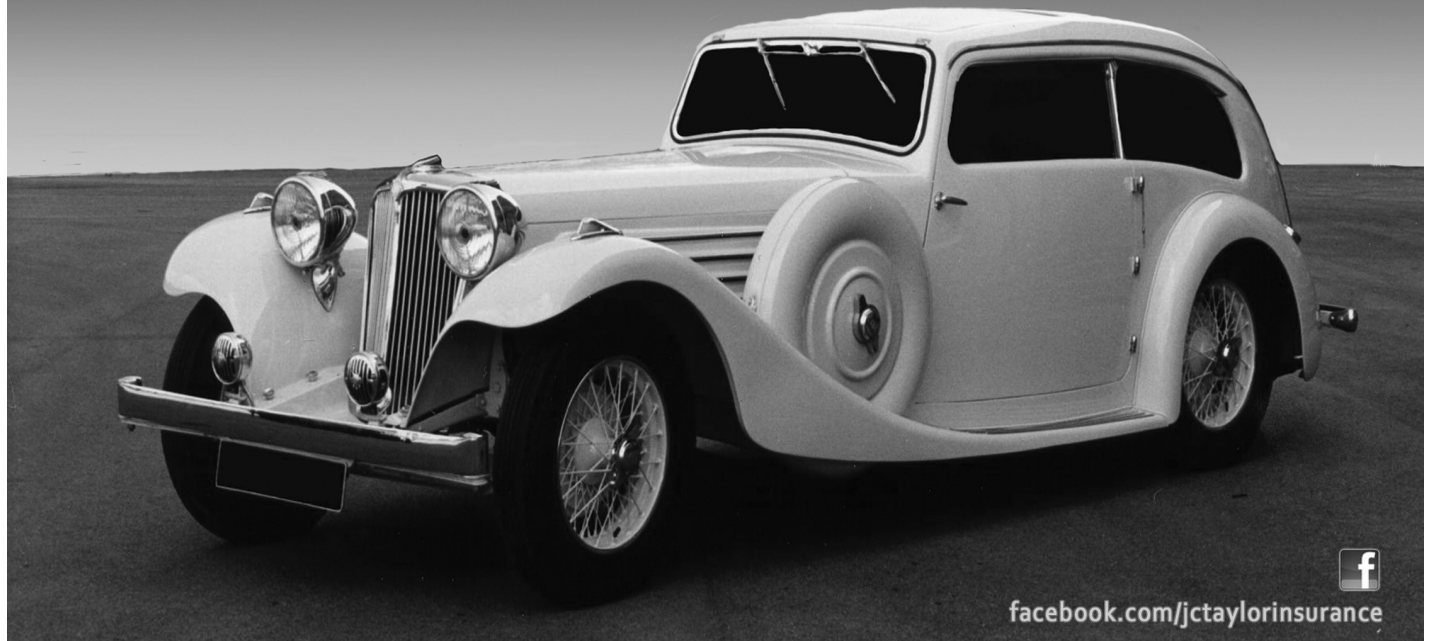


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Editor : Pauline and Brian Craig  
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