
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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March 2019

Great Britain—Land of Sports Cars



Funny things happen when people share common interests. Seven members of the Delaware Valley Jaguar Club attended the same event, the Great Britain—Land of Sports Cars event, at the Simeone Museum. It was not a planned club event, the members just happened to be sharing a common interest. Shown above are Dave Hutchison, Gerry Kunkle, Jim Sjoreen, Steve Kress, Kevin Fitzgerald and Jed Rapoport. Alex Giacobetti attended but was not present for the photo. See page 17 for more photos from Kevin Fitzgerald.

Membership renewal deadline has passed but you can still renew. Please see page 6 for more information.



NOTICE—You can still renew your DVJC membership for 2019. Renewals can now be completed on line at the club's Web site. Renewals can also be completed by mail. The annual membership continues to be \$65.00. We have reduced our club's expenses by limiting the number of mailed copies. If you absolutely must have a mailed copy the annual membership is \$75.00 and can only be completed by mail. Please see page 6 for more information.

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Upcoming DVJC Events

March 17, 2019

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 19)

Spring House Tavern, 1032 Bethlehem Pike,

Spring House, PA 19477

<https://delvaljaguarclub.com/events/monthly-breakfast-social-spring-house-tavern-3/>

Or Paul Merluzzi pawlym@aol.com

April 26—28, 2019

Chicken Run Rally (see pp. 21—23)

Millsboro Volunteer Fire Co., Millsboro, DE

Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com

May 11, 2019

Yardley—Hellertown Delaware River Scenic Drive

Starting at Yardley Inn, Yardley, PA going to

Braveheart Highland Pub, Hellertown, PA

Contact: <https://delvaljaguarclub.com/> or Rich Rosen rosen244@verizon.net

May 19, 2019

DVJC Annual Holiday Party & Awards Luncheon

William Penn Inn, 1017 DeKalb Pike,

Ambler, PA 19436

Contact: <https://delvaljaguarclub.com/events/dvjc-holiday-party-and-awards-luncheon-2/> or Paul Trout, pgtgt@aol.com

June 1, 2019

DVJC Annual Concours d'Elegance (see p. 13)

Registration opens March 1, 2019

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

Historic Hope Lodge, Fort Washington, PA

Contact: Jim Sjoreen, jsjoreen3860@comcast.net

Other Interesting Events

April 6, 2109

Triumph Rescue Tech Session (see p. 24)

617 Walnut Street, Bally PA 19503

Contact: triumphrescue.com or 610-845-8217

June 8, 2109

A Touch of England, A Gathering of

Classic British Motorcars (see p. 30)

Ho-Ho-Kus, NJ

Contact: Karen Forgione toenjtriumph@gmail.com



Your Monthly Bill *March 2019*

**What size would you like –
large or small?**



*Two Cylinders, "2 on the floor" Series III or Series I
4.2 L XK engine, 4 speed?*

These classic Jaguars are two of the nearly 600 vintage, classic and modern cars packed into ten blocks in the heart of Naples, Florida. The Ferrari Club of America hosted the 15th Annual "Cars on 5th" event on a beautiful, sunny 80-degree day in early February. The show was an impressive collection of European and American cars with a few Japanese examples salted in for good measure.

Not surprisingly, Ferrari was the most prevalent marque, numbering over 150. Additionally, there was a great variety of Lamborghinis and Maseratis with a few Alfas to round out the Italian delegation.

By country of origin, Germany was second, represented by Porsche, BMW and Mercedes. Several vintage and custom VW microbuses brought an element of carefree fun to this group.

Triumph, MG and Austin Healey were the largest share of the British cars in the show. Additionally, there were a few Aston Martins, Bentleys, Rolls Royce, Jaguars, Morgans and AC Cobras. Most of the Jaguars were 2019 models provided by a local dealer. Their display included an iPace electric SUV that generated a lot of interest. Please excuse the pun.

The remainder of the cars in the show included a wide variety of original, restored and custom American cars including Ford GT 40's, Corvettes, Cobra replicas, Franklin, Hudson, Duesenberg, Lincoln, Stutz, Cadillac, 442, GTO and others too numerous

to mention.

Paid attendance exceeded 50,000 and all proceeds from this event support an established local charity. If you happen to be "snow birding" in south Florida in February, this is an enjoyable way to spend a Saturday! You may even see one of these beauties at next year's show –



The same day we were at the car show, twenty-six members enjoyed dinner and the music of "Just Add Water" at the Gathering of Friends at Duffers Tavern with DVJC's own max Sandler on keyboard.



Our monthly brunch will take place on Sunday March 17 at the Spring House Tavern. You are encouraged to invite and bring others with interest in Jaguars and, of course, if the weather's cooperating, uncover your Jags and give them some early spring exercise. Be sure to RSVP!

The 2019 JCNA Annual General Meeting will be held

Your Monthly Bill

March 2019 (continued)

March 22 -24 at Jaguar Land Rover North America's headquarters in Mahwah, NJ. The actual business meeting occurs Saturday along with several seminars and the AGM Dinner and Awards Banquet Saturday evening. Check the JCNA website for the complete program and registration information. It's only a 2-1/2 hour drive from King of Prussia. It would be nice to have some of our members join Peter Daniel and me, this year's delegates.

The Coventry Foundation is growing through donations of cars, tools, and documents as well as critical financial support of individuals and JCNA clubs. We recently received a letter of thanks for DVJC's \$250 annual sponsorship donation. I encourage everyone to give thoughtful consideration to making a personal donation to support this initiative. More information and donation form at www.coventryfoundation.org.



This spring's Pumpkin Run Rally (yes, pumpkins start growing in the spring!) is fast approaching. Dates are Friday April 26 – Sunday April 28. A core group of talented DVJC teams always fares well in this "Time and Distance" competition. This is not a race, rather a challenge to see how well two-person teams of navigators navigate and drivers drive. We are usually joined by a few members from other Jag clubs in our region. On

the encouragement of the Craigs and Kurt Rapold, Nancy and I gave it a try a few years ago. We didn't know quite what to expect but quickly found we enjoy the cars, competition and friendships we've developed. We look forward to the spring and fall rallies each year. Register at <http://northeastrallyclub.music-mojo.com/wp-content/uploads/2019/02/Entry-Pumpkin.2019.pdf>. The hotel room block is only good until March 25. Any year and make of car can be entered – the only requirement is passing a basic safety inspection. If you haven't yet experienced a rally like this, I encourage you to try it. Feel free to contact me if you have questions.

It's not too soon to start thinking about the Concours on June 1! Planning is well underway. Registration opens March 1 – register early to ease the last-minute crunch that Brian normally experiences each year. A show of this size only works because of the many hours contributed by selfless volunteers. There is a big need to staff traffic control and parking in addition to judging, registration, etc. Spectator admission fees are one of the primary sources of income which cover a significant amount of our expenses. I encourage every member of our club to contribute a few hours so the burden is shared broadly and everyone can enjoy the day. (See page 13)

Spring is just around the corner!

Bill

DVJC Membership Renewal

Our DVJC website (<https://delvaljaguarclub.com>) offers an easy way to renew your club membership for 2019 online using PayPal. All current members can renew online. However, the process differs slightly for people already registered on the website and those who have not yet registered for website access.

- If you are already registered on the website (have a screenname and password), go directly to the Login Page (https://delvaljaguarclub.com/rm_login/).

Login then follow the instructions on that page.

- If you are a club member who has not yet registered for the website, use the Become a Member Page (<https://delvaljaguarclub.com/membership-registration/>) to register for the site and pay your 2019 dues.

Follow the instructions on that page.

Of course, 2019 dues can also be paid by mailing a check payable to DVJC to Ann Perry, PO Box 163, Mendenhall, PA 19357.



Speaking of Things Jaguar - March 2019

By Paul Trout

The Twenty Two Hours of Daytona; Just Add Water and Two Cylinders

The Rolex 24 is North America's foremost international sports car race. It is held on the last weekend of January at the Daytona International Speedway; "The World Center of Racing". The weather in northeastern Florida in January can be anywhere from very warm to downright frigid. And, as it seems with any twenty four hour race, there is always the threat of some rain. Considering we had just experienced nearly a week of temperatures below freezing (sometimes below zero) here, there was little chance it wouldn't be at least a bit warmer in South Carolina, where I dropped Sue off, or Daytona where I was headed with my brother. We arrived in Daytona on Friday to mid sixties temperatures and met a couple of my brother's Porsche Club friends for dinner. Porsche race fans are pretty fanatical, and nowhere more so (at least on this continent) than at Daytona. There was a lot of talk about the rivalry between the Porsches, Corvettes and the Ford GT's. Torn between allegiance to Corvette and the Ford GT's, I was a bit out numbered. And, once again, there were no Jaguars in the race to talk about. One other team in the GTLM class, BMW, just didn't even come up in the conversation. They were pretty much a non-contender in last year's race. I was, of course quite excited that my favorite currently active race driver, Fernando Alonso, was driving for one of the best teams in the LMP1 class. LMP1 is the top class at Daytona and he would be vying for the overall victory. Unlike Indy Car or NASCAR races, the Rolex 24 has four different classes of cars racing at the same time. There are significant speed, handling and braking variations between the classes. Just in terms of top speed there is over a twenty mile per hour difference (200 mph vs. 175 mph) between the LMP1 cars and the GT Daytona (GTD) cars. The 3.56 mile race course configuration for the Rolex uses almost all of the highly banked NASCAR tri-oval with a one mile road course section in the infield; so the cars spend quite a bit of time at or near top speed each lap. To put that into perspective, picture in your mind cruising on I-95 at 75 mph with cars spread out in both lanes and a couple of cars approach at 100 mph and weave through you and the other cars without slowing down. Variations in top speed aren't the only issue. The LMP1 and LMP2 cars, purpose built, highly aerodynamic, race cars, accelerate significantly faster, brake

much later and grip the asphalt in the corners so much tighter than the GT cars which start out as road cars. The LMP1 cars weigh about 2000 lbs and are powered by 600 hp V-8 Cadillac, Acura, or Nissan engines. The LMP2 cars are similar in construction with 4.0 liter Gibson V-8 engines. The GT Le Mans (GTLM) cars, by contrast, are factory entered race cars based on production models from GM, Ford, Porsche, Ferrari, and BMW. They weigh about 2700 lbs with around 500 hp on tap. The GTD (GT Daytona) cars are privately entered production based race cars including Audi, Acura, Lamborghini, Ferrari, Mercedes and Lexus, often driven by amateur drivers. The LMP cars look a bit like ground hugging space ships while the GT cars are easily recognizable replicas of the road cars they started life as. Along with the diversity of cars there is an even greater diversity of drivers. Drivers range from amateurs to young up and coming drivers to professionals at various stages of their racing careers. This year's field included no fewer than eleven former Formula One drivers including Rubens Barrichello, Juan Pablo Montoya and two time World Champion Fernando Alonso. There were also some former Indianapolis 500 winners like Helio Castroneves and Alexander Rossi. While Alonso was by and large the crowd's, and my, favorite, we were all inspired by former CART champion Alex Zanardi who was driving the #24 BMW M8 GTE in the GTLM class. For those of you who may not be familiar with Alex Zanardi, and even those who are, his story is worth telling.

Alex Zanardi, son of a plumber, was born in Bologna in 1966 and made his Formula One debut in the Spanish Grand Prix 1991. After four so-so years in Formula One he came to America and signed a contract with Chip Ganassi to race in the CART series. He rapidly became one of the most popular drivers, named Rookie of the Year in 1996 and winning the Cart championship in 1997 and 1998. He left Cart after the 1998 season and returned to Formula One to race for the Williams team. Success in Formula One continued to elude him and he returned to CART in 2001 driving for the MO Nunn team. His most competitive race of 2001 was in the American Memorial at the EuroSpeedway in Lausitz, Germany. He started from the back of the grid and was leading late in the race when he made his last pit stop. When exiting the pits he lost control and was hit broadside just behind

Speaking of Things Jaguar - March 2019 (cont'd.)

the front wheel in a horrific crash. The nose of the car was severed and Alex lost both legs, one at the thigh and the other at the knee. He lost 75% of his blood volume and is only alive today because of the rapid medical intervention at the track and on the way to the hospital. Further portions of his legs were amputated in surgery to save his life. Most everyone thought his racing career was over. Everyone but Alex Zanardi that is. On May 13th 2003 Alex Zanardi returned to the Lausitzring and completed the final 13 laps of that fateful race just two years before. Alex slid into a specially prepared Indy race car with hand controlled clutch and throttle using the remaining part of his right leg for the brake. His best lap time was good enough to have put him fifth on the grid for the race that was run later that day. Later that year he started a five season stint as a BMW factory driver in the FIA World Touring Car Championship; scoring four wins. The #24 BMW M8 GTE has a special detachable steering wheel with paddle shifters and a ring similar to a horn press that is the throttle. There is also a lever that operates the brakes with a button on top that triggers downshifts. Watching him practice driver changes was quite impressive; no slower than a typical driver change. There are a couple of videos of the well choreographed driver change on YouTube.



Aside from being a race driver, Alex is a very accomplished hand cyclist who has won numerous marathons, including the New York Marathon in the hand cycle class. He is also a multiple gold medalist in the Paralympics. According to BMW Motorsport Chief Mario Theissen, "When he (Alex) commits himself to a project, whether its touring cars or hand cycles, he's dedicated to it day and night, month after month, year after year. But at the same time, he's so joyful that he makes it look easy, even when you know he's working very hard." Watching Alex pilot that BMW race car one cannot help but feel inspired. Recently he said in an interview, "I think I've been very lucky. Even after my accident, I am a man who lives a never ending

privileged type of life. I still think I am gifted because, having lost my legs, it's become an opportunity, to a certain degree....You have to accept the fact that as long as you are alive, you have something to lose." Another little known fact about Alex Zanardi, which I just recently learned, has to do with end of the race celebrations. I think most of us are familiar with the spraying of Champagne on the podium at the end of a Grand Prix or Le Mans race; that tradition was started by Dan Gurney after winning Le Mans in 1967. A somewhat newer end of race tradition, particularly popular in NASCAR and INDY Car racing, is for the winner to do smoking donuts in front of the grandstands. Well, that tradition was started by none other than Alex Zanardi at the end of the 1997 Long Beach Grand Prix in the red Target sponsored CART race car.

Back to Daytona... By mid-morning on Saturday the circus-like atmosphere was building in anticipation of the start of the race. The crowd, which seemed larger than last year's, (which was the largest ever) was evident at all of the pre-race attractions. There were long lines to get hats, shirts or programs autographed by favorite drivers. There were lines to fill out computerized surveys to get car manufacturer giveaways like the Corvette racing Tee shirt I got after a 15 minute wait in line. There were lines of the curious waiting to sit in Ford GTs and Lamborghini Huracans. Crowds were three and four deep getting a glimpse into the garages as the teams were making final preparations on the race cars. It always amazes me to see the last minute flurry of activity that goes on about two hours before the start. The Ford team had laptops plugged in and engines revving apparently sorting out some last minute concern. Many of the cars were up on their hydraulic jacks with wheels and front and rear body sections off. With a garage pass, the teams and cars are quite accessible as long as you observe the "look but don't touch" rule.



Speaking of Things Jaguar - March 2019 (cont'd.)

After a turn through the garage area my brother and I made our way up to the observation deck above the garages to take in the Rolex 24 Heritage Exhibition laps.



Only about twenty minutes long, this is my favorite pre-race activity. A field of about twenty race cars that either won or participated in previous Rolex 24s roar around the track to the delight of the multi-generational crowd. Mostly Porsches from the past five decades with the odd Mustang GT-350 and 70's era Corvette to offer a taste of sports car racing history at Daytona; the sound is awesome! Watching Hurley Haywood drive the Rolex winning #59 Brumos Porsche 935 was quite the thrill. After watching all of those Porsches on the track, we took a hike over to the Porsche Corral. I mentioned before that Porsche fans are quite fanatical. The Porsche Corral is the epicenter of that fanaticism. Located in the infield section it is an acre or so of Porsches of all vintages owned by Porsche Club of America (PCA) members who have paid a substantial premium to park them there. There is also a huge circus tent with refreshments, giveaways and a schedule of speakers on Porsche related topics. My brother being a PCA member afforded me access and a few nice Porsche related items. Time for the "Grid Walk" was approaching, so we hiked back to the garage area to wait in line with hundreds of other fans to enter pit lane and walk out onto the track to watch the parade of race cars. They are pushed by their crews onto pit lane, led by uniformed flag bearers holding the national flag of each of the drivers while their driver lineups are introduced.



It is quite the spectacle! The clear fan favorite again this year was Fernando Alonso. Last year he was here to gain some experience; this year he was here to win!

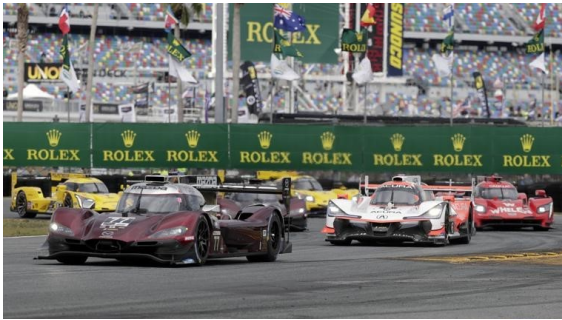


After all of the cars have been pushed into place on the grid, pit lane is opened up to the fans. Fans who wish to rub shoulders with hundreds of other fans can wiggle their way right up to the cars and talk to the drivers. As it looked like there were twice as many fans on the grid as last year; I passed. We watched the mayhem from the start/finish line. In a calmer atmosphere, there were kids drawing pictures on the track with chalk and fans leaving messages on the start/finish line with sharpies. Standing on the track under the starter's flag stand two things strike you. How steeply banked the track is between NASCAR turns four and one and how narrow the track is at that point. I have seen cars come through there approaching 200 mph three wide. Three wide with only inches between the cars at 200 mph certainly requires a unique mix of skill, confidence, courage and trust. Even knowing from the experience of racing (at little more than half that speed) that things slow down and speed becomes relative, I continue to be impressed with the skill these top drivers display lap after lap.

Around 1:45 the announcer lets us know it is time to clear the grid; forty five minutes to the start! We climbed up the banking and made our way to our favorite spot just past turn one. We were there in plenty of time to hear the Grand Marshall, five time Daytona 24 winner and three time SCCA Trans AM champion, Scott Pruett say "Drivers, Start your engines!" The

Speaking of Things Jaguar - March 2019 (cont'd.)

roar of the engines and the roar of the crowd competed to build the excitement. As the cars rolled out in single file to form up two by two on the pace laps, we were all on our feet. The day had been a great experience thus far, but this is what we all came for. Scott waved the green flag as forty seven race cars thundered down the front straight and seconds later scrambled through turn one. Pole sitter Oliver Jarvis in his Mazda powered RT24-P led the pack through the infield and out onto the banking as the LMP1 cars started to string out.



The Team Joest Mazda had set a new lap record earning the pole position and had pulled out a strong lead in the opening laps. The two Penske Acura ARX-05's with Juan Pablo Montoya and Ricky Taylor driving the first stint were leading the rest of the pack. The #10 Konica Minolta Cadillac Dp-V.R of Wayne Taylor Racing that Alonso would soon be driving had Jordan Taylor at the wheel for the first stint; they were running sixth. The initial pace was fast considering there were well over 23 hours still to race. As the saying goes; In order to finish first, first you must finish. While the race started in mild temperatures with a slightly overcast sky, heavy on every team's mind was rain. It was not if it would come, it was when and how heavy. The combination of darkness and rain can change the completion of a race dramatically, but for now the track was clear and dry; darkness was hours away. By lap six the leaders were starting to lap the back markers and the true character of modern endurance racing started to show as they weaved their way through the relatively slower cars. Despite differences in speed, braking and grip, every driver is racing his race, in his class and nobody is giving any quarter. I'm racing on my line, so if you want to overtake me you're going to have to deviate from yours. While much of the overtaking occurs on the banking, quite a bit takes place in the braking zone for turn one and the exit of the infield onto the banking. That's why we like that spot so much as we can see both of these sectors quite close as well as the infield and almost all of the banking. Around 35-45 minutes into the race the pit sequences start as fuel tanks drain and tires start to

go out. The pit stops jumble up positions until everyone is serviced and things settle down again. Our spot is also at the pit lane exit so we can enjoy that drama as well. Around 4:30, two hours into the race, Alonso took over for Jordan Taylor with the #10 in third place about 10 seconds behind the leader. With a smile on my face I watched one of the most impressive drives I've ever seen. You could really see that something special was taking place as the #10 dove into turn one on his first lap; faster, smoother and determined. Second time around he moved from third to first in the braking zone of turn one and put the Cadillac into the lead. After taking the lead, by my rough, unofficial, timing he was putting about a second on the rest of the pack each lap. It was quite a show. He held that lead for 80 laps through his 3 hour stint. As the race continued into the evening the temperature steadily dropped and a cold wind was blowing. You could feel that the 100% forecasted rain was coming soon. Around nine o'clock, sitting in the stands literally shivering, we decided it was a great time to get some dinner. So we headed over to a bar just off of Speedway Blvd. Warming up over bowls of Chili we watched Team Joest's race go up in smoke. While the #55 Mazda was in the garage with the team trying to repair a fuel leak, the #77 Mazda stopped just past the Bus Stop chicane with the back of the car in flames.



We watched the fireworks over the lake on the big screen and decided our race was over for the day. Back at the hotel we watched a bit of in-car on our ipads, me with Van der Zande in the #10 Cadillac and my brother in one of the Porsche GTLM cars which was leading its class at the time. The GTLM race was very much up for grabs as by this point, with a third of the race run, the lead had changed at least 15 times with every car, except the two BMWs in the lead at one point or another. With visions of race cars dancing in our heads, we drifted off to sleep.



Speaking of Things Jaguar - March 2019 (cont'd.)

I woke up about 5:30, saw that it was raining rather heavily and went right to the iPad to see what was going on at the track. I saw that the cars were circulating under a full course yellow behind the safety car. Apparently the rain finally arrived around 4:30am and was pouring down since about 5am. Since the prospect of watching a slow rooster tail parade behind a safety car had little appeal, I caught another hour's sleep. We came up from breakfast to find that the race had been red flagged; stopped. It seems the safety car nearly spun into the wall and decided to lead the field into pit lane and park. Alonso, leading at the time, got out of his car and went up to the safety car to see if the driver was ok. The driver had already bailed out of the car, presumably headed for the rest room.

Checking the radar and seeing that there was no let up in the rain expected before late evening, being the die hard race fans we weren't, we packed up and headed back to South Carolina. During the drive I followed the race on my iPhone. It was restarted around 10:30am under the same conditions that caused the red flag. Alonso took over from Jordan Taylor around 11:45 and put on a "how to race in the rain" show for the next forty five minutes, putting the car in the lead passing Felipe Nasr in the turn one braking zone just three laps before the red flag came out again.



After leaving the cars sitting covered in pit lane for the next hour and forty five minutes, IMSA waved the checkered flag at 2:25pm. The soggy Rolex 24 was officially over 10 minutes shy of 24 hours. The #10 Wayne Taylor Racing Cadillac DPi-V.R declared the overall winner.



Not the best way to end a race, but statistically not only was the #10 Cadillac in the lead when the race was stopped, the #10 led 259 laps of the 593 total in the race. To put that into perspective, last year's lap total was 880. Fernando Alonso added the Rolex 24 to his list of achievements, making him the third Formula One World Champion to do so. The others were Phil Hill and Mario Andretti; not bad company. Having won Le Mans back in June and the Monte Carlo Grand Prix twice, he now will be focused on the Indianapolis 500. With a win there he will have won all three jewels in the International Motor Racing Triple Crown, only his Idol Graham Hill has that distinction.

Oh and how did the Alex Zanardi story turn out? From the first pit stop, the #24 BMW was plagued with mechanical problems and finished 32nd overall; 9th in class (out of nine cars in the class). Disappointing for Alex, but I suspect he will be back; he is not one to give up. Ironically, the #25 BMW, which wasn't a contender through most of the race, took the lead in the GTLM class one lap before the last red flag and ended up winning the class.

In reflection, the Rolex this year seemed like an extension of our DVJC events over the last year; soggy. I left to head down to the race shortly after we postponed the DVJC Holiday Party due to a threat from Mother Nature and when I got there she prevailed again. So, it seemed quite appropriate that the first DVJC event that I attended upon my return was to see....Just Add Water!



If you are not familiar with Just Add Water, they are an awesome classic rock band that features DVJC's own Max Sandler on keyboard. This band really rocks! Word got out that they would be playing a gig at Duffers Tavern in Glen Mills, so Paul Merluzzi organized an event to enjoy the music together. A collection of 24 DVJC classic groupies enjoyed dinner and great rock & roll music with Just Add Water. The DVJC groupies were very much from the same era as the music; the rest of the crowd was quite a bit younger. Although most of the rest of the crowd

Speaking of Things Jaguar - March 2019 (cont'd.)

weren't born yet when this music was new, they were still very much into it. I believe that speaks to the timelessness of rock and roll. When the band played a medley of Motown hits, there were plenty of twenty and thirty something's who knew the lyrics as they were singing along. Just like vintage racing is often referred to as "old guys racing old cars", classic rock is classic guys performing classic rock & roll; both cases giving it all they've got. The band played the Beatles, Pink Floyd, the Rolling Stones, Smokey Robinson, the Temptations, Tom Petty, Lynard Skynard, Chicago, Bad Company, the Eagles and tunes from many other great bands. Just Add Water played through three lengthy sets that had the crowd rocking on the floor or, in the case of the DVJC groupies, in their seats.



There were the usual guitar riffs, but to me the highlight of the evening was Lynard Skynard's "They Call Me the Breeze" with Max's extended keyboard solo. He had the place, as Chuck Berry used to say, "Rockin' and a Reelin'"! If you missed the show at Duffer's Tavern, you can go to www.justaddwaterband.com and listen to some of their songs, watch a couple of videos and see where they are playing next.

Ok, so this month's Speaking of Things Jaguar hasn't mentioned anything about Jaguars except my semi-annual lament about Jaguar's absence from international motor racing. Well, in Jaguar news..... Jaguar Land Rover is adding two cylinders to their amazing Ingenium line of in-line four cylinder engines. The Ingenium is a modular engine design that was introduced by JLR in late 2017. Presently the 2.0 liter 4cyl turbo-charged engine powers the base models of the entire Jaguar line plus the Land Rover Discovery in both gas and diesel configurations. Jaguar squeezes 296hp out of the I-4 in the F-Type sports car. The modular design of the Ingenium allows for 3, 4 or 6 cylinder con-

figurations. I can see a three cylinder as the fossil fuel side of a hybrid Jaguar of the not too distant future, but in the near future the six cylinder version will return Jaguar to in-line six cylinder power for the first time since 1997. Many engineers feel that an inline six is the best engine configuration, with V8s a very close second. Nothing beats the silky smooth just-right power delivery of six cylinders humming in a row. I get that, but have they never driven a V-12 Jaguar? Oh, right, that's just two inline sixes, so I guess they know what they are talking about. Similarities to the XK engine end at six pistons and overhead cams. The Ingenium is, perhaps, the most high-tech engine you can get in a car today (or when it is available). It's a turbocharged and electrically supercharged 3.0-liter motor that's mated to [a 48-volt mild hybrid system](#).



The I-6 is rated at 395 horsepower and 406 lb-ft of torque. The electric supercharger can spool up to its maximum 65,000 RPM (that's the blower and not the motor) in just half a second, virtually eliminating turbo lag. Additionally the 48V hybrid system recaptures energy during deceleration, which it can then re-deploy through torque assistance according to JLR. All in all you get a motor that JLR says is cleaner, quieter, smoother, more powerful and more efficient than the V6 it replaces. Initially the Ingenium six will be available in the Range Rover HST which JLR says it will propel from 0-60 in 5.9 seconds. Rest assured that JLR will not stop there. With Jaguar's commitment to have all new models from 2020 onward to have some form of electrification, you can expect the current V-6 to be phased out and the Ingenium I-6 to be phased in at whatever the production equivalent to a 5.9 second 0-60 might be. Can a replacement for the 5.0 liter V-8 be too far behind?

Enjoy Your Jaguar!

Paul T



Yardley – Hellertown Annual Triumph / Jaguar Delaware River Scenic Drive



Saturday May, 11th, depart the Yardley Inn at 9:30am for a 46-mile scenic drive, crisscrossing the Delaware River bridges up to Breaveheart Highland Pub for brunch.

9:30 am - Depart The Yardley Inn
11:00 am - Braveheart Highland Pub

(82 East Afton Ave, Yardley PA, 19067)
(430 Main St. Hellertown, PA 18055)

Please RSVP -

DVT contact Bob De Lucia - yukon80@comcast.net or call 267-258-7071

DVJC contact Rich Rosen - rosen244@verizon.net or call 609-923-7655

You can also register at <https://delvaljaguarclub.com> under the Event Schedule tab.



CLASSIFIED



2006 XK8 Limited Edition for sale

This is a beautiful one owner car with 66,000 miles. It has always been garage kept and adult owned and driven. It spent most of it's life in FL until a few years ago and is spotless inside and out. Must sell due to advancing age and it's time for someone else to enjoy this beautiful Jag.

\$20,000 obo.

Call Bill at 215-343-6426.



1986 Vanden Plas for sale

\$11,000

Two owner, current owner from 1990. Black, biscuit interior, wire wheels, sun roof, 97,550 miles, garaged, one driver. All maintenance records. Original paint in good shape but shows some patina; interior and boot in wonderful condition. All seats in good condition, all interior wood in good shape (center panel has been refinished). Tires (Pirelli) in good condition. Located in Marlton, N.J. Wonderful car that you will enjoy for some long time.

Jim Kilrain

H: 856 596 4565

Jameskilrain@msn.com



1995 Racing Green, XJS Convertible

4.0L, six cylinder, 71K original miles, excellent condition inside and out. I have owned this, garaged and covered beauty, for 17 years. Must sell due to poor health. \$18,750. OBO.

Please contact Rod Pieretti, 302-540-6000, e-mail: rpieretti@verizon.net.



CLASSIFIED

1997 Jaguar XJ6 Vanden Plas

VIN: SAJKX6249VC792292



This is a one owner, 30,300 mile, original Jaguar XJ6 Vanden Plas (LWB) Daimler edition that we recently acquired from the original owner. He purchased the car new from Philpenn Motors in Bryn Mawr PA. The dealership applied Daimler badging to the car when new. It is gorgeous in Sherwood Green. The interior is virtually brand new and everything works as it should. AC, AM/FM/CD, power(heated) seats, sunroof, trip computer all function properly. When we acquired the car, we spent over \$3000 to get the car running perfectly. Details of the 30,000 mile service include:



Belt Replacement, throttle body service, oil change & filter, shocks and strut replacement, filter change, etc.



This XJ6 is the long wheelbase model with lots of extra room in the rear. The wood, including the tables, is exquisite. This is an exceptional motor car and needs nothing! Remember it only has 30,300 miles and is a one owner car. It has a clean CarFax, and must be seen to be appreciated. Call David (610 647-5900), to arrange an inspection.



2008 Jaguar S-Type 3.0 V-6



Rare and desired Seafoam Metallic w. Ivory/Mocha 31000 miles excellent condition throughout, AM/FM CD SAT, OEM Radio-shiftknob included, known history since new, senior driven only, may be lowest mileage S-Type in the US. An absolute value for a distinctive driver. Asking \$16,500.

Offers invited respond to Peter telephone 732-530-4127



Great Britain—Land of Sports Cars

Photos and captions By: Kevin Fitzgerald



Kevin Kelly, the Simeone Museum Curator, gets behind the wheel of a 1934 MG K3 Magnette.



Kevin Kelly puts a red 1936 Aston Martin LeMans through its paces.



1927 Bentley 3.0L Speed model.



Dr. Fred pilots a mint condition 1933 blue Squire Roadster.



1931 BRG Bentley 4.5L supercharged Tourer.



Fred Simeone drives a 1938 Jaguar 3.5L SS100.



Jaguar Willow Grove Setting the Pace



2019 Jaguar I-PACE

Jaguar Willow Grove

900 South York Road
Willow Grove, PA

215-443-5900
JaguarWillowGrove.com



Delaware Valley Jaguar Club Breakfast Socials

March 17, 2019

10:00 a.m.

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

PLEASE RSVP TO <https://delvaljaguarclub.com/events/monthly-breakfast-social-spring-house-tavern-3/>
Or to PAUL MERLUZZI (pawlym@aol.com)
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

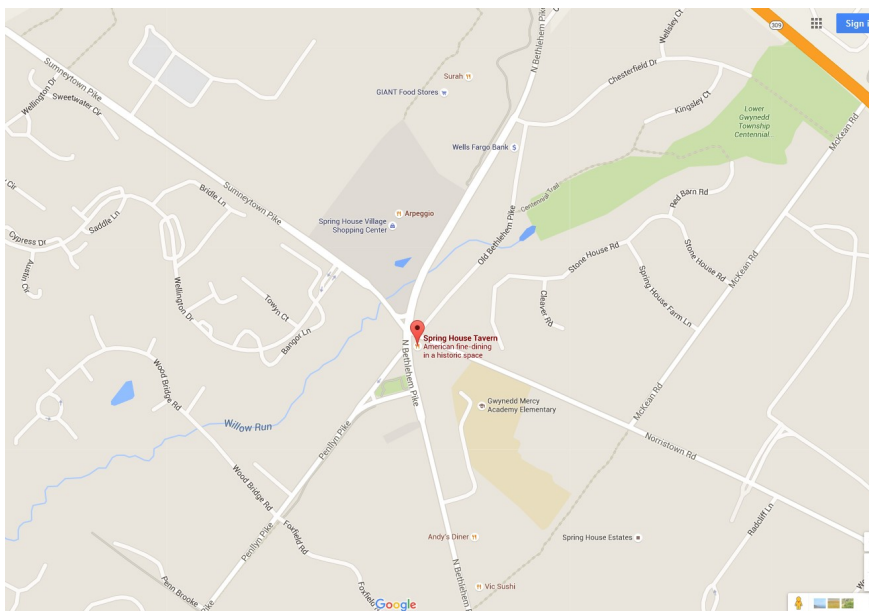
Driving directions from the Pennsylvania Turnpike:

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.

For further information contact *Paul Merluzzi 610-696-3221 pawlym@aol.com*



2019 JAGUAR F-PACE THE SUV WITH THE HEART OF A JAGUAR



While it has all of the traits of an SUV, the Jaguar F-PACE was created from the DNA of a Jaguar sports car — with up to 380 horsepower and cat-like agility. There's no mistaking the F-PACE for anything but a Jaguar.

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Or maybe a run up Giant's Despair in your classic MKII, or perhaps pounding the streets of Pittsburgh for a weekend in your XK...

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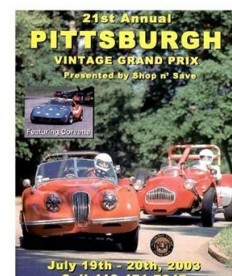
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Ready to Rally? – Show up & Drive!



As a Jaguar owner and member of JCNA, it is pretty certain that you enjoy cars and driving. Add team competition, abundant food and a great mix of people and you have a recipe for a weekend of fun at the upcoming Pumpkin Run Rally April 26 – 28 in Millsboro, DE. One of the culinary highlights is the seafood boil on Saturday night which includes shrimp, oysters and clams. This rally conforms to JCNA sanction rules, qualifying scores for overall JCNA competition awards.

Organizing and conducting a rally is a big undertaking for individual clubs. The North East Rally Club has developed a well-oiled team through their nineteen years of experience and their rallies are open to new participants. Rallies take place each spring and fall with locations in Delaware, New York and Pennsylvania. Members of the Delaware Valley Jaguar Club, Nations Capital and Capital Region Jaguar Club of New York represent the marque well at every rally. Join with us and have some fun this spring or fall!

A rally is not a race! The format of this event is a Time-Speed-Distance Rally where the objective is to follow directions precisely such that you pass checkpoints throughout the route at predetermined times. Rally instructions never call for exceeding posted speed limits. Meeting the checkpoint times assumes all directions are followed exactly and specified speeds are maintained for the exact times given in the instructions. Your score is determined according to the deviation from the theoretical time when you should be passing those checkpoints along the course.



Competition at the rally is organized into four classes: Rookie, SOP (Seat of Pants), Pro and Champion. Rookie and SOP teams use only their car speedometers, a stopwatch and an analogue clock to manage their navigation of the course. Pro and Champion teams use specially calibrated

speedometers. Every car must pass a technical inspection prior to beginning the rally. This is similar to the OV at the Concours plus verification that required safety equipment (first aid kit, tow rope, fire extinguisher and safety triangle or flares) is in the car. Competition is divided into four segments: Friday afternoon, Saturday morning and afternoon and Sunday morning. Each session is scored separately and the overall event is scored, as well. Awards for the weekend are presented at lunch on Sunday.

Cars competing range from a 1916 Hudson Hillclimber all the way to 2018 models with nearly everything in between. Some are stock, some restored and some heavily modified – anything goes! [Photos of a recent rally](#). Money raised during the rally benefits the sponsoring organization, usually a local volunteer fire company that serves as rally headquarters, and local charities in that area.

[Registration form, rally and hotel information](#). **Rooms** are blocked at a local hotel **only until March 25** and are in high demand. Feel free to contact me with any questions.

Bill Beible, NE Regional Director, President DVJC, 610-223-1051, bill.beible@gmail.com

NORTHEAST RALLY CLUB

PUMPKIN RUN 2019

P. O. BX 547, MILLSBORO, DE 19966

APRIL 26 – 27 – 28, 2019

CLASS CHAMPION PRO SOP ROOKIE

(CHAMPION – previous NERC winner) (PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience) CIRCLE CLASS

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

ENTRY FEE: (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **April 15, 2019** \$_____

\$425 entry form, payment and insurance received after **April 15, 2019** \$_____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

Please list name of anyone that will be coming with you so that we can have name tags,

NAME _____ HOMETOWN _____

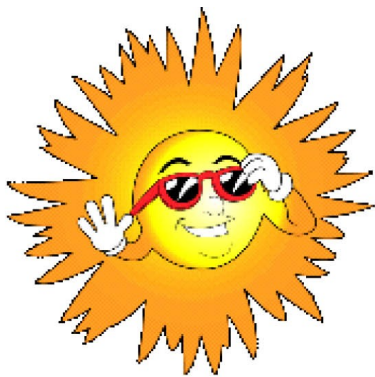
NAME _____ HOMETOWN _____

HOTEL INFORMATION

A limited number of rooms are available at the Quality Inn in Georgetown (302-854-9400). For group rates you must reserve by March 25th.

IMPORTANT: Please indicate if you want to join us for a no-host dinner on Thursday night at the Blue Water Grill in Millsboro and how many in your group. Yes and there will be _____ in our group – No we will not be at the dinner.

For rally questions, contact Bob Bryan 302.934.1246 or email rhb19966@verizon.net



Motorcar Garage and Tech Session

Saturday, April 6th

Door open 10:00am for coffee and donuts,
and tech session

It's that time of year again. The topic will be "Common
repair and restoration pitfalls"

Let's hope for some nice early spring weather so we'll see
more British cars out for the day. I hope to see you there.

Pete Cosmides

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**Capital Region Jaguar Club
of New York, Ltd.
Presents**



Jaguars at Saratoga

Saratoga Springs, New York
August 23, 24, 25, 2019

The Capital Region Jaguar Club of New York, Ltd. (CRJCNY) invites all Jaguar owners to join with us for **“Jaguars at Saratoga”** at the Saratoga Automobile Museum (SaratogaAutoMuseum.org), 110 Avenue of the Pines, Saratoga Spring, NY 12866. The main show is Saturday, August 24, 2019, from 10:00 AM to 2:30 PM. A dinner will be held at Prime (Saratoga National Golf Club) on Friday evening, August 23rd, beginning at 6:00 PM. A driving tour of Saratoga Revolutionary War sites is planned for Sunday, August 25th. Full details, including times and locations, on all weekend events are available at our website - www.CRJCNY.org. Rain date for the main show is Sunday, August 25.

Registration Form

NAME: _____ **PHONE:** _____

ADDRESS: _____

JAGUAR CLUB AFFILIATION: _____ **EMAIL:** _____

YEAR AND MODEL OF JAGUAR: _____

Please mail this completed registration form, with your check payable to **CRJCNY** to:
Capital Region Jaguar Club, 14 Brinker Dr. So., Rensselaer, NY 12144.

For further information, email contactcrjcnny@gmail.com or Telephone: - **(518) 283-4534**

Car registration fee - \$10 before August 14, \$15 day of event: \$ _____

Non-JCNA member insurance fee, if applicable: \$5 per car*: \$ _____

TOTAL ENCLOSED: \$ _____

I will also attend dinner at Prime (Order from Menu): Number Attending (____) - Y / N -

I will also participate in the Saratoga Driving Tour on Sunday, August 25th - Y / N -

***Please note: \$5 surcharge for non-JCNA registrants - (A signed JCNA insurance / waiver form is also required).**



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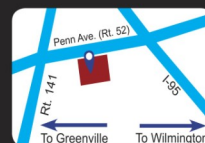
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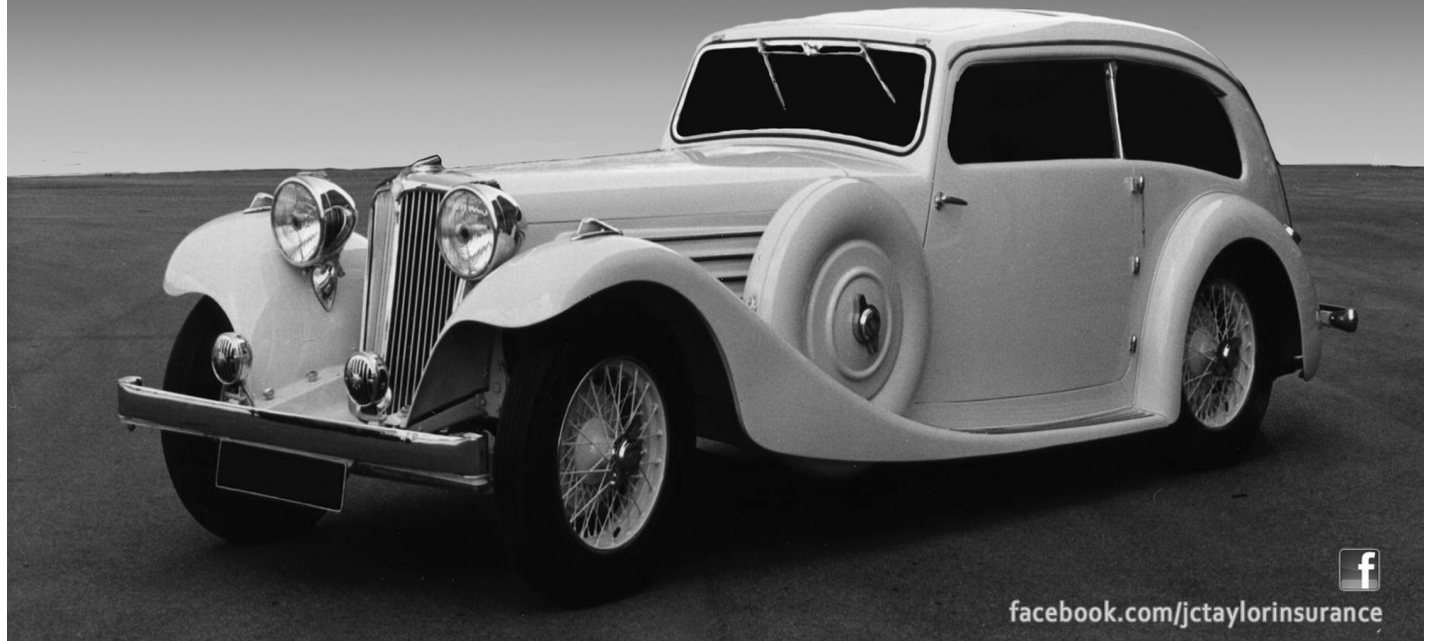


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A Gathering of Classic British Motorcars

A Popular Vote Show for all British Cars and Motorcycles

Saturday, June 8th 2019

9:00 am to 3:00 pm

Rain Date June 9th

Go to www.njtriumphs.org for cancellation and rain date details.
Hosted by

The New Jersey Triumph Association

For Directions Call 201 445-8311 or Visit www.thehermitage.org

Registration Fee: \$15.00 postmarked by **June 1, 2019**, \$20.00 after and at the gate.
Set-up after 8:30am. Voting until 12:00pm. Awards and door prizes at 2:00pm.
All registrants will receive a goodie bag and a raffle ticket for door prizes.

Participation Limited to 150 Cars

Awards will be presented in the following classes:

<u>Triumph</u>	<u>MG</u>	<u>Austin-Healey</u>	<u>Other Classes</u>
1. TR2 & TR3	8. T-series & Pre-War sports	14. Bugeye (Mk. I)	22. TVR
2. TR4, 4A, 5 & 250	9. MGA	15. Sprite Mk. II-IV	23. Mini (1959-2000)
3. TR6 ('69-'73)	10. MGB/GT/C (chrome bumper)	16 100-4	24. Lotus
4. TR6 ('74-'76)	11. MGB/GT (rubber bumper)	17. 100-6 & Side curtain 3000	25. Morgan
5. TR7/8	12. Midget (chrome bumper)	18. Roll-up window 3000	26. Sunbeam
6a. Spitfire	13. Midget (rubber bumper)		27. Other British Cars
6b. GT6		<u>Jaguar</u>	28. British Motorcycles
7. Other Triumphs		19. XK 120-150	29. Other British Luxury
		20. E-Type	30. Diamond in the Rough
		21. Other Jaguar	31. Best in Show

Spectator Admission

\$6.00 to benefit the
Hermitage Museum

Vendors

Vendor Fee: \$25.00 postmarked by June 1, 2019
\$30.00 after and at gate. Set-up after 8:00 am.

For Show Information Contact:

Joel Barbarito: toenjtriumph@gmail.com

Register Online at: www.njtriumphs.org

Registration Form (Please fill out completely and print clearly.)

Please make checks payable to New Jersey Triumph Association and mail to Ken Blair, 3 Pleasant Place, Rockaway, NJ 07866

----- cut here ----- cut here ----- cut here -----

Name _____ Phone _____

Address _____ Will you be a vendor? _____

City, State, Zip _____ Email _____

Car Year, Make, & Model _____ Class # (see above list) _____

I hereby **RELEASE** The Hermitage, the State of NJ Division of Parks and Forestry, NJTA, and all employees, volunteers and agents from any liability to me and my guest, including damage to vehicles, fire or theft, as may be directly or indirectly related to this event.

Signature _____ Date _____

For sponsorship opportunities please contact Karen Forgione at toenjtriumph@gmail.com

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