
The Jaguar's Purr©

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
Founded in 1965 and incorporated in 1968.

©copyright 2019 All rights reserved. Reproduction without permission is prohibited.

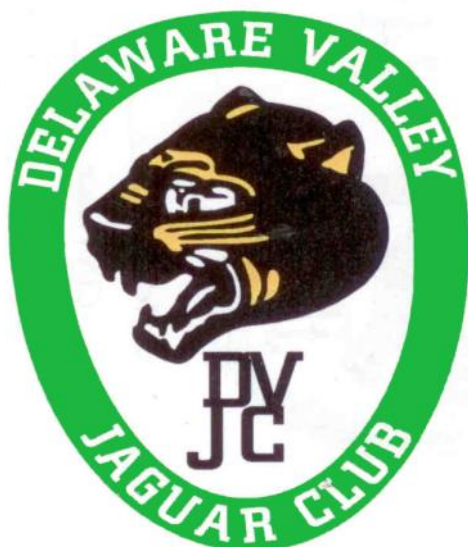


April 2019

Congratulations Paul



We, the members of the Delaware Valley Jaguar Club, are fortunate to have such a talented and interesting writer giving us a monthly column. Paul's *Speaking of Things Jaguar* is an exceptional contribution to our newsletter and club. Jaguar Clubs of North America agree. Please see Bill Beible's *Your Monthly Bill* on page 5 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.

Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
Your Monthly Bill	5
Membership Renewal.....	6
DVJC Annual Party	7—8
Speaking of Things Jaguar.....	9
Calling All (Concours) Judges.....	15
Old English Car Events & Rallies.....	16
DVJC Concours Flyer.....	17—18
The DVJC Brexit Tour	19
Yardley to Hellertown Scenic Drive	21
Classifieds	22—23
DVJC Breakfast Socials	25
DVJC Visits Amelia Island.....	26
Ready to Rally?	30
Pumpkin Run Rally Entry Forms	31-32
DVJC Gathering / Monaco GP	33
Jaguars at Saratoga	35
A Touch of England.....	39
15th Annual DVJC Slalom Flyer	40
15th Annual Slalom Application	41

TRIUMPH RESCUE

Parts • Service • Restoration

610-845-8217

Fax: 610-845-3518

617 Walnut Street

P.O. Box 185

Bally, PA 19503

email: triumphs@triumphrescue.com

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050

Fax: 610-845-3518

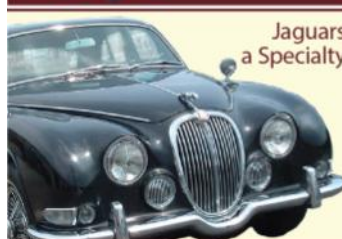
email: sales@britishwiring.com

P.O. Box 185 • 617 Walnut St., Bally, PA 19503



K&T VINTAGE SPORTS CARS LLC

Ken Beck, Owner • Allentown, Pa.



Jaguars
a Specialty



Tire truing
Stop front-end shake

www.ktvintagecars.com 484-281-8085



Thank you to our advertisers.

Triumph Rescue	2
British Wiring	2
K&T Vintage Sports Cars	2
Auto Appraisal Group	3
Jaguar Willow Grove	24
Clover Leaf	29
Jaguar Main Line	29
Jaguar of West Chester	34
Lindley Motors	36
Ragtops and Roadsters.....	36
Union Park Jaguar	37
SNG Barratt	38
JC Taylor	38
XKs Unlimited.....	43
Muncie Imports & Classics	43



Auto Appraisal Group

Tim Nawrocki
Drexel Hill, PA
610-757-7820
800-848-2886
www.autoappraisal.com

- Insurance Value
- Resale Value
- Prepurchase Inspection
- Estate Settlement
- Divorce Settlement
- Charitable Donation



ADVERTISING RATES

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/ emailed
Newsletter

\$75.00 per year / postal
newsletter

Youth Enthusiast
\$25.00 per year

DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Grace Smith	215-996-9897	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
Director of Membership	Ann Perry	610-388-2421	Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@gmail.com
Awards	Paul Merluzzi	610-696-3221	pawlym@aol.com
Concours Chair	James Sjoreen	610 989-3860	jsjoreen3860@comcast.net
Chief Judge	Peter Daniel	540-226-7599	peterdvjc@yahoo.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Technical Advisors	Jim Shields		jim_s1@verizon.net
	Steve Kress	215-953-5227	jaguarsteve@verizon.net
	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
Club Historian	TBD		
Club Merchandise	Grace Smith	215-996-9897	paquiltmaker@comcast.net

AREA COORDINATORS

Chairman	Charles Olson	215-920-2903	cwolson29@comcast.net
Bucks	Charles Olson	215-920-2903	cwolson29@comcast.net
Montgomery County	Michael Wolf	610-964-1104	Directors@delvaljaguarclub.com
Chester County	Michael Wolf	610-964-1104	Directors@delvaljaguarclub.com
Delaware County	Paul Merluzzi	610-696-3221	pawlym@aol.com
Lehigh Valley	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
Regional States: Delaware	Paul Merluzzi	610-696-3221	pawlym@aol.com
New Jersey	Rich Rosen	856-428-4290	rosen244@verizon.net
Pennsylvania	Charles Olson	215-920-2903	cwolson29@comcast.net

Upcoming DVJC Events

June 16, 2019

July 21, 2019

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 25)

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. 31—32)

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 (page 21)

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 (page 7-8)

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

May 26, 2019

Monaco Grand Prix Brunch (see page 33)

La Locanda Ristorante Italiano

4989 West Chester Pike, Newtown Square, PA 19073

Contact: <https://delvaljaguarclub.com/> or Paul Merluzzi, pawlym@aol.com

June 1, 2019

DVJC Annual Concours d'Elegance (see pp. 17—18)

Historic Hope Lodge, Fort Washington, PA

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

Contact: <https://delvaljaguarclub.com/> or Jim Sjoreen,
jsjoreen3860@comcast.net

Other Interesting Events

Tom Shaner has created a spreadsheet of upcoming events that may be of interest to you. Please check out the events on page 16.



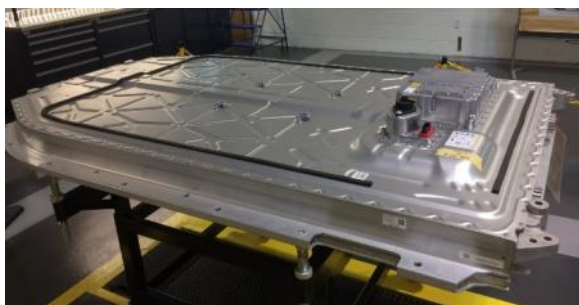
Your Monthly Bill *April 2019*

Breaking news from the AGM.....

Peter Daniel and I had the pleasure of representing DVJC at the 2019 JCNA Annual General Meeting. Jaguar Land Rover North America graciously hosted the meeting at their new headquarters in Mahwah, NJ. Those attending the meeting had an opportunity to visit the Mike Cook Archives, recently renamed in memory of Mike Cook who was a widely regarded "British car guy" who, among other things, headed PR and marketing for Jaguar and served as editor of the Jaguar Journal. JLR offered several fully subscribed technical seminars on the new iPace. Participants in those seminars got to view the chassis of one of the cars on a lift with the battery pack removed



and to inspect the batteries "up close and personal" from behind yellow safety tape.



Safety procedures approach those followed by high voltage electric linemen because a fully assembled and connected battery pack has a 389-volt potential.

A long list of topics was addressed during the formal AGM meeting. While many were routine, two items created a lot of discussion. The first was a proposed change in the tie-breaking procedure for North American Champion Division first place awards. The rule will remain unchanged. The second item concerns creation of a Modern Division for 1997 and later cars with judging standards

distinct from those of the current Champion and Driven divisions. A vote showed the 60/40 consensus of delegates was to leave divisions unchanged, with both Champion and Driven applying to cars of all years. The Concours Rules Committee will examine this issue further and report their recommendations next year.

DVJC figured prominently at the Saturday evening Awards Banquet by winning five first-place awards including:

Brian Craig - Newsletter Award – Best Photo



Paul Trout – Newsletter Award – Heritage Article entitled "Jaguar Celebrates 70 Years of Jaguar Sports Cars."

Grace Smith – Champion Division Concours – 2017 F Pace.

Ron & Gary Schotland – Champion Division Concours – 1966 E Type.

Steve Schulthies – Slalom – 2007 XK.

CONGRATULATIONS TO ALL!!

While Paul and Sue Trout were vacationing in Florida, they traveled two hours further south to visit with Nancy and me in Naples. The highlight of the trip – for Paul and me – was the day we spent at the Revs Institute (<https://revsinstitute.org>) while our wives enjoyed the day together doing things of interest to them. The institute houses the Collier Collection of historically significant automobiles, many originally owned by Briggs Cunningham, and includes cars that variously



Your Monthly Bill

April 2019 (continued)

blazed technical pathways, redefined aesthetic standards, made history, and changed the world. We learned a lot during our docent led tour and returned after lunch to revisit what we saw in the morning. Paul's "Speaking of Things Jaguar" article presents a more in-depth picture of this fantastic educational facility.

While our May and June club calendar is packed with events, April includes only one event – the spring Pumpkin Run Rally at Millsboro, DE. Our normally scheduled breakfast falls on Easter Sunday so we will not have our usual gathering in April at the restaurant. There are three events in May including the rescheduled Holiday Party. Check the website and RSVP for the party, Spring Drive and Formula 1 Breakfast.

The annual Concours and CMoE show kicks off June on Saturday the 1st – only two months from now. While at the AGM, several people complimented DVJC on the consistent size and quality of our show. Of course, none of this happens without an army of volunteers from DVJC, the Triumph Club and Hope Lodge. This is a good opportunity for new club members to become involved along with a greater number

of current members joining the core group of consistent volunteers. Many times in the past, our club has fallen short on volunteers to staff the two-hour parking duty and "stuck" those doing the job with extra time, taking away their chance to enjoy the show. Judging is an area that is fun and rewarding and always in need of additional volunteers. It is also a great way to learn more about these important cars and appreciate their provenance. Two sessions of training will be offered again this year. New judges start as apprentices assigned to experienced teams – so there's no reason to be nervous! Long-term and new members are encouraged to take the plunge and become a judge or volunteer in 2019.

Please join me and welcome Joseph Lorini of Paoli and Jill & David Lima as the newest members of the Delaware Valley Jaguar Club.

Bring on spring!!

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.

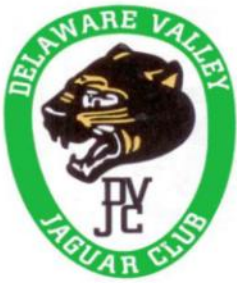
- If you are already registered on the website (have a screenname and password), go directly to the Login Page (https://delvaljaguarclub.com/rm_login/).

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.



Delaware Valley Jaguar Club

*Please join us for our annual holiday party and
awards celebration.*

***Sunday, May 19, 2019
11:30 am to 2:30 pm***

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

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

***A Free Drink ticket will be provided to members whose 2019
DVJC Dues are paid in full***

12:30 p.m. Buffet Brunch

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

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

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

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@ Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at Ibmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to May 14, 2019** on the DVJC web site at <https://delvaljaguarclub.com/events/dvjc-holiday-party-and-awards-luncheon-2/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club

by **May 14, 2019** to:

Paul Trout

210 Warwick Furnace Rd

Elverson, PA 19520

610-286-5701 or pgtgt@aol.com



Speaking of Things Jaguar - April 2019

By Paul Trout

Bentleys and Porsches and Jaguars, Oh My....

And if you click your heels three times, you can go home.....to any era of motor racing from its birth through the seventies. Where, you might ask, is this magical Oz? In Naples Florida and it is called The Revs Institute. The Revs Institute houses, among other things, the famed Collier Collection. The Collier Collection is one of the finest automobile collections in the world and was, up until 2014, a private collection; closed to the public. Years ago I remember hearing about the Collier collection from time to time, particularly a conversation I had with Bill Warner, of Amelia Island Concours fame, at the 2010 Brian Redman Targa 66 event at Palm Beach International Raceway. Bill was in his driver's suit between sessions and struck up a conversation about the 917 Porsche we were watching on the track. Bill mentioned that it and some other cars were from the Collier Collection. He explained that it was a private collection of mostly race cars up in Naples. I said I'd love to see that and he indicated he could get me in. The next time I saw Bill Warner was at the Lime Rock Vintage festival a couple of years later. He was madly trying to locate a TR-6 head gasket to get his car; the ex-Bob Tullius Group 44 TR-6, back on the track. I suggested that the Triumph club had quite a few TR-6's parked in their corral and one of them might have a spare head gasket in its boot. He and Bob jumped into a golf cart and whirled off; he didn't find a gasket and the subject of seeing the Collier Collection didn't come up.



Fast forward to 2018 and Bill Beible mentions that he and Nancy had visited the Revs Institute in Naples Florida; had I heard of it? I had not, but during the conversation he mentioned the Collier Collection and I made the connection. We agreed to try to get together to visit the Revs the following year while we were both in Florida. We did just that a couple of weeks ago.

To fully appreciate this extraordinary museum one must understand the significance of the Collier family to both Florida and motor racing in America. The Revs is located in Collier County, so named for Barron Gift Collier. Barron Collier made his initial fortune in streetcar and subway advertising and later in real estate, banks, hotels, steamships and newspapers. The Barron Collier family split their time between southwest Florida and New York. In 1923 Lee County Florida was split into Lee and Collier Counties. Collier County was formed as result of a deal Barron made with the Florida legislature. He agreed to build the Tamiami Trail in exchange for favorable consideration to have a county named after him. So, the next time you are travelling on the Tamiami Trail, the southernmost section of US 41 running from Tampa to Miami, tip your cap to Barron Gift Collier; he paid for it. Barron and Juliet Collier had three sons Barron Jr., Cowles "Miles" and Sam. During the 30s, while in their teens, Miles and Sam became enthralled with European sports cars and motor racing. Working with their older brother Barron Jr. the boys constructed a make shift race track around their family estate, Overlook, in Pocantico Hills, New York. The races held at "Sleepy Hollow Ring", the Overlook track, became so popular that in 1933 the brothers formed the Automobile Racing Club of America (ARCA) and expanded the races to other locations, primarily in New England. Impressed with the MG sports cars of the day, particularly the MG J2 that his older brother drove, Sam Collier became the first and, at the time, sole US importer of MG automobiles. In 1939 Miles, along with co-driver Leroy Kramer Jr., drove his modified MG PA/PB at Le Mans. They did not finish due to a split fuel tank.

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



Miles Collier



Sam Collier

Back in the states Miles actively campaigned his “Ardent Alligator” in ARCA events. The “Ardent Alligator” was (and still is) a modified 1929 Brooklands Riley. The “Ardent Alligator” has often been argued to be the predecessor of the AC Cobra. The car was originally owned and very successfully raced by Freddie Dixon, a famed Riley tuner and racer. The highly modified Riley was purchased by the Collier brothers in 1934. Through 1935 the brothers campaigned the modified Riley at races in Weyland, MA, Briarcliff, NY, Sleepy Hollow Ring, NY and Cape Cod, MA. When the tired Riley engine failed beyond repair, the brothers retired the car and switched to racing a modified Willys 77 and Miles’ MG PB special. In 1938 the Riley was offered for sale with a Willys 77 motor in place of the Riley unit. There were no takers. So, in 1940 The Collier brothers dropped a 1939 Mercury flathead V-8 motor and drive train into their nimble British Riley sports car. Little did they know that this concept would catch on decades later with Allard and, of course most successfully, Carroll Shelby with his

Cobras.

On December 9th, 1941, two days after the attack on Pearl Harbor, ARCA was disbanded and the “Ardent Alligator” sat for the duration of the war as the Collier brothers served their country; Miles in the Army and Sam as a Navy pilot. In 1944 the Sports Car Club of America (SCCA) was formed in Boston, MA. Soon the SCCA picked up where ARCA had left and began sanctioning sports car races. The Collier brothers were instrumental in organizing the first sports car race at Watkins Glen,



Sam & Miles Collier at Smalley's Garage -

NY in 1948. Watkins Glen was chosen for its proximity to the summer home of a Collier family friend, Cameron Argetsinger. Sam and Miles finished 4th and 5th respectively in the 1948 race driving their MG TCs.

The brothers returned to the Glen in 1949, Sam in a Briggs Cunningham owned MG TC and Miles in the “Ardent Alligator”, entered as a Riley Ford Special. Briggs Cunningham, a friend of the Colliers, entered three cars, the MG TC that Sam drove, his BuMerc Special (a 1939 Buick Special with a straight 8 engine and a Mercedes SSK body) and a Ferrari 166. Harold W. Pace and Mark R. Brinker best describe the 1949 Watkins Glen race in *Vintage American Road Racing Cars, 1950-1970* “Miles Collier drove the race of his life, clawing back from a 12th place start in the Ardent Alligator to beat Briggs Cunningham, driving a Ferrari, with a last-lap pass for the win. Collier had fallen to 17th place following a disastrous start, but within three laps had driven his way to third place. As impressive as this was, he remained 52 seconds behind race leader Cunningham. In response, Collier set a single-lap course record of five minutes and 39 seconds. The following lap, Collier would shatter his

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

own record, reducing the time to 5:24.5, but he was far from done. On the final lap of the race, Collier caught Cunningham in Milliken's Corner, passing his longtime friend prior to the front straight. As he



Miles Collier in the Ardent Alligator-Watkins

took the checkered flag for the win, Collier again set a new record, lapping the original 6.6-mile course in 5:12.5."

Worth noting is another driver in that race; Dave Garroway, first host of TV's Today Show. Dave was driving a 1938 Jaguar SS-100. He finished 18th, 5th in class. In July 1950 Sam drove the "Ardent Alligator" at the Mount Equinox Hill Climb and won, setting the fastest time of day (FTD). At that time the hill climb course was entirely a dirt road. Later the car was sold to Cameron Argetsinger who drove it on the streets of Watkins Glen on sunny days. Changing hands several times, car showed up at the 1952 Watkins Glen race driven by Bret Hannaway and again in the 1954 Seneca Cup race driven by George Rabe. Over the next three decades the car was driven on the streets around White Plains, NY, nearly lost in a building fire and eventually restored by Don Lefferts of Ridgefield, Connecticut. Don drove and crashed the Argent Alligator in the first Pittsburgh Vintage Grand Prix in 1983. Don also drove the car in the Mount Equinox Hill Climb. Under the ownership of Pete and Joanne McManus of Thornton, PA, the Argent Alligator was again restored and actively raced Vintage Sports Car Club of America events. In 1999, on the fiftieth anniversary of its historic

victory, the car was honored at the Watkins Glen Vintage Grand Prix. In 2000 the Ardent Alligator returned to the Mount Equinox Hill Climb. The car covered the now fully paved course a full one minute and nine seconds faster than when Sam Collier drove it on the dirt; both were brave drivers in an amazing and enduring race car.

The Collier brothers returned to Le Mans in June of 1950 driving Briggs Cunningham's Cadillac sedan,



Le Monstre leading the Clumsy Pup – Le Mans

nicknamed the "Clumsy Pup". Despite the car's portly shape and steamship like handling prowess, Sam and Miles finished 10th overall, one place ahead of Briggs Cunningham in his modified Cadillac Spyder nicknamed "Le Monstre".

Later that year, in September, the Collier brothers returned to Watkins Glen. Miles finished third in the Seneca Cup race. Sam was entered in the main event driving Briggs Cunningham's Ferrari 166 (the very first Ferrari imported into the US) with Miles as his pit crew. The Ferrari was the car that Miles had passed on the last lap to take the win the previous year. Sam was up to third from the fifth row of the grid by the first turn and was leading as he entered the long strait on the second lap. The Ferrari hit a patch of loose gravel and veered to the right, into a meadow. As the car cart wheeled twice and the seat belt pulled out, Sam was thrown out of the car. The race continued on as the ambulance dodged oncoming race cars to retrieve and transport Sam to the Montour Falls hospital. Another driver stopped into the pits to inform Miles of the accident and Miles ran over three miles to the scene. He arrived after the ambulance had left. Sam died of the injuries that evening.

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



Sam Collier's Ferrari 166 after his fatal crash-



Sam Collier's Ferrari 166 as displayed at the Revs Institute

Miles, under pressure from his mother, officially retired from racing the next day. He did drive in a few races after that under the assumed name of John Marshall; the last of which was at Sebring in 1954 in a Bandini, retiring after 21 laps.

Prior to Sam's death the brothers had been in discussions with Alec Ulmann to organize a Le Mans style endurance race on the airfield and surrounding roads of a former WWII bomber training facility near the sleepy central Florida town of Sebring. On New Year's Eve 1950 the Sam Collier 6 Hour Memorial race was held on the Sebring race track. The race was won in a Crosley Hot Shot that had been driven to the race. Sebring is best known for the annual 12 hour endurance race which was first run

on March 15, 1952. The very first U S Grand Prix Formula One race was held at Sebring in 1959, won by Bruce McLaren in a Cooper T51. Leaving behind an enduring legacy of American and international motorsports, Miles Collier succumbed to polio in 1954 at the age of 40. In September of 1954 the SCCA honored the Collier brother's contribution to sports car racing in America with the Collier Brothers Memorial Trophy Race for MGs at the Watkins Glen Grand Prix. That tradition continues today at the Watkins Glen Vintage Festival with the Collier Cup race for MGs.

The family tradition of sports car racing did not end with the death of Miles Collier. His son, Miles Collier Jr. picked up the torch and raced with it. In the late 60's and through the 70's Miles Collier Jr. raced an E Production Porsche Speedster in the SCCA New England Region. In the 80's he raced various vintage race cars in SVRA vintage races. In 1984 he was awarded the very first SVRA Driver of the Year Award. In 1986 Miles Jr. visited the Briggs Cunningham museum with an eye to purchase a couple of cars. After some negotiation he bought the entire collection and moved it to his home in Florida. That move was the start of the legendary Collier Collection. Through the late 80s and early 90's Mr. Collier, as he is referred to by the museum staff, continued to add to his collection of both significant racing and road cars, and also automobile ephemera (I just love that word). Up until 1994 the collection was open to the public. In 1994 it closed its doors to the public, restricting visits to other collectors and the occasional car club. A notation on a Porsche club website indicates that when the club visited the collection it was asked not to publish a report in their newsletter. A profound advocate of originality, Mr. Collier began hosting symposia on collecting and preserving rare automobiles. When Bill and I visited the museum they were preparing for a symposium the following week that would be attended by noted collectors including Jay Leno and Jerry Seinfeld. In 2008, The Revs Institute was founded as a center for scholarly study of the profound influence of the automobile on our culture and history. In 2011 that mission was enhanced by the acquisition of the Karl Ludvigsen library. Ludvigsen was a consultant to General Motors and editor of Car & Driver and Motor Trend magazines and had amassed over 7,000 auto-

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

motive books, 300,000 photographs and countless research files (lots of ephemera). In 2012 The Revs Institute joined with Stanford University to form the Revs Program at Stanford. The Revs Program at Stanford was founded to inspire a new trans-disciplinary field connecting the past, present and future of the automobile. The mission of program is to forge new scholarship and student experiences around the past, present and future of the automobile. A visit to the Revs at Stanford web site <https://revs.stanford.edu> rewards the viewer with descriptions of courses and student projects related to the automobile.

In 2014 The Revs Institute reopened its doors to the public. Attendance is limited via timed tickets to ensure a quality viewing experience. The Collier Collection now numbers well over 100 cars, most of which are on display in the Revs institute. All but two or three of the cars, notably the former Cunningham D-Type Jaguar and Bird Cage Maserati, are allowed to occasionally live some of their former glory and be raced at vintage racing events such as Laguna Seca and the Goodwood Revival.



**Ferrari 250 LM (Last Ferrari to win Le Mans)
as Displayed at the Revs Institute**



Revs Institute Ferrari 250 LM at Laguna Seca 2017

The range of automobiles, primarily race cars, in the collection is as comprehensive as one can imagine; everything from a 1200cc 1896 Panhard & Levassor to a 1971 Porsche 908/3. The cars are not only rare, but most are very significant. Many are cars that I remember seeing in Road & Track as a boy, such as the Gurney Eagle F-1 car that Dan piloted to victory at Spa on June 18, 1967 becoming the first American to win a Grand Prix in an American car of his own manufacture.



1967 Gurney Westlake Eagle V-12 – Winner Spa

Of course in 1967 we didn't have F-1 racing live on the TV with in-car cameras, so I didn't get that news until the August issue. It was still a big deal to me. Seeing that car close up, even in its quiet setting, after over 50 years, was a thrill for me. The Porsche collection takes up two large galleries and is probably the largest collection of Porsche race cars outside of Zuffenhausen and, perhaps, Jerry Seinfeld's stable. The Cunningham Collection chronicles Briggs Cunningham's dream of winning Le Mans in an American made car which started with his Cadillac team in 1950. Both "Le Monstre" (The Monster) and "Petite Pataud" (The Clumsy Puppy) are on display at the Revs.

The three Jaguars on display at the Revs are all part of the Cunningham collection. This month I'll focus on the 1955 D-Type Long Nose XKD507

In 1955 Briggs Cunningham was reminded by the IRS that a business consistently showing a loss is actually a hobby, so he shuttered his production

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

shop in West Palm Beach Florida where he was building Cunningham race and road cars. Around the same time Sir William Lyons had indicated to Gordon Benett, his VP in North America and a Team Cunningham driver, that he would be willing to offer Briggs three Jaguar D-Types if he would cease production of his own race cars. Benett arranged two meetings between Briggs and Sir William; first at Le Mans and later at Watkins Glen. After the Watkins Glen meeting Briggs Cunningham became US Northeast Distributor for Jaguar and the owner of three D-Type Jaguars. With that team of D-Types, Briggs was like the Roger Penske of his day. The cars were always meticulously prepared and their impressive camps were the pride of the racing venues. XKD507 was entered by Cunningham at Le Mans in 1955, driven by Bill Spear and Phil Walters. It was part of a full six car line-up of Long Nose D-Types fielded by Jaguar. While not a works (factory entered) car and therefore not having the benefit of the latest 270bhp engine with the bigger valves and wide angle 35/40 cylinder head, the Cunningham entry XKD507, wearing #9, did have its standard spec engine tuned and tweaked by the factory.



XKD507 at Le Mans 1955

Much has been written about the ill-fated and tragic 1955 Le Mans race. It will forever be remembered as the race with the worst motor racing disaster of all time. Unfortunately the race winning D-Type (XKD505) with Mike Hawthorn at the wheel was the catalyst that initiated the crash that resulted in well over 80 lives lost. On lap 35 at 6:27pm, Hawthorn, approaching the pits for his first stop, passed the Austin Healey driven by Lance Macklin and abruptly pulled in front of it to enter the pits. Macklin swerved to the left directly into the path of Pierre Levegh in his Mercedes 300 SLR. Levegh was travelling at 130mph. Unable to avoid the much slower car, the Mercedes struck the rear of the

Healey and was launched into the air and hit a concrete section of a spectator tunnel. The Mercedes burst into flames and exploded, killing Levegh instantly and sending fire and shrapnel into the crowd. The Healey spun up the track into the Jaguar pit and careened across the track resting opposite the Jaguar pit. Ironically Hawthorn had overshot his pit spot and was waved on to take another lap before his stop. Had Hawthorn hit his spot XKD505 would have been hit by the spinning Healey of Macklin. Macklin walked away from the crash, the race was never stopped, the Mercedes team pulled out of the race, and Hawthorn went on to win seventeen hours later. Running seventh at the time of the Levegh crash, the Cunningham D-Type began experiencing engine trouble due to bits of metal debris from its disintegrating airbox getting into the valve train. XKD507 retired around 10pm. Cunningham had the car shipped to the US after the race. Total price for car and shipping was \$9500. In the fall of 1955 XKD507 was driven for Cunningham by Sherwood Johnson. Johnson drove to a second at Road America and first places at Watkins Glen and Hagerstown, MD earning him the 1955 SCCA National Championship in the C-Modified class. Cunningham and Gordon Benett drove XKD507 to a 12th place finish at the 1956 Sebring 12 hour race.

The car became one of three pristine, white with blue racing stripes, D-Types of the Cunningham race team with Walt Hansgen, John Fitch and Sherwood Johnson as drivers. The Cunningham team dominated road racing on the east coast for the next seven years winning additional SCCA championships in 1956 and 1957.



The Cunningham Team at Watkins Glen 1957

When XKD507 ceased to be competitive it was retired to Cunningham's growing collection of race cars. As part of the sale of the Cunningham Collection to Miles Collier in 1987, XKD507 became part of the Collier Collection where it resides today. Due to its fragile condition and the desire to maintain it in its original, preserved, condition, XKD507

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

is one of the race cars in the collection that is no longer raced in vintage events.



Retaining its Le Mans livery and number (9) the Long Nose Jaguar D-Type XKD507 rests quietly in a gallery of other Briggs Cunningham Jaguars. Its nose points toward a worthy successor just one letter up in the Jaguar alphabet; Briggs Cunningham's Le Mans raced E-Type Coupe. Next month we'll take a look at that Jaguar.

Enjoy Your Jaguar!

Paul T

Calling All Judges and Members

By: Peter Daniel

This year's Concours Judging Training sessions will be held at Andy's Diner on May 9th and 14th at 5:30 PM. Certified Judges are required to be updated each year due to rule changes and other information to be reviewed. Members preparing a Jaguar for a Concours will also benefit from the information to be presented. Members planning to become Certified Judges are also required to receive this training. The 2019 Official JCNA Concours Rule Book will be given to each attendee.

Please contact Peter Daniel, the newly appointed Chief Judge, or Charles Olson, who is now the Assisting Chief Judge, at the following:

Peter at peterdvjc@yahoo.com or 540-226-7599 and Charlie at cwolson29@comcast.net or 215-920-2093.

(Food service will as be available from Andy's menu. Andy's Diner is located at 505 Ridge Pike, Conshohocken, PA 19428)

Old English Car events and Rallies PA MD NJ DE 2019

Event	Place	Date	Time	Event Website
1 NCJOC Spring Slalom	Stonewall Jackson HS, 8820 Rixlew Lane, Manassas, VA	4/27/2019	Sat.	https://www.jcna.com/events/ncjoc-spring-slalom-1
2 Britain on the Green 2019 - All British Car Show	George Mason's Gunston Hall, 10709 Gunston Road, Lorton, VA 22079	4/28/2019	9:30-3 pm	http://www.capitaltriumphregister.com/bog/
3 24th-Lewes British Motorcar Show	Cape May-Lewes Ferry Terminal, Lewes, DE	5/4/2019	11-3 pm	https://www.leweschamber.com/event/chamber-events/2019-annual-lewes-british-motorcar-show
4 Brit Fest 2019 New Jersey*same date as Lewis.*	Horseshoe Park, 72 Eyland Avenue, Succasunna, NJ 07876	5/4/2019	9-3 pm	http://mgccnj.org/britfest-2/
5 Memorial Mountain Road Tour for C. Runyan	The Roadster Factory, 328 Killen Rd., Armagh, PA 15920-9242	5/11/2019	9am	memorial road tour from The Roadster Factory parking lot to the Horseshoe Curve. Start time is 9:00 a.m.
6 2019 Susquehanna Valley Jaguar Club Concours	Sunset Park Lane, York, PA	5/25/2019	9-3 pm	https://www.jcna.com/events/2019-susquehanna-valley-jaguar-club-concours
7 42nd Annual ORIGINAL BRITISH CAR DAY	Serra Valley Farms - Mt. Airy, Maryland	6/2/2019	8-4pm	https://www.chesapeakechaptermgtclub.com/OBCD_main.htm
8 Elegance at Hershey & Grand Ascent	The Hotel Hershey, Hershey, PA	6/7-9/2019	9-4pm	https://theeleganceatthershey.com/
9 Touch of England	The Hermitage House, 335 N Franklin Turnpike, Ho-Ho-Kus, NJ.	6/8/2019	9-3pm	https://www.olderide.com/events/4993481.html
10 26 Annual British Motorcar Gathering	Reservoir Park, 3400 Reservoir Rd, Hellertown, PA.	6/9/2019	9-3 pm	http://www.keystonemg.com/hellertown.html
11 Van Vleck Gardens host Jaguar car show	21 Van Vleck Street Montclair, NJ 07042	6/16/2019	11:30-3pm	date at garden not set firm, check later
12 2019 Virginia Jaguar Club Concours - St Joseph's Villa	St Joseph's Villa, 8000 Brook Rd., Richmond, VA 23227	6/22/2019	8-4 pm	https://www.eventbrite.com/e/2019-virginia-jaguar-club-concours-st-josephs-villa-richmond-vatickets-55920192802
13 Vintage Motorsports Revival by BCCNEPA	South Abington Park, 640 Northern Blvd., Clarks Summit, PA	6/23/2019	9-3pm	http://www.bccnepa.com/events.html#/?i=1
14 BritFest 2019 - Maryland	Maryland State Fairgrounds, 2200 York Rd. Lutherville, MD	6/29/2019	11-7pm	https://www.mt.cm/britfest-2019
15 Pittsburgh Grand Prix	Schenley Park, 5370 Schenley Dr., Pittsburgh, Pa	7/12/2019		https://www.pvpgp.org/
16 Taste of Britain-Host LANCO MG Club	70 Church St., Rothsville, PA 17543	8/18/2019	10-3pm	https://www.lancomgclub.com/pdfs/tob_reg_form.pdf
17 Watkins Glen Grand Prix	http://grandprixfestival.com/documents/all_events_form.pdf	9/6/2019	weekend	
18 Brits on the Beach 22nd annual	Ocean Grove, NJ	9/14/2019	10-4 pm	site not updated for 2019 yet- https://pedc.org/events/brits-on-the-beach/
19 NCJOC Concours D' Elegance	5260 Western Ave., Chevy Chase, MD 20815	9/15/2019	Sunday	https://www.jcna.com/events/ncjoc-concours-delegance-2
20 Jaguar Club Concours of Pittsburgh	222 Karen Drive, Elizabeth, PA 15037	9/21/2019		https://www.jcna.com/users/nc45

Cars & Motorcycles of England

AT HOPE LODGE - FT. WASHINGTON, PA



Saturday June 1, 2019

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 8:00 a.m. - Judging begins at 10:00 a.m.

- * Registration for all judged JCNA Divisions is \$60 if received before May 25th
- * Two or more cars; 1st car \$60, 2nd car \$30, 3rd and each subsequent car \$20
- * *All cars registered after May 25th will be in Display Division.*
- * Display cars and non JCNA cars are \$35 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 for details.
- * "Rain or shine." No rain date. No refunds.

Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Best of Show, Longest Distance

Contact: Jim Sjoreen, Concours Registrar: 610-989-3860
e-mail: concours@delvaljaguarclub.com

Show Information Hotline: 215-258-7071
Registration Form , Divisions and Classes on reverse side

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

<p>Champion Division Classes</p> <p>C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)</p> <p>C2/120: XK 120 (1948-54)</p> <p>C3/140: XK 140 (1955-57)</p> <p>C4/150: XK 150 (1957-61)</p> <p>C5/E1: E-Types, Series 1 (1961-67)</p> <p>C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>C7/E3: E-Types, Series 3 (1971-75)</p> <p>C8/SLS: 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)</p> <p>C9/XJ: 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) Note 1</p> <p>C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1</p> <p>C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>C15/XK: XK and XKR Coupe and Conv. (2007-On)</p> <p>C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)</p> <p>C17/PN: Preservation Class (more than 35 years old)</p> <p>C18/PN: Preservation Class (20 to 35 years old)</p> <p>C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>C20/F: F-TYPE (2013-On)</p> <p>C21/FP: F-PACE (2016 - On)</p> <p>Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.</p>	<p>Driven Division Classes</p> <p>D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150</p> <p>D2/E1: E-Types (1961-67)</p> <p>D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>D4/E3: Series 3 E-Types (1971-75)</p> <p>D5/SLS: 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)</p> <p>D6/XJ: 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) Note 1</p> <p>D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>D11/XK: New XK and XKR Coupe and Conv. (2007-On)</p> <p>D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1</p> <p>D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)</p> <p>D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>D15/F: F-TYPE (2013-On)</p> <p>D16/FP: F-PACE (2016 - On)</p> <p>Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.</p> <p>Special Division Classes</p> <p>S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition</p> <p>S2/MOD: Modified</p> <p>S3/REP: Replica (non-production, Jaguar powered)</p>
---	--

See JCNA Concours rules for: Entry Eligibility, Awards, Division and Classes

-----Cut Here-----

Registration Form for DVJC Concours d'Elegance 2019

*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, 2019, will be entered as Display class.

Name _____ Phone Number _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ Club _____ VIN _____

Year _____ Model _____ Class _____ Body Type: _____ Color _____

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

Make check payable to: DVJC Send to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087

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

The DVJC Brexit Tour

Article and photos By: Bob De Lucia

Our intrepid DVJC and DVT travelers set out from Philadelphia, the day after a snowstorm hit the Delaware Valley. On a 19:25 (7:25pm) somewhat empty flight from Philadelphia to Heathrow, via British Airways partner, American Airlines, we landed early in the morning London time (07:45). Through customs, pickup luggage, and off to the car hire, to pick up our transportation for the next few days. We were off, heading north to Stoneleigh, north of Coventry.

First stop, was the three-day Race Retro International Historic Motorsport Show in Stoneleigh we had visited on past UK adventures. Thanks to my connections and "schmoozing: we of course had complimentary Press Passes, and Press Parking. LIG! We joined the 24,000 other visitors (a new record).

The show is full of many iconic racing and classic cars, a "Pride of the Paddock", with privately owned race car, a BRG D-Type Jaguar that renowned collector, Nigel Webb has re-built using the chassis from the 1955 Le Mans winning car driven by the late Mike Hawthorn. Several XK8 were on display, being used for a Children's Hospice, and displayed as such with multiple stickers. There was even a souped-up XE in the parking lot, with a massive wing. Renowned Jaguar test driver Norman Dewis was also in attendance. Now a spry 98 years old! And still sharp as a whistle!

Much memorabilia for sale, many racing clubs, former race car drivers, two live "Stages" with Historic Kart Racing, and Rally B cars outside where they were being driven, and passenger rides were available. There many vendors (well over 100), as well as Traders Village and Autojumble. They also had "Hero" drives, where for a donation you can drive in a classic car. In addition to other classics, I noted there were rides in a 1968 Jaguar E Type Series 1.5 FHC 4200cc, Right Hand Drive, 1966 Triumph TR4A 2100cc, Left Hand Drive, and a 1957 Triumph TR3 2000cc, Left Hand Drive.

Taking advantage of the plummeting GBP thanks to the upcoming Brexit, we scored some mementos and parts.

<https://www.raceretro.com/>

Since we had some time, we also drove into Coventry, home of British car manufacturing. We drove by the old Brown's Lane Jaguar factory, sadly now a housing development.

In Coventry we walked around, took in the historic remains of the old 14th century Coventry Cathedral, bombed in World War 2, and the Lady Godiva statue in the town square. From there we walked over to the Coventry Transport Museum, a free museum in the center of town. Again, well worth a visit for all the historical Coventry references to the center of British Motoring. Lots of Jaguars were on display, old and new models, as well as a Formula 1 car.

<https://www.transport-museum.com/>

Dinner that evening was at our favorite "local" pub in Kenilworth, "The Virgins and the Castle" (built in 1563). Dinner and pints, and all was well.

<http://www.virginsandcastle.co.uk/>

On Sunday morning we left very early and drove south to Southampton, to be at iconic Brooklands Museum and Track, for the 10:00am opening. Of course, we once again had a complimentary "Press" visit, thanks to my connections groomed over the year. Brooklands is the world's first motoring circuit, built in 1906. As such, respect was observed, as one of our travel companions "kissed" the iconic track. Brooklands is a combination of motoring history, as well as British aviation history. A museum not to be missed.

<https://www.brooklandsmuseum.com/>

From there, we then headed south to Beaulieu for the National Motor Museum. And yes, we once again had a complimentary "Press" visit, thanks to my connections. The museum is fantastic with a lot of British motoring cars all around. A very nice XK150, and E-Type. As well as a Jaguar XKR-8, winning 8 out of 10 races in 1987. Also on display was the green Jaguar XKR, with "accessories" such as a machine gun and rocket launcher, from the James Bond movie, "Die Another Day". And for those "Top Gear" fans, there is an exhibit of vehicles used in Top Gear episodes. Unfortunately one Jaguar XJS did not get the proper treatment, and was a prop for one episode. Oh well.

Beaulieu is a wonderful and bucolic little village, well worth a visit. Driving through the "New Forest" we encountered wild ponies to the right and left of us, and even in the center of the village. This distraction led to our only encounter, driving on the wrong side of the road....and with traffic quickly heading toward us, quickly back.

The DVJC Brexit Tour (continued)

Whew...

<https://www.beaulieu.co.uk/attractions/national-motor-museum/>

We stay overnight at Premier Inn North, Southampton. Through prior communication, I set up a meeting with the legendary Graham Robson, for dinner. Many of us in the Triumph circles have known Graham for many years. Graham lives about one and one-half hours from the Southampton area in Dorset. He graciously volunteered to drive over to meet us from a lovely dinner and pints. Graham enthralled us for about three hours with classic car stories, publishing stories, general car stories, Brexit comments, and other anecdotes. Brilliant time!

On Monday, we drove north to visit the town of Winchester, to visit the Winchester Cathedral (1093AD). A great town to walk around in....and a difficult one to drive in! Those small and narrow roads made for some interesting driving, and parking. We had a tour of the wonderful and huge cathedral.

<https://www.winchester-cathedral.org.uk/>

From there we dropped a couple of companions at Heathrow, for their flight home. My colleague and I then took the Heathrow Express to Paddington Station, and an iconic London Taxi to our Holiday Inn. Arriving early enough to do something, we walked over to the Tower of London, and caught an open-top tour bus to get an overview of London. The two hour bus tour took longer, due to many "Brexit" demonstrations in Parliament Square. Still, gorgeous weather, sunny and in the low 60's, so no complaints.

We were on our last full day in the UK, and in London.

Through my colleague's connections and a chance meeting with Royal Automobile Club President, at the International Triumph/MG Spares and Parts day last year, we were both invited to a private tour at the upper-echelon club, even a dress code (no denim pants and "trainers" (sneakers to us Yanks!)).

We were given a private tour by Jane, the Archive Director. The tour was wonderful and extensive, as the only rooms close to us, were rooms that had meetings going on.

On Pall Mall Road, the club is close to many London sights, such as "The Churchill War Rooms", Buckingham Palace, 10 Downing Street, etc...

<https://www.royalautomobileclub.co.uk/>

From there we walked over to the Churchill War Rooms for a visit there. A wonderful World War 2 exhibit, and Churchill Museum.

<https://www.iwm.org.uk/visits/churchill-war-rooms>

Then it was off to a walk to Westminster, down the steps to the Thames River, and a Thames River boat ride to Greenwich. Another day with gorgeous weather, sunny and in the low 60's, so the ride was wonderful. On the return trip, the boat dropped us off near Westminster, we walked across the bridge over the Thames to near the London Eye, and just started walking to Tower Bridge. About six miles or so later, we were there. The weather was the incentive, and the walk was very scenic.

Off to Harrods for a short visit on Wednesday, then back to Heathrow for our trip home on a rather full British Air 747. A great trip to the UK....once again!





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. There will be return trip to either New Hope or Yardley. (TBD)

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

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

\$24 per person to cover the cost of a buffet brunch. (cash to be collected at the Yardley Inn)

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

This years drive is honoring Charles Runyan, running in conjunction with the Memorial Run at the Roadster Factory in Armagh, PA.



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





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

June 16, 2019

July 21, 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.

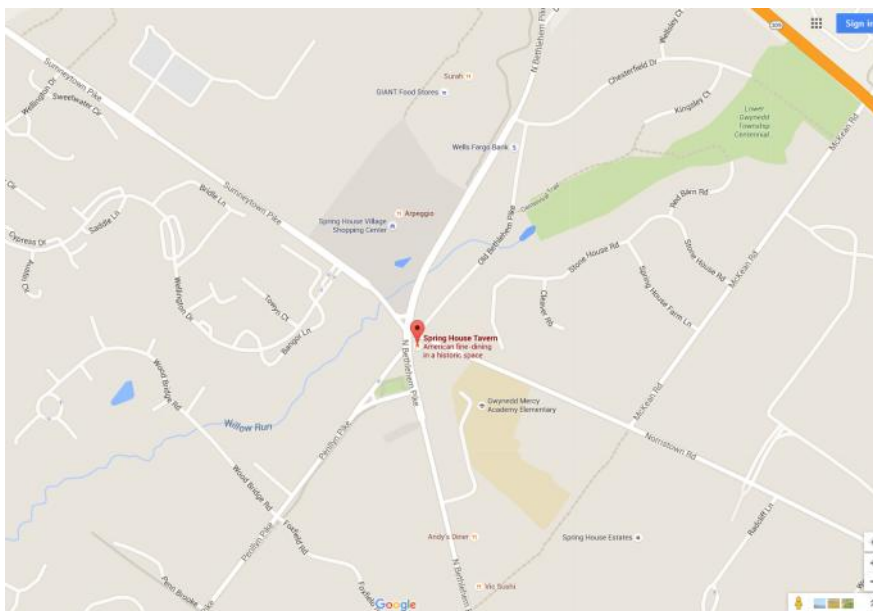
Driving directions from the Pennsylvania Turnpike:

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*



DVJC Visits 24th Annual Amelia Island Concours

Article and photos By: Bob De Lucia

Another Jaguar Presence at the 24th Annual Amelia Island Concours d'Elegance

DVJC member Dave Hutchison (2006 Jaguar S-Type), and another fellow Delaware Valley Triumph member made the 14 1/2 drive down, taking a 1938 Jaguar SS100 that would be on the show field on Sunday. Deciding I had had enough 14 1/2 hour drives over the years, I chose to fly, and meet them there. DVJC members Alan and Robin Anspaugh (1971 E-Type Series II OTS in Regency Red) also drove down, though a lot more comfortable, and less stressful in their Ford Explorer. Both of course, made the obligatory stop at the iconic, "South of the Border", to say "Hello" to "Pedro". Hopefully nobody actually ate there!

I also met DVJC's Gerry Kunkle on the show field, as he was now a volunteer for the Amelia show. He had driven down in his F-Type.

On Wednesday evening, we just relaxed and visited one of our favorite seafood places in Ferandina Beach, "The Crab Trap". Grouper, hush-puppies, crab bisque, key lime pie, and good local pints on tap. LIG....again.

<https://www.ameliacrabtrap.com/>

On a beautiful sunny Thursday morning, we helped Dave and DVT member Dan Tinsman (well, sort of help, actually sat in the lawn chairs watching!) unload the 1938 Jaguar SS100. All around the airport parking lot were many car-carriers, unloading their "goods". Just in our area we saw a rare 1963 Cheetah blasting down one of the airport unused runways. And another rare-colored Ford GT40 down the other end. And it continued, and continued.

We then visited the activities at the host Ritz-Carlton hotel, which was a hotbed of motoring activities, motoring celebrities, and everything else motor-related. I picked up my all-important "Press" credentials, and we were good to go for the weekend.

An early dinner and it was off to the 3rd Annual Amelia Motoring Film Exhibition, with two very good shorts, and then a film called "A Sicilian Dream: Pistons, Passions, and Pleasures" by Alain de Cadenet, about the Targa Florio race in Sicily. We also met

part of the 35 cars on the Hagerty tour that started in the snow from a car collection in Allentown, PA, down to Amelia.

On a beautiful sunny Friday morning, we had all signed up for a gratis RM Sothebys pre-auction tour by Andy Reid, of the great cars that would be auctioned off on Saturday at the Ritz-Carlton.

RM had some huge high-dollar sales, and sold a 1966 Shelby 427 Cobra for \$1,792,500 1992 Ferrari F40 for \$1,017,000, a 1934 Packard Individual Custom Convertible Sedan by Dietrich for \$1,325,000, a newer 2015 McLaren P1 for \$1,490,000 and 2010 Bugatti Veyron 16.4 "Sang Noir" for \$1,500,000.

RM sold several Jaguars. A 1962 Jaguar E-Type Series 1 3.8 Litre Fixed Hardtop for \$179,200; a 1953 Jaguar XK120 Roadster for only \$64,400. It was pretty beat-up, and needed some restoration and TLC; a 1973 Jaguar E-Type Series 3 V-12 Roadster for \$128,800.

After the tour there, we stopped over at the Bonhams auction to watch the activities there, and view more metal "eye candy" being bid on. They had a 1930 Cadillac Series 452 Fleetwood Roadster that sold for \$1,187,500, a 1968 Repco Brabham-Cosworth BT26 BT26A – \$1,105,000. Lots and lot of Jaguars....with prices all over the place. A 1967 Jaguar E-Type Series 1-1/2 2+2 Coupe for only \$34,720; 1964 Jaguar E-Type Series 1 3.8 Roadster for \$196,000; Jaguar E-Type Series 111 V-12 2+2 Coupe for \$29,120; 1995 Jaguar XJS 4.0 Convertible for....\$16,800; 1966 Jaguar E-Type Series 4.2 Roadster for \$145,600; 1959 Jaguar MKIX for \$36,840; 1961 Jaguar XK120 Alloy Body Two Seater that did not sell for the Reserve of \$300,000-\$350,000 and a 1964 Jaguar E-Type Series 1 (Red) 3.8 Roadster that sold for \$100,800.

Gooding also had a 1965 Jaguar E-Type Series 1 4.2 Roadster that sold for \$109,000.

I later attended an interesting Seminar about racing. "The Unfair Advantage: Racing Around the Rules". Distinguished panel of engineers, managers, pit workers, etc.. The was host was Ray Evernham and the panel included Steve Roby, Indy500 and USAC, Jay Signore (Bill Murphy's old boss with Penske and IROC), Andy Petree, NASCAR, Kevin

DVJC Visits 24th Annual Amelia Island Concours (continued)

Jeannette, IMSA, Mark Raffauf, IMSA, Jim Busby, IMSA and drag racing

Saturday, the "Cars and Coffee" was finally held on the 10th and 18th Fairways of the Golf Club of Amelia Island. The past two years this had to be moved, because of rain forecast (and it did come down both years in the proverbial "cats and dogs") this event ran concurrently with the Concours. This year, it had the fairways all to themselves. 450 invited vehicles were on the field. I managed to somehow miss the Jaguar cars there, as they were on the other side of the street. Several DVJC members had tickets for the "The Porsche 962 Dynasty" that would be hosted by Justin Bell. The panel was amazing, Joachim Mass. Alwin Springer, Rob Dyson, Derek Bell, Mark Raffauf, Hurley Haywood, Brian Redmond, David Hobbs, Jackie Ickx and Justin Bell, MC. Plus four historic 962's in the ballroom. Wow!

This year, we saw and heard from Jacky Ickx, a Belgian racer who won the [24 Hours of Le Mans](#) six times and many of his famous race cars were on the Concours show field.

Later on Saturday, after Cars and Coffee, and the 18th Green quickly was vacated, Concours d'Elegance started driving on to the field, in all marques and models. Show cars were detailed, including the 1936 Jaguar SS 100 by Ragtops and Roadsters. Cars were covered with many layers of protective covering for the evening, and tucked into bed.

On Sunday our alarm went off at 0530, after losing an hour of sleep due to the time change, and TOD to the show field was 0700. It was warm already at 0700, with highs going into the mid-80's. Did I say LIG!

On Sunday, The Concours d'Elegance was just another display of extraordinary classic cars on the golf course ala show field. Perfection personified. Since Ragtops and Roadsters had a show car, we arrived early at the field as Ragtops and Roadsters Dave Hutchison and Mike Engard had to stage the car. They had a great location, right near the entrance to the show field. and as we later discovered, in the company of no less than ten Jaguar XK120s, one of the celebrated marques on the field. A Roadster; Fixed Head Coupe; Alloy Body; Drop Head Coupe; OTS; XK120 By Barris (once owned by Clark Gable), and a rare XK120 Special.

In addition two other Jaguars on the field, an SS, and a 1935 SS1 Coupe.

This year's competition drew more than 350 cars and motorcycles into 35 classes to the 10th and 18th Fairways of the Golf Club of Amelia Island. Hundreds of spectators swarmed the field at the 9:30am opening to view the ensemble of world-class cars. There were literally far too many to see under the hot March Florida sun.

One special group was on the field, the Amelia's "Heads of State" class is an eclectic group all built for an exotic demographic. Two 'Pope-mobiles', Cadillac's no-limits, over-the-top one-off custom for a self-defrocked king, President Eisenhower's 1956 parade Cadillac. That was also the car that directly followed the POTUS Lincoln Continental that JFK sadly used in Dallas. Also a four-wheel drive for a rebellious communist dictator (Tito) who, like the tyrant he defied, had a strong taste for big, powerful American cars.

Gathered on the show field were other special collections including the largest collection of Porsche 962's, Custom Coachwork Volkswagens, and 50 years of NHRA Gainesville Raceway. Plus of course, the wonderful display of Jaguar XK120s.

Parent company Jaguar/Land Rover unfortunately did not have a strong presence on the show field, like many previous years with all of its new models, and a large display. A spokesperson said they decided to have more impact by just doing demonstration drives, located near the entrance to the Ritz-Carlton. Hmmm, maybe corporate financial issues due to rumors of Tata owned Jaguar sales being down? Part of the 4,500 job decrease? Even though sales are up? Or actually a change of direction offering more test drives. TBD. Jaguar hats were available for those that had signed up for additional information, and test drive. They had three F-Types, one F-Pace, and three of the new iPace, available for test drives. The new XESV Project 8 was also on display.

The Best in Show Concours d'Elegance Trophy was given to a 1938 Mercedes-Benz 540K Autobahn-Kurier owned by The Keller Collection at the Pyramids. A 1957 Ferrari 355 S owned by Cavallino Investments took home the Best in Show Concours de Sport Trophy.

Photos on following page

DVJC Visits 24th Annual Amelia Island Concours (continued)



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.

Visit Jaguar Main Line to experience the 2019 F-PACE.

Jaguar Main Line

325 East Lancaster Avenue
 Wayne, Pennsylvania 19087
 610-520-2000
jaguarmainline.com

— JAGUAR ELITECARE —
BEST IN CLASS
COVERAGE*
 — 5 YEARS 60,000 MILES —

- Ⓐ New Vehicle Limited Warranty
- Ⓑ Complimentary Scheduled Maintenance
- Ⓒ 24-Hour Roadside Assistance
- Ⓓ Jaguar InControl® Remote & Protect™

© 2019 Jaguar Land Rover North America, LLC



Cloverleaf Auto Service

Proud to have been supporter of DVJC since 1975

Whether your goals are Amelia Island or just your neighborhood ice cream social...

Perhaps a grueling cross country rally is more your style, or maybe just a weekend ride in the sun...

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...

From Amelia Island to Pebble beach to the local show around the corner. 4000 mile rallies to a pleasant day discovering the wonders of Chester County. Pushing to the top of Giant's Despair or watching the stone walls fly by in Schenley Park or entering Big Bend at LimeRock at full tat...

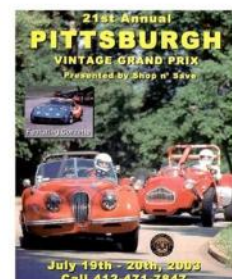
For almost a half a century Cloverleaf has been repairing, restoring and modifying British cars for the enjoyment of their owners

"We walk the walk and talk the talk"

610-647-5954

Malvern, PA

www.cloverleaf-auto.com



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



The first all-American Formula 1 team in three decades, Haas Racing, showed off its new car for the 2019 F1 season for the first time during testing on February 18th at the Circuit de Catalunya. The VF-19 ran for the first time in a filming day ahead of the start of testing at the Spanish circuit.

Kevin Magnussen and Romain Grosjean are the drivers again for the 2019 season.

**DELAWARE VALLEY JAGUAR GATHERING OF FRIENDS
And
MONACO FORMULA 1 GRAND PRIX VIEWING
MAY 26, 2019 7:30 am
La Locanda Ristorante Italiano
4989 West Chester Pike, Newtown Square, PA 19073
(At the intersection of Route 3 and Providence Road)**

Join your fellow DVJC members and other automotive aficionados at a breakfast buffet and live viewing of this year's Monaco Formula 1 Grand Prix Race at La Locanda Ristorante Italiano on Sunday May 26 from 7:30 am to 10:30 am. The breakfast buffet is \$26 per person plus tax and gratuity and includes a complimentary mimosa. A cash bar is available for additional drinks.

Don't miss this fine Grand Prix Brunch and be prepared for an outstanding display of vintage and exotic sports cars in the parking lot. La Locanda's owners, Mario Palumbi and Franco Stefanatto, are avid car enthusiasts and Formula 1 Grand Prix Racing fans. Enjoy a delicious brunch and a fantastic Grand Prix Race. Alas no Jaguar team, but let's have a major showing of British felines to overwhelm the Italian, German, and French examples that show up.

YOU MUST SIGN UP FOR THIS EVENT BY MAY 19

PLEASE USE THE DVJC WEBSITE <https://delvaljaguarclub.com/> AND CLICK THE *Event Schedule* TAB OR SEND AN EMAIL MESSAGE TO PAUL MERLUZZI AT pawlym@aol.com.

TREAT YOURSELF TO THE LUXURY
AND PERFORMANCE YOU DESERVE



JAGUAR WEST CHESTER



JAGUAR

JAGUAR WEST CHESTER

1568 West Chester Pike • West Chester, PA 19382

610-436-0600 • JaguarWestChester.net



**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).**



PASSION

IT'S WHAT DRIVES US.



PROVIDING SERVICE, TOURING
PREPARATION & CONCOURS
RESTORATION FOR YOUR
CLASSIC AUTOMOBILE.

- PERIODIC ATTENTION
- CARE & ADJUSTMENT
- FLAWLESS COACHWORK
- COMPONENT REBUILDS
- SAFETY UPGRADES

Since 1990

**RAGTOPS &
ROADSTERS**
INCORPORATED

BRITISH AUTOMOBILES • PREMIUM RESTORATIONS

203 S. 4TH STREET, PERKASIE, PA 18944 215.257.1202 • RAGTOPS.COM

Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell

Panel Shop & Structural Wood Reworking

Electrical Work / Fuel Injection Fault Diagnosis.

High-Quality Refinishing a Specialty.

Upholstery Shop

Engine and Driveline Rebuilds

Comprehensive Maintenance on Later Models

Servicing British Makes at the Same Location Since 1967

Jaguar



LINDLEY MOTORS

10 SOUTH SANA TOGA ROAD POTTSTOWN, PA 19464

610-326-8484

2019 JAGUAR E-PACE S
JAGUAR'S COMPACT SUV.

UNION PARK JAGUAR
WILMINGTON, DELAWARE

[LEARN MORE>](#)



2019 JAGUAR E-PACE S
JAGUAR'S COMPACT SUV.

UNION PARK JAGUAR
WILMINGTON, DELAWARE

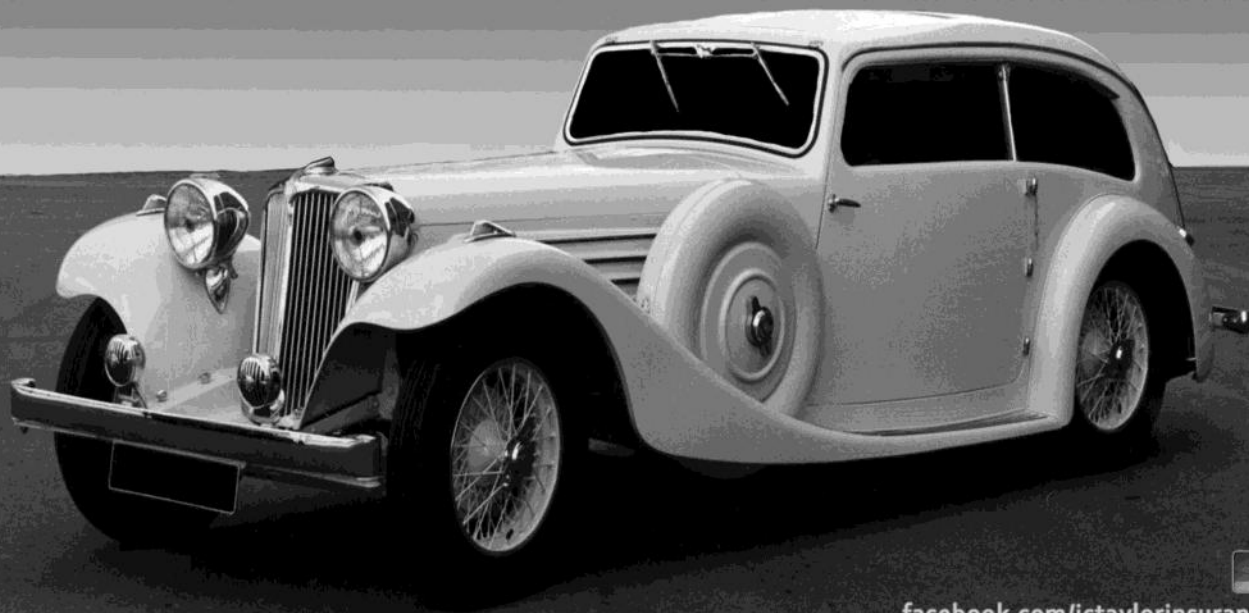


1-888-ANTIQUE

JCTAYLOR.COM



INSURING YOUR VEHICLES
FOR OVER 50 YEARS



facebook.com/jctaylorinsurance

FOR YOUR JAGUAR

PARTS MADE IN HOUSE
UPGRADES
SERVICE ESSENTIALS
BIG NAME BRANDS
GENUINE JAGUAR PARTS

PARTS & ACCESSORIES
FOR
CLASSIC & MODERN
JAGUARS
WWW.SNGBARRATT.COM



SALES.USA@SNGBARRATT.COM



TOLL FREE: +1 800 452 4787

A Touch of England 2019

at the
Hermitage National Historic Landmark

335 North Franklin Turnpike
Ho-Ho-Kus, NJ 07423-1035



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

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

15th ANNUAL SLALOM

Sunday, July 14th, 2019



Garnet Valley High School
552 Smithbridge Road, Glen Mills, PA 19342

Test your driving skills in a fun and supportive environment!



Slalom rules and information can be found at jcna.com

Questions.. Contact Rich Rosen -
rosen244@verizon.net or call 609-923-7655



Please bring a helmet they are mandatory



DELAWARE VALLEY JAGUAR CLUB

14th ANNUAL SLALOM

Sunday, July 14, 2019

8 AM to Noon

GARNET VALLEY HIGH SCHOOL

HOME OF THE GARNET VALLEY JAGUARS

552 Smithbridge Road, Glen Mills, PA 19342

Concord Township

JCNA MEMBERS ONLY DRIVING THEIR OWN CARS

Event covered by J.C. Taylor Insurance, \$2 million aggregate

Lunch (not included in registration) after the event at a local restaurant nearby.

For more information, call or text Rich Rosen at 609-923-7655.

<https://delvaljaguarclub.com/>

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

Mail applications to:

Rich Rosen

244 Ardmore Ave.

Haddonfield, NJ 08033

Pre-register \$25.00

Before July 1, 2019

Day of Slalom \$35

Cut Here

See next page for map

Name: _____

JCNA Number: _____

Address: _____

Club Affiliation: _____

City: _____

Insurance Co.: _____

State: _____ Zip: _____

Insur. Policy No.: _____

Phone No.: _____

Jaguar Model / Body: _____

Email: _____

Jaguar VIN: _____

Jaguar Year: _____ Color _____

Check Number: _____

Jaguar License No.: _____

Slalom Class: _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 14, 2019. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

DVJC 2019 SLALOM

Directions to Garnet Valley High School Glen Mills, PA



DIRECTIONS:

From the North: Northeast Extension 476, continue on 476 Blue Route to Route 1 South to Route 202 South or go to Valley Forge Exit 26 to Route 202 South. Follow Route 202 South towards West Chester. Turn left on Smithbridge Road for 2.1 miles. GVHS is on the right.

From the East (NJ): Take the Commodore Barry Bridge, go South on I-95 to exit 2 and go north on 452 to Village Green and West on Concord Road. Follow Concord Road through Aston to the traffic light at Smithbridge Road. Turn left on Smithbridge. GVHS is down the road on the left.

If you 'wind up' on Route 322 continue to right turn on Route 1, then turn right onto Concord Road. From here, you would turn right onto Smithbridge Road. GVHS is down the road on the left. (There is no exit from 322 onto Smithbridge Road.)

From the South: From I-95 take exit 8 to Route 202 North. Continue on Route 202 North into Pennsylvania. Turn right on Smithbridge Road. Bruster's Ice Cream is on the right. Continue on Smithbridge Road for about 3 miles. GVHS is on the right.

From the West: On the PA Turnpike, take exit 23 South on Route 100 to Route 202 South to left on Smithbridge Road. GVHS is on the right.

There are signs for GVHS as you approach the school. The school is not visible from the road; look for the sign at the driveway as the school sits back from the road down a long driveway.



Muncie Imports & Classics

"Quality Care for Quality Cars"



Award Winning Restorations

Interior Restorations

- Handcrafted Jaguar Interiors & In-House Installation
- Mail-In Restorations
- Custom Upholstery Work

Paint & Body

- Metal Fabrication
- Paint Correction
- Parts Reconditioning

Mechanical Restorations

Original
Specification

Jaguar

Interiors



4301 N. OLD STATE RD. 3, Muncie, IN, 47303
muncieimports.com | OSJI.com | (800) 338-8034 | mic@muncie-imports.com

Parts For All Jaguars From 1948

XK-120-140-150 | E-Types | Early Saloons | XJ-6/XJS | XK8 | Late Models



Get All Six Model-Specific World-Class
Parts Catalogs On A Single CD



Replacement Parts | Performance Parts
Upgrade Parts | Accessories | Books

...CD Sent No Charge In North America



Please Contact Us...

NORTH AMERICA: 800-444-5247

WORLDWIDE: +1 805-544-7864

WEB SITE: WWW.XKS.COM

EMAIL: PARTS@XKS.COM

FAX: +1 805-544-1664

