
The Jaguar's Purr©

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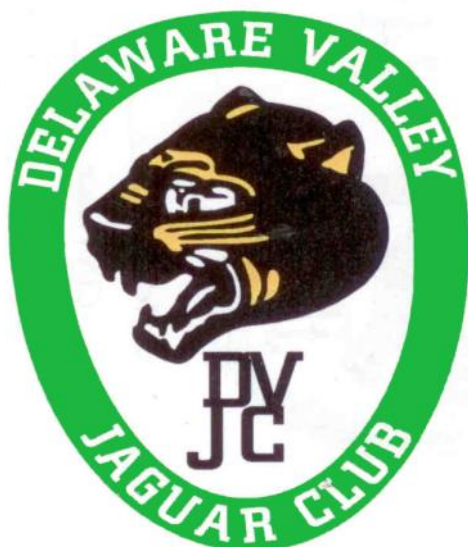


May 2019

DVJC Radio Stars



DVJC President Bill Beible and Vice President Paul Trout were guests on CarSmarts Radio. Read more about it in Bill's monthly column, *Your Monthly Bill*, on page 5. Shown above, (l to r), CarSmarts host Steve Saffier, DVJC President Bill Beible, and DVJC Vice President Paul Trout.



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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Full Page \$320/ year; \$50 / issue

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Quarter \$ 95 / year; \$20 / issue

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MEMBERSHIP RATES

Single/Family
\$65.00 per year/ emailed
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\$75.00 per year / postal
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Youth Enthusiast
\$25.00 per year

Upcoming DVJC Events

June 16, 2019

July 21, 2019

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 24)

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

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 26)

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. 15–16)

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

June 29, 2019

Noon to 6:00 p.m.

RSVP by 6/24/2019

Jaguar Gathering of Friends and Conception Party

Casa Merluzzi

1445 Grand Oak Lane, West Chester, PA

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

July 14, 2019

DVJC 15th Slalom (pages 17-19)

Garnet Valley High School

552 Smithbridge Road, Glen Mills, PA 19342

Contact: <https://delvaljaguarclub.com/events/delaware-valley-jaguar-club-15th-annual-slalom/> or Rich Rosen, rosen244@verizon.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 20.



Your Monthly Bill *May 2019*

DVJC on the Air!!

Paul Trout and I had a great opportunity to communicate with a regional audience about our club and many other closely related subjects. Through a Face Book connection that Paul has with the host of CarSmarts Radio, we were invited to appear on his show on May 4. It's probably good that only our voices "appeared" on the radio!?



As neither of us had ever done something like this previously, we did not quite know what to expect. Unlike the spacious studio of WKRP in Cincinnati, we waited in a cramped room for the beginning of our show. Four minutes were allotted for the participants in the prior show to vacate the room and for us to get situated with our host. That time went quickly but not as fast as the hour-long show. Our host, Steve Saffier, did a great job guiding the show by having a conversation with us and asking questions to address items of interest to his audience and for us to communicate key messages that we wanted to send.



During the show, we spoke about our club, JCNA, the upcoming Concours d'Elegance at the Cars and Motorcycles of England show, Jaguar's racing heritage, current cars offered by Jaguar and some mistaken perceptions about Jaguars and Jaguar clubs. Replying to a question, we also did our best Mike

Tate impression with a lesson on the pronunciation of "Jaguar."

When describing DVJC, I specifically sent the message that our club (and other JCNA affiliate clubs) is primarily a social organization for people with a shared interest in Jaguars and that, unlike the Porsche Club and some others, there is no requirement to own a Jaguar to be a member. DVJC is one of the most active clubs within JCNA offering a mix of purely social events, combined driving and social events and the annual Concours. Club members own a total of more than 200 cars ranging from a 1938 SS100 to current models including SUV's with 2/3 of the automobiles being of 1980 or newer vintage. As part of that discussion, I emphasized the fact that all Jaguars are not expensive and that many enjoyable cars in good condition can be purchased for less than \$20,000.

Paul Trout wove his encyclopedic knowledge of Jaguar racing heritage with the latest on Formula E. FE input was provided by our resident expert, Paul Merluzzi.

In addition to Paul, other contributors to our effort were Lynne Rideout and Alex Haduck of Jaguar Main Line and Ralph Steinberg from Cloverleaf Auto Service. "Thank you" to them for their help!

The producer and host of the show is Steve Saffier. He is a life long lover of cars and son of a racing contemporary and friend of people like Briggs Cunningham, Miles Collier and Roger Penske. Following a 15-year career as an environmentalist working for the Audobon Society, Steve completely changed careers, struck out on his own and began this program mid-year 2018. The first six months was successful enough that he has purchased six additional months of airtime. You can listen to a live stream of the show each Saturday at 11 AM on <https://610espn.com/shows/carsmarts-radio/>. A podcast of our appearance is on that same website. CarSmarts Radio will have a booth at the Concours so please stop by and introduce yourselves.



Your Monthly Bill

May 2019 (continued)

Speaking of the Concours, it's now less than three weeks away. Things are coming together quite well including filling most of the volunteer slots. Hopefully, many of you are planning to enter your cars this year. If so, I encourage you to submit your entry and payment early to ease the "crunch" on Jim Sjoreen and Brian Craig who handle all of the registrations. Cecily Tynan has guaranteed a dry, sunny day on June 1! In addition to cars, craft beer, food and mansion tours, a Moon Bounce has been added for the kids to enjoy. Invite family and friends to join us all for an enjoyable, relaxing day.



Food, fast cars and friends come together at the

Monaco Grand Prix breakfast at La Locanda on Sunday morning May 26. This is always a well-attended multi-club event so make your reservations early. Information and RSVP on the DVJC website.

The most recent quarterly meeting of your Executive Committee took place on April 16. Routine and "not so routine" business of running the club takes place in this forum. These meetings are open to all club members and we encourage you to join with us and contribute your ideas and perspectives. Meetings begin at 6:00 and include time for dinner (not paid by the club). Notice of the upcoming meetings will be posted with other events on the website. Please be sure to RSVP so the room can be set up appropriately. Of course, questions, ideas and comments are always encouraged at any time by whatever means is convenient for each of you – phone, email, or website feedback.

We've had a few Jaguar Kind of Days this spring and more are coming, for sure!

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.

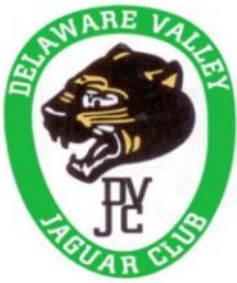
- If you are already registered on the website (have a screenname and password), go directly to the Login Page (https://delvaljaguarclub.com/rm_login/).

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 - May 2019

By Paul Trout

Bentleys and Porsches and Jaguars, Oh My....Part 2

We paused last month's tour of the Jaguars at the Rev's Institute at the Jaguar D-Type Long Nose XKD507 with a nod toward a noteworthy E-Type Coupe. Before we move to that E-Type, perhaps we should put it into a bit of context and look at how Jaguar moved up the alphabet from D-Type to E-Type and the role that Briggs Cunningham played in that evolution. Any discussion of Jaguar racing from the late D-Type through the E-Type, whether at Le Mans and in the US, must include Briggs Cunningham and the relationship he had with Jaguar's privateer competition efforts. To backtrack a bit, in early 1955 Briggs met with William Lyons at both Le Mans and Watkins Glen. The outcome of those meetings was an agreement that Briggs would cease building his own race cars, which Lyons could sense would be nipping at the heels of his Jaguars if they found some reliability. In exchange for that Briggs was given the Northeast USA Jaguar distributorship and four D-Type Jaguar race cars. Whether Lyons knew that the IRS had already suggested Cunningham get out of the automobile business since the company's five years of financial loss made it, in their eyes, a hobby and no longer eligible for business tax advantage, is of little consequence as the deal was mutually beneficial going forward. With the D-Types Briggs became a powerhouse in North American sports car racing, winning several championships and continuing his quest to win at Le Mans. Cunningham actually entered two cars in the 1955 Le Mans race, D-type XKD507 and the last of own race cars, the Cunningham CR6.



The D-Type XKD507 was driven by Bill Spear and Phil Walters and the Cunningham C6R was driven by Briggs himself and Sherwood Johnson. The C6R was the last attempt by Briggs to win at Le Mans in a car of his own construction. For the C6R Cunningham abandoned the Chrysler V-8s that had powered his previous race cars and went with a 3.0 liter four cylinder dual overhead cam Meyer-Drake Offenhauser engine similar to the ones that were dominating at Indianapolis. The car actually proved to be slower than the earlier C5R and suffered overheating problems. The D-Type XKD507 dropped out of the race in the seventh hour with valve train issues and the C6R dropped out in the nineteenth hour with a burned piston.



Sherwood Johnston pilots the C-6R on Saturday afternoon; the car has already lost its lower gears.

After failing to finish the 1955 Le Mans race, Briggs did not return to Le Mans until 1960, choosing rather to focus on racing in the United States and defending the America's Cup yacht race which he won in 1958 piloting the Columbia. Sports car racing in the US was growing rapidly in the late 50's. In 1957 alone six major road race courses were opened, Riverside, California; Thompson, Conn., Bridgehampton, N.Y., Laguna Seca, California, Lime Rock, Conn. and Virginia International Raceway in Danville, Va. Thompson, Lime Rock, Laguna Seca, and VIR are still active race tracks regularly hosting both modern and vintage races. The Cunningham race team was dominating sports car racing on the east coast with his well prepared race cars and meticulously organized crew and support facilities.

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



Cunningham D-Types in the pits at Sebring, 1956. The team would dominate SCCA racing in the United States.

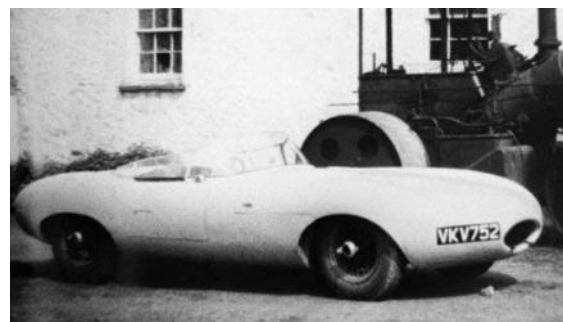
The four D-Type Jaguars were quite successful through the mid fifties and were later supplemented with Lister Jaguars. The Lister Jaguars were built by Brian Lister and powered by the same engines as the D-Type Jaguars. Lister built upon the successful design of the D-Type Jaguar and refined the suspension, brakes and aerodynamics. With the Lister Jaguars, Team Cunningham continued to dominate sports car racing in the states.



On the same day as Briggs America's Cup victory, Ed Crawford had won the feature race at Watkins Glen in a Team Cunningham Lister Jaguar. After winning the SCCA C-Modified Championships in 1958 and 1959, the Lister Jaguars were starting to lose a bit of their competitive edge and Cunningham decided to renew his quest for a Le Mans victory. In 1960 Team Cunningham arrived in France with three very well prepared Chevrolet Corvettes finished in gleaming white with twin blue stripes. The trio of C1 Corvettes had an impressive lineup of drivers; Briggs Cunningham was not one of them. Team Cunningham also entered a prototype Jaguar E2A also painted in Cunningham Livery; white with twin blue stripes.



And here is where our story of the Cunningham involvement in Jaguar's path from D-Type to E-Type begins. In October of 1956, Jaguar announced it was withdrawing from racing. At this point, having won Le Mans four times, William Lyons felt the company would be better served to exploit the financial benefits of those victories without the substantial investment required to develop race cars and field teams. With Team Cunningham in the USA, Ecurie Ecosse in Europe, and various other privateer teams racing Jaguars, he knew Jaguars would continue to win races. The D-Type Jaguar, however, was getting a bit long in the tooth and their competitiveness was diminished with rule changes. Cunningham was now racing Lister Jaguars, but he maintained a strong relationship with the Jaguar factory. In 1958, Jaguar had made the decision to begin development of a replacement sports car for the aging XKs. It was decided to build on a monocoque type chassis like the D-Type, but with a newer, more sophisticated, independent rear suspension. In late 1958 a prototype with an aluminum semi-monocoque chassis and flowing aluminum body over a fully independent suspension was built. It was never actually named, but dubbed the E1A based upon the chassis stamping (E as the next letter up from D, 1 as the first built and A for aluminum).



The E1A was about two feet longer than the D-Type and a bit more aerodynamic. It did not have the center bulge in the bonnet like the D-Type as the 2.4 liter engine that powered it was more compact than the 3.8 liter engine of the D-type. About a year into development, the E1A prototype was tested by Peter Jennings of "The Motor". The car proved faster, by a measure of 50 seconds on his 48 mile test route of country roads, than the current Aston Martin. Jennings de-

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

scribed the car as “a potential world beater”.



It is said that William Lyons made the decision to move forward with the E-Type after reading Jennings article. The Jaguar Competitions Department, now known as the Prototype Department, found the challenges of developing a race car into a production road car were not only significant, but time consuming. By 1960 it was decided for financial and production reasons to move from aluminum to steel for construction of the new sports car. The decision was made to build a second prototype with a steel semi-monocoque chassis.

The second car had its chassis stamped with “E2A” even though it had a steel chassis. By March of 1960 the E2A was ready for testing. Although the objective was to develop a race car design into a production ready road car, the E2A was actually built as a race car. William Lyons still felt strongly that his cars were best tested under racing conditions.



The E2A had the same independent rear suspension as the E1A as well as the inboard disc brakes. In accordance with current Le Mans three liter rule, it was powered by an aluminum 3.0 liter DOHC in-line six cylinder engine equipped with the highly advanced Lucas fuel injection. It made close to 300 bhp. The E2A was shrouded in an all aluminum body that truly looks today like a hybrid of a D-Type and an E-Type. Of course, at the time no one had seen an E-Type as it was yet to be penned. William Lyons asked his long time friend and partner Briggs Cunningham to enter

the car in the Le Mans race to be held in June. Briggs met the car in France with two of the best drivers at the time; Walt Hansgen and the up and coming Dan Gurney.

In an interview many years later Dan Gurney recalled the E2A. *“The drive in that Jaguar was a big pearl for me. And it was a privilege to be sharing it with Walt Hansgen, one of my heroes. But we’d had some difficulty with the car’s handling. It was new, this was its first race, and the Jaguar engineers running it regarded Le Mans as their specialty. But at first that car had been difficult to drive just down the straightaway. The least disturbance would send it into a series of tank slappers. My co-driver Walter Hansgen was such a faithful Jaguar man he didn’t criticize, but I guess I was only interested in trying to win. I felt that if we left the car the way it was and it rained, we’d be in real trouble. So I made myself unpopular by tenaciously asking ‘Can’t we find why it is doing this?’ with Walter standing quietly like it didn’t bother him. Through my constant questioning we finally found that they’d set up the car at the MIRA test ground with a fair amount of toe-out on the rear wheels. If the car leaned just a little, one way or the other, it was leaning on a wheel which would direct the tail in a different direction. We got them to change it, and it became a normal, good handling car.”*

The E2A in Cunningham Racing Team livery of twin blue stripes over white clocked the second fastest lap time in practice and was well positioned on the grid to start the race. With the Malcolm Sayer aerodynamic design, including the head rest with the ala D-Type fin, the E2A was the fastest car down the long Mulsanne straight. The E2A is seen below at the classic Le Mans start of the race to the right of the Corvettes, between the Ecurie Ecosse D-Type and the Aston Martin DBR1.



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



Hansgen started around 12th position and was up to 3rd behind the Ferrari Testa Rossa of Phil Hill and a “Bird Cage” Maserati, but he quickly noticed the engine was flat above 6000 rpm. On lap three he entered the pit and the crew quickly replaced a cracked injector pipe, but the damage had been done. The car only lasted to the sixth hour and was withdrawn with a burnt piston. After returning to England, the E2A was fitted with a 3.8 liter engine and handed off to Cunningham to race in North America to publicize the forthcoming E-Type.

Developed on the road with the E1A and on the track with the E2A, the E-Type was introduced to the public on March 15, 1961. One month later the E-Type won the first race it entered, at Oulton Park, driven by Graham Hill. E-Types driven by Mike Parkes and Bruce McLaren went on to win the next three races on the calendar at Goodwood, Silverstone and Brands Hatch. It appeared the E-Type, even in the hands of privateers, might be a dominant force in the international racing scene. However, Enzo Ferrari, who described the E-Type as the most beautiful car in the world, had other ideas. The mighty Ferrari 250 GTO was being developed as a direct competitor to the E-Type Jaguar. This was because world manufacturer championship points were now awarded to GT cars rather than prototypes like the D-Type Jaguar and Ferrari Testa Rossa. Jaguar would soon find that developing a competitive race car from a production car was a bit more challenging than it had been the other way round. For the Le Mans debut of the E-Type, William Lyons again chose Briggs Cunningham. This brings us to the blue stripes over white E-Type Coupe of the Collier Collection.



Chassis number 860630 was hand built at Brown's Lane on a standard 1962 Right Hand Drive E-Type fixed head coupe chassis in preparation for Jaguar's return to Le Mans. It was fitted with an aluminum bonnet and a non-synchro bottom gear Moss gearbox. The works built engine with Lucas fuel injection developed 296 bhp at 5,750rpm.



The car rolled on 15 inch Dunlop D-type knock-off wheels. It was finished in white with a suede green interior.



In the cockpit was a larger fuel tank with a roof mounted filler and twin SU fuel pumps.



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

With registration 1337VC it was driven from the factory to Le Mans and handed over to Briggs Cunningham. Cunningham's first drive in the car was in the first practice session on the track. Cunningham's co-driver was Le Mans veteran Roy Salvadori. Salvadori drove for the Aston Martin team from 1953 to 1959, winning the race in 1959 co-driving an Aston Martin DBR1 with Carroll Shelby. Salvadori was originally scheduled to drive one of the other Cunningham entries, a Maserati Tipo 151, but he could not fit into the cockpit.



Of the field of fifty five cars prepared to start the 1962 Le Mans 24 hour race, fifteen were Ferraris. Jaguar was represented by three private entries, including Briggs Cunningham's chassis 860630 wearing #10. While the overall winner was likely to come from the prototype class consisting of Ferrari 330LMs, Maserati Tipo 151s and the Aston Martin Project 212, it was the GT class that counted toward the coveted Manufacturer's Championship. Pitted against the three Jaguar E-Types in the GT class were six Ferrari 250 GTOs, two Aston Martin DB4GT Zagatos and a lone Austin Healy 3000. Clearly it was going to be Coventry vs. Maranello. It was a true clash of auto maker philosophies. William Lyons saw racing, especially Le Mans, as a way to sell his road cars. Enzo Ferrari made and sold his road cars in order to finance his racing teams.



Three hours into the race the Phil Hill/ Olivier Gendebien Ferrari 330LM was in a commanding lead after an early dice with the Aston Martin Project 212 driven by Graham Hill. One of the E-Types dropped out with a broken connecting rod shortly before 7pm. A Ferrari GTO was leading the GT class with the two remaining E-Types in 12th and 18th (#10). At midnight #10 was in 13th and the other E-Type in 14th behind an Aston Martin with the GTOs still well ahead. By 1am the E-Types were running 9th and 10th with Ferraris in the first six places. At the halfway point attrition was starting to move the Jaguars up through the field. By 4am the GT class leading Ferrari GTO was in 3rd place and the E-Types were in 6th and 7th place. At 8am the 2nd place Ferrari 330LM dropped out leaving the other E-Type driven by Peter Sargent in 5th place and starting to catch the second GTO. At noon with three hours to go, Sargent in E-type #9 was less than a lap behind the 4th place GTO and gaining 15 seconds a lap on it.



Cunningham was in 6th place two laps behind. With two hours to go one of the GTOs dropped out putting Sargent in 4th place and Salvadori in the Cunningham E-Type in 5th. Salvadori was a much faster driver than Cunningham. A short time later the Sargent E-Type developed gearbox trouble and had to continue stuck in top gear and unable to exceed 90mph. With 30

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

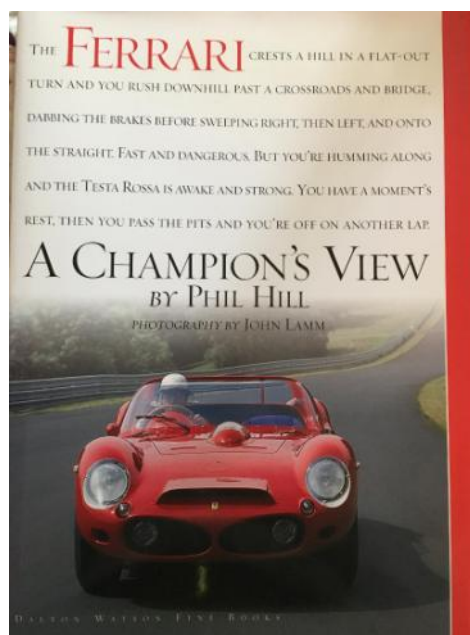
minutes left Salvadori passed the limping Jaguar and the Cunningham E-type finished in 4th place overall behind the Hill/Gendebien Ferrari 330LM and two Ferrari 250 GTOs. This would be the best finish an E-type Jaguar would ever attain at Le Mans. Jaguar returned in 1963 and 1964 with private entry "Lightweight" E-types, but the best finish was 9th with all of the rest retiring with various mechanical problems. 1964 was the last Le Mans race for the Jaguar XK engine that had given them five victories. Jaguar would not return to Le Mans for twenty years.

After the 1962 Le Mans race, Briggs had 860630 shipped to the US where it raced one more time. Driven by Walt Hansgen the E-Type Coupe finished 6th overall and 3rd in class behind a Ferrari 330LM, two Ferrari GTOs and two Porsche 718 RSs at the Bridgehampton 400 Kilometer race. As Briggs prepared to return to Le Mans in 1963 with a new E-Type "Lightweight", 860630 was relegated to his collection of former race cars. There it remained until Miles Collier purchased the Cunningham Collection to start the Collier Collection, now part of the Revs Institute. Jaguar E-Type Coupe chassis #860630, the first E-Type to race at Le Mans and the best placed, found a permanent home among some of the finest and most renowned race cars ever to turn a wheel. Every one of them is as storied and significant as the Briggs Cunningham E-type Coupe.

In the summer of 1962 I was about to enter my last year of junior high school. In May of the previous year my interest had moved from hot rods to sports cars; drag racing to sports car racing and Formula One. The catalyst was the new Jaguar E-type on the cover of Road & Track magazine. I lived to read the road tests and race reports when the latest addition of R&T arrived at my door. I vividly remember anticipating the issue with the race report on the 1962 Le Mans race. I knew that Phil Hill had won the race twice before with Olivier Gendebien, including the previous year. I knew they would be paired again in the latest Ferrari prototype. I was thrilled when I read that they had won again! Little did I know this would be the last Le Mans victory for both of them (Gendebien retired from racing at the end of the 1962 race) and the last time a front engine car would win Le Mans.



Ferrari's domination of Le Mans would continue for another three years before Bruce McLaren and Chris Amon would usher in the Ford era. For some reason this race, the 1962 Le Mans stuck with me. I think perhaps it is because of Phil Hill and the Ferrari 330LM. It was the pinnacle victory for one of the greatest race drivers to ever turn a wheel and for the last of the great front engine Ferrari prototype race cars. I have a wonderful signed edition of Phil Hill's book Ferrari, A Champion's View. On the cover is a photo of Phil driving that 330LM much later in life. Phil describes the car as "a Testa Rossa hot rod with a 4.0 liter V-12 and a mixture of new and old race car styling".



All of the drivers in this story; Walt Hansgen, Dan Gurney, Roy Salvadori, Bruce McLaren, Graham Hill, Olivier Gendebien, and Phil Hill were my heroes back in the summer of 1962. They still are. They are all gone now. Some like Gurney, Salvadori, Gendebien, Cunningham and Phil Hill went on to live long fulfilled lives. That was unusual for race drivers of that era. Walt Hansgen and Bruce McLaren died young; driving race cars. They were doing what they loved best. Many of the magnificent race cars that they piloted, like the Cunningham E-Type Coupe, are still around in museums and private collections. They sit quietly now in fitting tribute to the men who built them, prepared them and especially those who raced them.

Enjoy Your Jaguar!

Paul T

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

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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

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.

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.chesapeakechaptermtgclub.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.pvgrp.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

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.



Asking \$13,500



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.

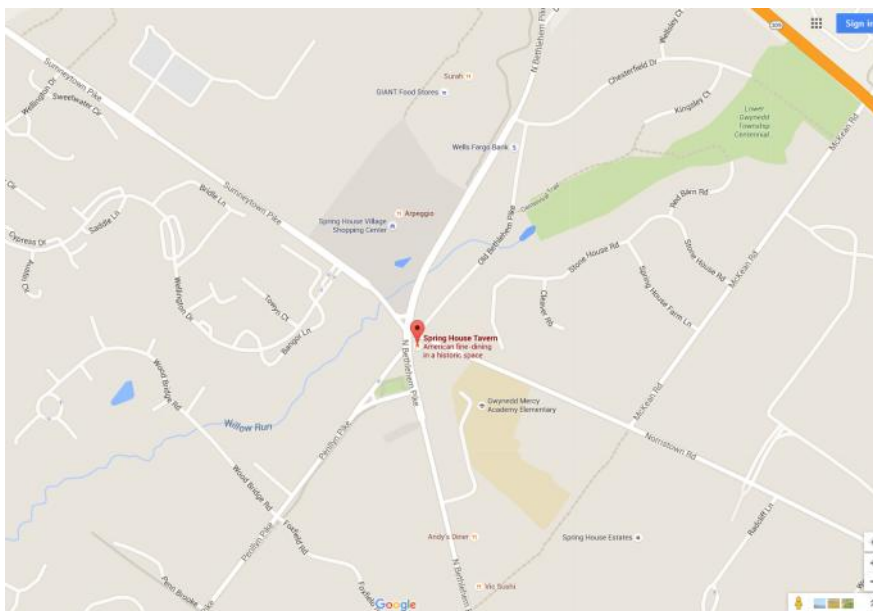
Driving directions from the Pennsylvania Turnpike:

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*



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

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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™

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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...

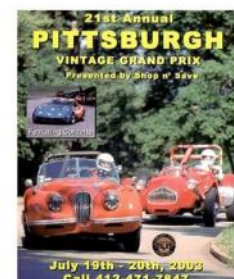
For almost a half a century Cloverleaf has been repairing, restoring and modifying British cars for the enjoyment of their owners

"We walk the walk and talk the talk"

610-647-5954

Malvern, PA

www.cloverleaf-auto.com





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).**



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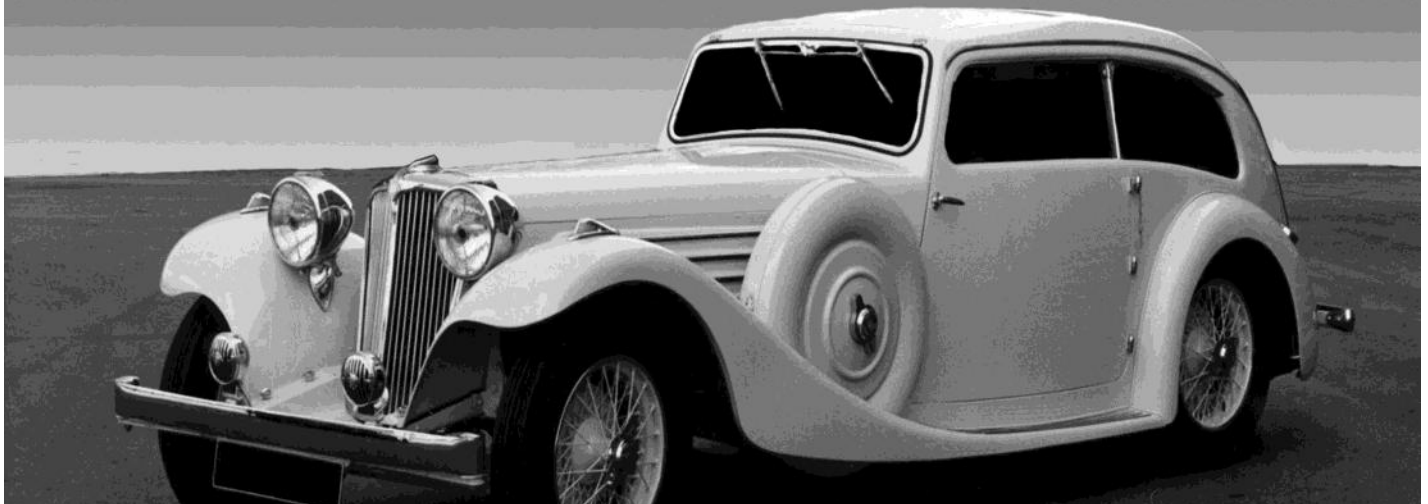
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A Popular Vote Show for all British Cars and Motorcycles

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

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