
The Jaguar's Purr©

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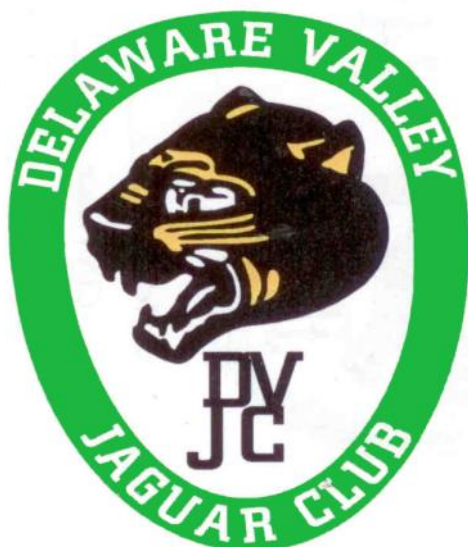


November 2019

DVJC at Penn York Rally



The Delaware Valley Jaguar Club was well represented at the Northeast Rally Club's Penn York Rally held in Beach Lake, PA, October 18—20, 2019. Seen above are Bill Beible, Nancy Beible, Denise Sjoreen, Jim Sjoreen, Nancy Jones, Tom Jones, Pauline Craig and Brian Craig. This was the first rally for Denise and Jim. Results and photos can be seen on page 14. Additional photos can be seen at the DVJC Web site at <https://delvaljaguarclub.com/> or on the Flickr site at <https://flickr.com/photos/bcsphotos95/albums>.



NOTICE—It is time to think about renewing your membership in the Delaware Valley Jaguar Club. Payment can now be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment using the membership form at <https://delvaljaguarclub.com/wp-content/uploads/2018/01/DVJC-Membership-form-201801-1.pdf>

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Upcoming DVJC Events

November 17, 2019
December 15, 2019
10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 22)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

<https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-4/>
 Or Paul Merluzzi pawlym@aol.com

November 22, 2019
5:45 P.M.

Movie / Pizza Night—Ford vs. Ferrari
Theater and Restaurant to be determined.

<https://delvaljaguarclub.com/events/movie-pizza-night-fri-nov-22nd-ford-vs-ferrari/>

December 1, 2019
2:00 p.m.—7:00 p.m.

Jaguar Gathering of Friends / Christmas / Holiday
"Graystone," 405 Smiley Lane, Stroudsburg, PA

Contact: Robert Nahodil, mnahodil@gmail.com or 215.850.4891 or
<https://delvaljaguarclub.com/events/jaguar-gathering-of-friends>
 RSVP by November 24, 2019.

December 6, 2019
4:30 P.M.

Holiday Light Express (See p. 7)
Greenbank Station, 2201 Newport Gap Pike (Rt. 41N)
Wilmington, DE 19808 *Please RSVP*

<https://delvaljaguarclub.com/events/holiday-light-express-vintage-christmas-train-and-dinner/>

Or Bill Beible, bill.beible@gmail.com

January 11, 2020
10:00 A.M.

The RB Collection & America on Wheels Museum
5 North Front Street, Allentown, PA 18102 (see pp. 19-20)

<https://delvaljaguarclub.com/events-2/> Or Paul Trout, pgtgt@aol.com,
 610-805-4732

January 19, 2020
11:30 a.m.

DVJC Annual Holiday Party & Awards Luncheon
William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436 (see pp. 15-16)

Contact: <https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/> or Paul Trout, pgtgt@aol.com

Other Interesting Events

November 24, 2019

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Pollock Auto Restoration Fall Open House & Shop
Tour

70 S. Franklin Street, Pottstown, PA 19464

Contact <https://pollockauto.com> or 610-323-7108



Your Monthly Bill *November 2019*

Here come da' judge!
Here come da' judge!



Alan Brown, a member of DVJC for six years, has graciously volunteered to serve as our Chief Judge beginning with the 2020 Concours this coming June. He has been a very competent and effective certified judge for several years and, along with his wife, Margaret, has first-hand experience with a complete restoration of their 1963 E Type FHC. Many thanks to Alan for stepping up. Of course, successfully judging a Concours level event takes a lot of planning and organization along with willing judges and other volunteers. More to come as we move forward.

What is DVJC to you?



- A Jaguar car club with social activities?
- A social club with a common interest in Jaguars?
- Something else entirely?

Likely, there are as many opinions as there

are members in our club.

During my time as a member of DVJC, many people have told me they have experienced the club's vitality improving over the past five to six years as a greater emphasis has been put on offering interesting social events along with a variety of car related activities. Much of the credit goes to Paul Merluzzi who not only advocated these changes but also, along with Irena, planned and organized several events each year. It is gratifying to see the increased attendance of co-members, a.k.a. spouses, partners, etc., at many of our events and meetings. Despite these improvements, the reality is that roughly the same 20% of our members regularly participate.

The **Delaware Valley Jaguar Club** exists solely for the benefit of its members. As we look to the future, sustaining a strong club demands two complementary things:

- Meeting the desires and needs of our current members.
- Attracting new members.

Keeping that "front of mind," your officers and directors continuously try to develop a mix of events that appeal to a broader group of people and their interests. Some of those are standing events such as Concours, Slalom and Rally competitions, monthly breakfasts and the Spring Drive. Others are "one offs" or occasional events including Gatherings of Friends at members' homes, theme rallies like the Kennett Symphony at Longwood Gardens and this past June's visit to the NB Center in Allentown.

DVJC is one of the larger clubs in JCNA when measured by member count and we serve a geographic area larger than many others in the Middle Atlantic and New England (and much more compact than those to the

west of us). Recognizing that driving distance can discourage attendance, we are attempting to “spread our events around” a bit more. The Summer Drive and Ice Cream run in New Jersey was not as well attended by local members as we had hoped, we will continue to seek opportunities to hold some events in the Garden State. The upcoming Christmas Train and Dinner event on December 6 takes place in northern Delaware and is convenient to our members in Delaware, Maryland and south Jersey along with many living in the southern “half” of Pennsylvania.

Here’s how you can help: Speak Up

- What kind of club events do you like and why?
- What kind of club events should we offer that are not offered now?
- What kind of club events should we do more of?
- What kind of club events should we do less of?
- Should some of the Sunday Breakfast Socials be shifted to Saturday?
- What is a reasonable distance/time to drive to an event, e.g. how important is it to hold events in locations across a broader geographical area?

Please let us know so we’re not guessing!

Call, email, text or talk with any of the officers or directors to share your observations, recommendations and constructive criticism so we can strengthen our events to appeal to more of our members.

In addition to the October Breakfast Social at the Spring House Tavern, DVJC was well

represented at the Classics at Brantwyn. Paul Trout led the rally preceding the procession of cars into the show. Steve Schultheis planned the route and accompanied Paul as the trusty navigator. Four DVJC rally teams ventured to the northern tier of PA for the Autumn Leaves Rally through NE PA, the Poconos and the Catskills. Jim and Denise Sjoreen joined three veteran teams for a weekend of fun, food and competition.

Please check the events notice elsewhere in the newsletter. If you haven’t participated previously, I encourage you to join other club members at one or more of the upcoming activities. Sign-up for the Christmas Train closes November 17. More than half the seats are already filled.

As always, you are strongly encouraged to use the website to register and pay for events.



Online payments can now be made using a credit or debit card in addition to PayPal. Instructions are included on the event notices.

Whatever your plans for the holiday, enjoy them safely and give thanks for all your blessings.

Bill

All Aboard

the Holiday Light Express



Kick off the Christmas holiday season with a relaxing ride in a seasonally decorated private railroad parlor car followed by a buffet dinner at Tavern 52 in Chadds Ford, PA. The 45-minute ride passes private residences decorated for the Christmas season. During the ride, you can enjoy your own BYO beverages. Light appetizers will be provided.

Friday December 6, 2019 at 4:30 PM
Greenbank Station - Wilmington & Western RR
2201 Newport Gap Pike (Rt. 41 N)
Wilmington, DE 19808

Reserve Early - Limit - 40 people

REGISTRATION DEADLINE - November 17

Cost for train ride: \$15/person

Sign up and pay at [Christmas Train Event Page](#)

Or RSVP to bill.beible@gmail.com and max check
PAYABLE to DVJC to:
Bill Beible, 473 Fairmont Drive
Chester Springs, PA 19425





Chief Judge

- Ensure objective, impartial, fair and consistent judging of entries.
- Recruit, train and certify judges.
- Oversee “Day of Show” judging, scoring and protests.
- Key qualifications:
 - Currently certified as a judge.
 - Leadership, administrative and management ability.
 - Served as judge for previous two JCNA sanctioned Concours.

Chief Judge Assistant/Assistant Concours Chair

- Assist Chief Judge as needed with training, judging and scoring.
- Provide planning, organization, set-up and day of show assistance to the Concours Chair.

Facebook Administrator

- Broadly promote DVJC by posting upcoming events and club news.
- Establish effective links between the DVJC website and Facebook account.

Assistant Webmaster

- Support our webmaster, Brian Craig, with website administration, JCNA information interface, database management, etc.
- Develop capability as a “back-up” to Brian.

Contact Bill Beible with questions and expressions of interest in serving.

President@delvaljaguarclub.com

or

610-223-1051



Speaking of Things Jaguar - November 2019

By Paul Trout

The X-100 – Trans-Am Racing

First a little background on Trans-Am. The Trans American Series began as a professional racing series for small sedans. At its onset, in 1966, it was officially known as Trans American Sedan Series. The name was quickly shortened to Trans-Am. Trans-Am was intended from the start to be a manufacturer's championship series with an expectation that automobile manufacturers would field factory based teams in two classes; Under Two Liter and Over Two Liter engine displacement. Initially most of the factory support was in the Under Two Liter class with Alfa Romeo fielding the Giulia Sprint GTA, BMC fielding the Mini-Cooper S and Ford of Britain with the Lotus Cortina. The American "Big Three" did not field any factory teams in the Over Two Liter class. Chrysler did provide some factory support for Plymouth Barracuda and Dodge Dart entries.

In the inaugural year there were seven races across the country starting at Sebring, Florida and ending at Riverside, California with stops in Ohio (Mid-America), New Hampshire (Bryar), Virginia (Virginia International Raceway), Maryland (Marlboro) and Texas (Green Valley Raceway). The first race was the Sebring Four Hour Governor's Cup held on March 25th, 1966. There were no fewer than 44 entries; 35 Under Two Liter and 9 Over Two Liter. Alfa showed up with six GTAs, BMC with six Mini-Coopers and Ford of Britain with two Lotus Cortinas. The rest of the Under Two Liter field was filled out with quite a mixed bag including Fiat Abarth's, BMW 1800 TI's, Saab 850's, Volvo 122S's, Renault Gordini's, an Austin 850 Mini, an Opel Kadett, a Honda 600 and a Volkswagen. The Over Two Liter grid, while smaller, was equally diverse including three Ford Mustangs, two Chevrolet Corvairs, two Plymouth Barracudas, and two Dodge Darts. This first race drew an impressive number of big name (at the time) drivers including A. J. Foyt, Bob Tullius, Tony Adamowicz, Paddy Hopkirk, Dr. Dick Thompson, Horst Kwech, and Jochen Rindt. A. J. Foyt, driving a Mustang, was a very well known and popular driver. He had already won the Indianapolis 500 twice. The following year he would go on to win both the Indianapolis 500 and the Le Mans 24 Hour races on his way to being the only driver in history to win the Indianapolis 500, the Daytona 500, the Daytona 24 Hour and the Le Mans 24 Hour races. Foyt raced and won in just about every professional racing series.



Jochen Rindt was an up and coming Formula One driver and had already won the Le Mans 24 Hour race. Bob Tullius is best known for founding and racing with his Group 44 Enterprise. Group 44 was the North American racing team for British Leyland; winning numerous championships in Triumphs and Jaguars. His long term relationship with Jaguar is a great story for another time. Foyt led the first 32 laps in his Mustang, but dropped out with a blown head gasket. Rindt brought his Alfa GTA home first overall with Tullius second overall and first in the Over Two Liter class.



With minimal factory support in the Over Two Liter

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

Class, the SCCA was concerned about the future of Tran-Am throughout that first season. However by the end of the season Chevrolet, Ford and Mercury had announced they would be fielding factory teams and the "Pony Car Wars" would rage on for the next six years. Chrysler, despite the excellent performance (two wins and five top five finishes in seven races) of the Dodge Dart and Plymouth Barracuda teams, pulled their factory support entirely. Trans-Am was the epitome of a "Race on Sunday, sell on Monday" series. Not only because the fans could relate the car they were driving with the ones they were seeing on the track, but because the series drew regular participation from the greatest drivers in North America and the races were held in the most scenic and popular venues. Now, 53 years later the Trans-Am racing series continues to be one of the most popular professional road racing series ever.

Fast forward a few years from 1966 to 1977 and Bob Tullius is back in Trans-Am racing another factory sponsored race car; the Group 44 Jaguar XJS! Bob Tullius was no stranger to making Jaguar V-12 engines into race winners. He had piloted the V-12 powered Group 44 E-Type Jaguar to the SCCA B-Production championship in 1975.



The Group 44 XJS would win the Tran-Am champion-

ship in 1977 with Tullius taking first place in six of eleven races. The team returned the next year to defend their championship winning seven of the eleven races. The Jaguar XJS had established itself as a true sports car contender in the premier North American sports car racing series. In 1979 British Leyland decided it wanted Group 44 to campaign the Triumph TR8 in Trans-Am. Tullius won three races in 1979, but lost the championship to Corvette. Tullius brought the XJS back in 1981 and won two races that season finishing second in the championship.

The Trans-Am series moved on for the next couple of decades without Jaguar. The series would evolve from competition modified production cars to tube framed, purpose built, race cars with silhouette bodies. Silhouette bodies are lightweight fiberglass, aluminum or carbon fiber bodies shaped like the production cars they represent. NASCAR race cars are of a similar construction.

Paul Gentilozzi is a name that today is almost synonymous with Trans-Am racing. With 31 wins he holds the record for most wins, poles, top three finishes and prize money won. His Rocketsports Racing team had already won two Tran-Am championships (Corvette 1998 and Ford Mustang 1999) as the series entered the new millennium. In January of 2000 Gentilozzi announced that Rocketsports Racing would be competing the 2000 Trans-Am season in a Jaguar XKR. In his words:

"The 2000 season will be a special year for Trans-Am, and the series will have some new special marques to guarantee an exciting season. Rocketsports is always looking for ways to be innovative and leaders in this series, and the Jaguar is a logical choice, given its history and heritage of performance. The Jaguar, in production form, fits perfectly into the Trans-Am series" Gentilozzi continued. "It's very aerodynamic, and its smooth lines and body contours should make it one of the fastest straight-line speed cars in the series."

For the first time since 1981 Jaguar was back in the North American racing spotlight. Rocketsports built three brand new chassis for the 2000 season. Unknown to most at the time, the new Jaguar XKR race cars would be powered by Ford V-8 engines. With the first race of the season coming up in mid March at Sebring, There wasn't going to be time to test the new chassis prior to the practice sessions at Sebring. According to Gentilozzi, *"Right now, our biggest challenge is time. We likely won't have time to test prior to the first race week. But when we introduced both the*

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

Corvette and the Mustang with no testing prior to race week, we won both of our inaugural races. I expect nothing less this year." Not quite the case this time for Paul. It took until the fifth race of the season on the streets of Detroit for Rocketsports to bring their Ford powered Jaguar XKR home to a first place finish. They won the next two races and finished third in the championship.

With a season of development under the bonnet of his XKR, Paul Gentilozzi won five out of the eleven Trans-Am races in the 2001 season and gave Jaguar its first Trans-Am championship since 1978. The 2002 season also looked promising with Gentilozzi winning the first race at Long Beach, CA. He narrowly beat Boris Said in an epic last lap duel.



A second consecutive championship for Jaguar was, however, not in the cards. Boris Said in a Panoz would win the next two races and a total of eight races to take the 2002 championship.

Undaunted, Gentilozzi teamed up with Jaguar of North America in 2003 for an assault on another Trans-Am championship. If you remember, Jaguar introduced the AJ34 4.2 liter V-8 in the 2003 model year and Jaguar of North America wanted to capitalize on it. According to George Ayres, Vice President Marketing, *"Trans-Am is a perfect fit for Jaguar in the North American market. It is the longest-running North American road racing series -- a series that continues to see a growing number of Jaguar XKR-bodied cars competing -- and the marque is delighted to be returning to road racing where it has enjoyed great success in the past."*

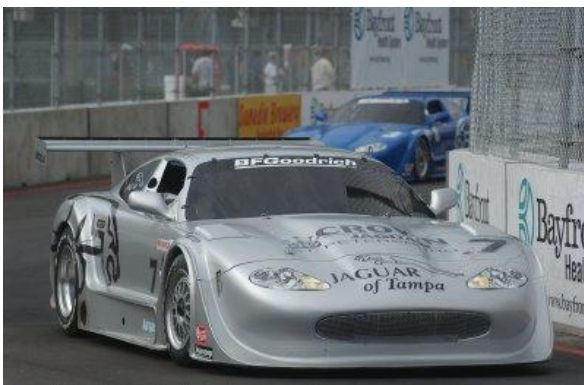
Gentilozzi shared that enthusiasm, *"The last time a Jaguar engine competed in Trans-Am was back in 1981. Its return is long overdue. It's only right that we work with Jaguar to develop a Jaguar engine for our racing XKR."*



With support from Jaguar, Rocketsports Racing developed a track-ready version of the Jaguar DOHC AJV8 engine to replace the Ford OHV 5.0-liter that previously powered their XKR's. Rocketsports' engineers increased the V8's capacity from 4.2 to 4.5 liters and more than doubled the horsepower from the standard 294 hp to over 650 hp. While the production AJ-V8's alloy cylinder block and heads were retained, a new heavy-duty crankshaft was fitted along with lightweight racing pistons and connecting rods. Modifications also included custom-made headers and a race fuel-injection system. The 4.5-liter/650-horsepower engine revved to over 9000 rpm and was expected to push the carbon fiber and Kevlar-bodied XKR 0-60 mph in a (staggering at the time) 3.2 seconds, run the quarter mile in 10.8 seconds at 135 mph, and reach a 180 mph top speed.

By 2003 Gentilozzi, aside from being a top driver and team owner in the Trans-Am series, had also taken over full promotional and marketing responsibilities for the series. Consistent with that, Jaguar North America increased its ties to the Trans-Am Series by providing a contingency sponsorship - comprised of a pole award that offered a lease on a Jaguar XKR sports car and prize money to Jaguar drivers finishing in the top three positions. Rocketsports was now fielding four XKR's in the series. Not only did Rocketsports have the hottest cars on the grid, they had also secured one of the best and most experienced drivers in the country. Scott Pruett had won the Trans-Am championship back in 1987 and was Indianapolis rookie of the year in 1989. He had class wins in both the Le Mans and Daytona 24 Hour races driving for the Corvette factory teams.

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



The first race of the 2003 Trans-Am season was the St. Petersburg Grand Prix on the streets of St. Petersburg, Florida. Jaguar of North America was there in force, publicly announcing the new Jaguar engine being developed. Scott Pruett's car wore the "Jaguar of Tampa" sponsorship livery across its silver bonnet and a huge leaper on the side. Pruett put the silver XKR on the pole with Gentilozzi in his blue XKR filling out the front row. Johnnie Miller, in another Rocketsports XKR, was on the second row behind Pruett. The wild card in the race, positioned at the back of the grid, was Boris Said. Said was a well known sports car racer who had won both the 24 Hours of Le Mans and Daytona as well as the 12 Hours of Sebring. He was also the reigning Trans-Am champion.



Boris Said's Mustang was at the back of the grid due to a technical rules infraction, otherwise he would have been on the front row next to Pruett. When the flag dropped for the start of the 54 lap St. Petersburg Grand Prix, Pruett beat Gentilozzi into turn one and Jaguars ran first, second and third. At the end of lap one Boris Said was up to 15th from his 19th starting position. Having promised the fans, Jaguar and the SCCA a good show,

Gentilozzi late-braked Pruett on the inside of turn one and took the lead on lap 13. On lap 15 Pruett took the lead back at the same spot. Boris Said was slowly working his way through the field. On lap 25 Said was in third place a good distance behind Gentilozzi. As the front runners began lapping back markers, Gentilozzi hit a piece of debris on the track, lost part of his front splitter, and began to have some handling problems. On lap 37 Said passed Gentilozzi into second place, still several car lengths behind Pruett. Gentilozzi's handling difficulties were starting to move him back in the running. On lap 41 the race went to a full course yellow. This was part of a new rule that Gentilozzi had instituted to ensure exciting racing. This bunched the cars up for a couple of laps. With ten laps to go the green flag waved with Pruett, Said, and Miller nose to tail, fender to fender speeding into turn one. Gentilozzi was back in 7th place. Pruett and Said diced for the rest of the race with Said getting along side of Pruett at one point. The checker flag waved Pruett's Jaguar home first, followed by Said's Mustang and Miller's Jaguar.



Gentilozzi closely followed Miller in fourth. The 2003 Trans-Am season opener provided the exciting racing that Gentilozzi had promised with Jaguars finishing first, third and fourth. The Jaguar of North America executives were all smiles, but Gentilozzi was a bit worried about Boris Said and his Mustang. While he loved competition, Jaguar had a lot riding on his cars.

The next round of the 2003 Trans-Am series was at long Beach California. The previous year's race had Gentilozzi and Said in a wheel to wheel battle during the latter part of the race. They

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

passed each other several times on the last lap with Gentilozzi making the final pass and taking the win for Jaguar. This year's race had an interesting mirror parallel to the St. Petersburg race with Said on the front row and Gentilozzi at the back of the grid due to a technical infraction. A few days before the race, Rocketsports held a Jaguar employee appreciation day at Jaguar of North America's west coast headquarters. The enthusiasm about the Jaguar's return to Trans-Am was evident in the turnout from west coast dealerships. The talk of the day was all about the new Jaguar race engine.

When the green flag dropped to start the race, pole sitter Scott Pruett and reigning champion Boris Said were side by side into turn one. Pruett exited in the lead with Said right on his tail and Johnnie Miller in the third Rocketsports Jaguar a distant third. Gentilozzi immediately started working his way up through the field. He was tenth from fourteenth on lap three and fifth by lap eight. By lap fifteen Gentilozzi's Jaguar was fourth behind Miller. The front runners remained Jaguar, Mustang, Jaguar, Jaguar, and Jaguar through lap 40. Lap 41 brought out the mandatory full course caution. On lap 44 the green flag dropped with Said all over Pruett going into turn one. Pruett held him off for the next two laps. Said got past Pruett's Jaguar just before the white flag waved and pulled out a two second lead on the last lap to bring his Mustang home to victory. Rocketsports Jaguars finished second through fifth.



With the new Jaguar race engine arriving mid-season, Rocketsports Jaguar XKR's would win all of the remaining nine races in the 2003 Trans-Am series to take the championship back from Ford. This would be Trans-Am Championship number two for the X-100 Jaguar XKR. 2004 would be the first full season for the Jaguar powered Rocketsports XKR's and they would win

every race for the third X-100 Trans-Am championship. Returning in 2005, the Jaguar XKR's would win six of nine races and give the Jaguar X-100 its third consecutive and fourth overall Trans-Am championship. At the end of the 2005 season Trans-Am ceased operations due to lack of participation from big name teams. The SCCA retained the name and ownership of the series. Only two races, considered exhibition races, were held in 2006, both in Topeka Kansas. Paul Gentilozzi won both of them in X-100 Jaguar XKR's.



The Trans-Am series was resurrected in 2009 with a seven race schedule. Paul Gentilozzi was back with his Rocketsports Jaguar X-100 XKR's. This would be the final Trans-Am season for the Rocketsports XKR's. They won five of the seven races scheduled. Jaguar had its fifth and last SCCA Trans-Am championship. Paul Gentilozzi and Rocketsports would turn their attention and resources to the American Le Mans series and campaign X-150 Jaguar XKR's in the GT2 class. The GT2 XKR's would not achieve the success in the American Le Mans series that the X-100 XKR's had in Trans-Am.

Joining the historic ranks of the C-Type and D-Type with five Le Mans wins, the XJR9 and XJR12 with two Le Mans wins, the E-Type with numerous SCCA class championships, and the XJS with two Trans-Am championships, the X-100 Jaguar made a worthy contribution to Jaguar's racing heritage with five Trans-Am championships.

Enjoy Your Jaguar!

Paul T

Penn York Rally Scores and Photos

DELAWARE VALLEY JAGUAR CLUB
2019 Northeast Rally Club Penn York Rally Results

	Friday 10 /18			Saturday 10 /19 AM			Saturday 10 /19 PM			Sunday 20 /16			Overall		
	Time	Place	Points	Time	Place	Points	Time	Place	Points	Time	Place	Points	Time	Place	Points
Brian Craig	102	2	8	30	3	6	26	1	10	17	2	8	175	1	32
Pauline Craig															
Bill Beible	108	3	6	18	1	10	56	3	6	20	3	6	202	2	28
Nancy Beible															
Tom Jones	119	4	5	42	4	5	37	2	8	16	1	10	214	3	28
Nancy Jones															
John Corey	98	1	10	18	2	8	105	4	5	30	4	5	251	4	28
Jim Sjoreen	314	1	10	211	1	10	29	1	10	39	1	10	593	1	40
Denise Sjoreen															

Note: Sjoreen / Sjoreen are Novice Class.





Delaware Valley Jaguar Club

*Please join us for our Annual Holiday Party and
Awards Celebration.*

***Sunday, January 19, 2020
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 2020
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 [jsjoreen3860@ Comcast.com](mailto:jsjoreen3860@Comcast.com)

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at lbmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 13, 2020** on the DVJC web site at <https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by **January 13, 2020** to:

Paul Trout
210 Warwick Furnace Rd
Elverson, PA 19520
610-286-5701 or pgtgt@aol.com

CLASSIFIED



1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place wins in driven class at June DVJC Concours meets. Always garage kept.



Contact Bob Costello , 215 542 9941 rocostello1@verizon.net.
Price \$86000.



2004 XJR for sale – 79,372 original miles Pacific Blue – Asking \$10,950 obo



I've owned this handsome car for 10 years. Always garaged. Excellent condition but needs a little attention, nothing out of the ordinary though. Recent suspension conversion kit fitted but can provide new front air shocks and original rears if needed. Must be seen to be appreciated. Additional pics available. I'm in the Lehigh Valley.



Contact Stephen: (610) 304 6554 / sjcurtis42@gmail.com



2003 XK8

53k miles on motor . New A/C
Excellent condition throughout
Asking \$9,500

Steve Schultheis, DVJC member
484-885-9259

Email - Steve@ssresource.com



1988 XJS

-Under 63,000 miles
-Excellent garage kept condition
-Jag mechanic owned

-Best offer
-Call Kathy at 610-558-4931 if interested



CLASSIFIED

Jaguar XKE 1970 w/air – Ann Marie 267-625-0753

Abington, PA All parts are there, numbers matching. Make an offer.





It's Cold in January.

So Let's Do Some Indoor Car Stuff!

How About Visiting a Restoration Shop and a Car Museum!

Join Fellow DVJC Members and Guests

Saturday January 11, 2020 at 10:00am for a Combined Visit to:

The RB Collection & America on Wheels Museum



Since 1991, Al and Alex Ruoizzi have worked with some of the most exciting, interesting and rare automobiles on the planet. They buy, restore, sell and trade not only fine automobiles, but also very special pieces of history.



The America on Wheels museum is a place where everyone can gather to learn, have fun and celebrate first hand America's love affair with cars, trucks, motorcycles and bicycles.

Both venues are located directly across from each other in Allentown, PA. Park your car at the America on Wheels parking lot (5 north Front Street, Allentown PA 18102) and walk across Front Street to the RB Collection. The visit to RB Collections will include coffee & doughnuts welcome, a tour of the restoration shop and viewing and description of the classic cars in the showroom. After visiting RB Collections we will cross Front Street for a guided tour of the America on wheels museum followed by lunch in their Hubcap Café. After lunch you will be free to revisit the exhibits in the museum at your leisure.

Arrival at RB Collection at 10am with lunch in the Hubcap Café around 1pm.

The price of \$30 per person includes coffee & doughnuts, tour of RB Collection restoration shop and show room with discussion of classic cars on display, admission to and guided tour of the America on Wheels Museum and lunch.

Sign up for this event on the DVJC web site at www.delvaljaguarclub.com

Questions? Contact Paul Trout at pgtgt@aol.com or 610-805-4732



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Delaware Valley Jaguar Club Breakfast Socials

November 17, 2019

December 15, 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/breakfast-social-at-springhouse-tavern-4/>
Or to PAUL MERLUZZI (pawlym@aol.com)
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

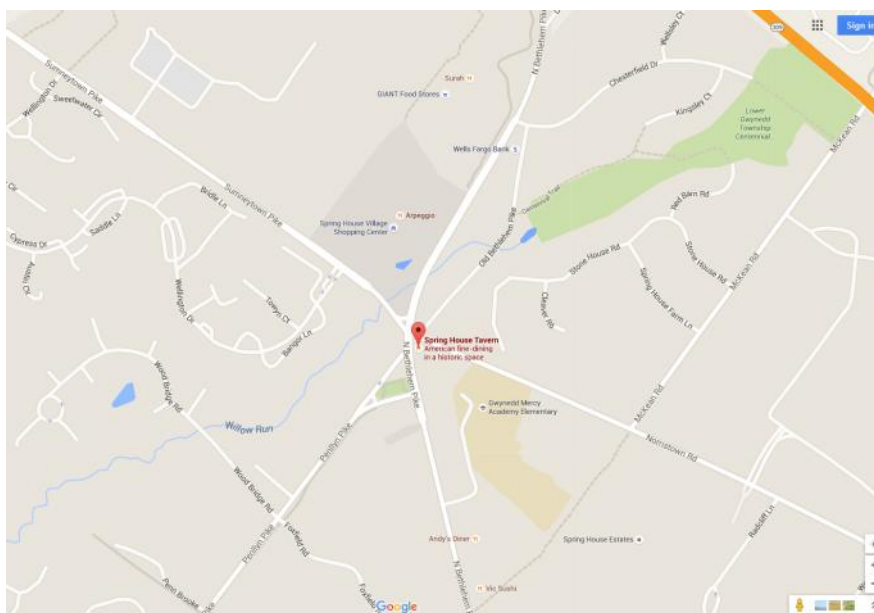
Driving directions from the Pennsylvania Turnpike:

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*



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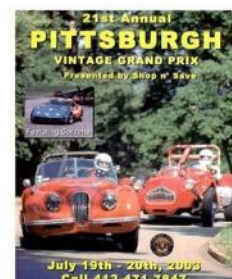
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Official News Release

Released: Sept. 27, 2019

Coventry ups scholarship fund, supplies Jaguar for student work



WILLIAMSPORT, Pa. – The Coventry Foundation, an organization of passionate Jaguar collectors, has added to its scholarship fund for students in Pennsylvania College of Technology's internationally recognized automotive restoration technology major.

Headquartered in Columbia, South Carolina, the Coventry Foundation aims to perpetuate the heritage of Jaguar automobiles in North America through an archive of printed material, tools and vintage automobiles; annual scholarships to students; and recognition of accredited restoration programs. Its hope is to assure that a pool of qualified technicians is available to properly service and restore vintage Jaguars far into the future.

The fund, from which awards will be made while building to endowment, gives preference to full-time automotive restoration technology students who have completed their first year of study, who have a cumulative GPA of at least 2.5 and who have expressed interest in a restoration career – with particular interest in British cars.

This year's recipient is Logan K. VanBlargan, an automotive restoration technology major from Bloomsburg. In addition to delivering a check to campus for VanBlargan's \$1,000 award and an additional contribution to the scholarship fund, Coventry has loaned a 1973 E-Type Series 3 Jaguar to Penn College for preservation by students.

"We are grateful for the continued support of the Coventry Foundation," said Kyle A. Smith, executive director of the Penn College Foundation. "Their support makes the opportunity to pursue a career in automotive restoration possible for our students. The addition of the Jaguar preservation project will allow our students to continue to expand their skillset and experience."

Penn College's associate-degree restoration major highlights the techniques and craft sought by discriminating collectors and museums, many of whom have donated vintage vehicles on which future practitioners can hone their skills. A three-credit study abroad option adds to that laboratory experience, exposing students to the service and repair industry in Italy and France.

A Memorandum of Understanding was recently completed that adds Coventry to the program's list of industry partners.

Those interested in contributing to the Coventry Foundation Scholarship (or establishing a scholarship fund) may send a donation to the Penn College Foundation, One College Avenue, Williamsport, PA 17701; give online at www.pct.edu/give; or call the Institutional Advancement Office toll-free at 866-GIVE-2-PC (866-448-3272). Donors can also contribute directly to the Coventry Foundation at www.coventryfoundation.org/#donate.

Students interested in any of the more than 200 scholarships administered by the Penn College Foundation should complete an application at www.pct.edu/admissions/scholarships.

For more about the automotive restoration technology major in the School of Transportation & Natural Resources Technologies, visit www.pct.edu/restoration or call 570-327-4516.

For information about Penn College, a national leader in applied technology education, visit www.pct.edu, email admissions@pct.edu or call toll-free 800-367-9222.

FOR IMMEDIATE RELEASE – Sir Alec Issigonis and Paul Newman among 2019 honorees for the British Sports Car Hall of Fame

Petersburg, Virginia, October 11, 2019 – The British Sports Hall of Fame has announced its honorees for the 2019 Induction Class.

Established in 2016, the British Sports Car Hall of Fame's mission is to “preserve and perpetuate the legacy and impact of these legendary vehicles and to honor the men and women responsible for their success.” Inductees are selected using a formula that blends a popular vote with input from a Selections Committee. For consideration, a candidate must “have made a significant and lasting impact on the British sports car industry and hobby.” The seven categories from which honorees are chosen include Automobile Clubs and Associations; Automobile Dealers and Distributors; Aftermarket Suppliers, Parts Manufacturers and the Service Industry; Executives, Engineers and Designers; Journalists and Historians; Competition and Racing; and Special Contributors and Pioneers.

The honorees selected for the 2019 class are:

Paul Newman - Although famous for his exploits on the big screen, Newman won four SCCA National Championships, including his first driving a Triumph TR6. Newman also won several championships in open wheel racing in the United States and took class honors at the 1979 24 Hours of Le Mans.

Stanley "Wacky" Arnolt - An inveterate salesman, Arnolt began to sell foreign cars from his Chicago-based dealership, but is best remembered as the father of four collaborative efforts with Carrozzeria Bertone that resulted in the Arnolt-MG, Arnolt-Bristol, Arnolt-Aston and Arnolt-Bentley. Arnolt also sponsored works efforts at the 12 Hours of Sebring that took home the team prize in 1955, 1956, and 1960.

Charles Runyan - A beloved figure in the British sports car community in the United States, Runyan founded The Roadster Factory in 1978, which grew to become a leading supplier of aftermarket parts for MGs and Triumphs. A constant presence at club events around the country, Runyan also operated a British-style pub known as The Coventry Inn for 25 years.

Sir Alec Issigonis - An engineering and packaging genius, Issigonis started his automotive career at Humber and Austin, but is best remembered for his postwar efforts with Morris, which resulted in the Minor and Mini, two of the most successful vehicles ever built in Britain. In response to the micro-cars that proliferated in the wake of the Suez Crisis, Issigonis designed the front-wheel drive Mini. The diminutive vehicle, selected as the runner-up for the Car of the Century Award announced in 1999, became a cultural icon and championship-winning rally mount, certainly the most significant British automobile ever built.

Denise McCluggage - A trailblazer for women's equality in both journalism and motorsports, McCluggage pioneered the field of participatory journalism when she raced her MG TC and Jaguar XK140 as a means to get closer to the story. A talented driver, McCluggage took class honors at the 12 Hours of Sebring and Monte Carlo Rally, while also serving a short stint as a works driver for BMC in a Big Healey. She would later found the Competition Press, which later became known as Autoweek, the first female to serve as publisher for a major American magazine.

Tom Boscarino - Founder of the American MGC Register, Boscarino was also involved with the New England MGT Register, NAMGBR and AMGBR. A leading voice in the American MG community, he received the Cecil Kimber Award in 2002 for his contributions to the MG marque.

Executive Director John Nikas also announced that the Coventry Foundation, an organization dedicated to the preservation of the Jaguar marque's history will soon assume oversight and operation of the British Sports Car Hall of Fame. “Transferring control of the British Sports Car Hall of Fame to the Coventry Foundation,” Nikas said, “will help ensure the continued success and health of this wonderful institution, which has done so much to thank and honor the people that made the British sports car hobby in America.”

It is expected that the transition to operation by the Coventry Foundation will be completed by the end of the year.

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