

# The Jaguar's Purr©

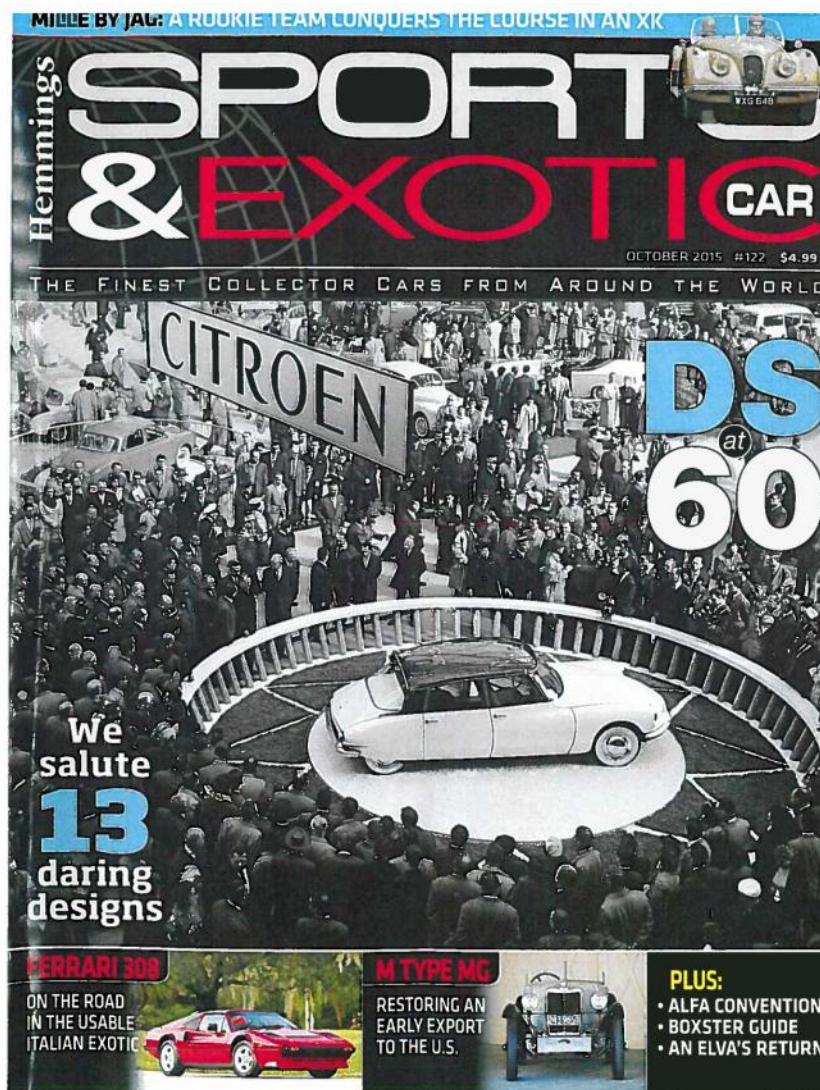
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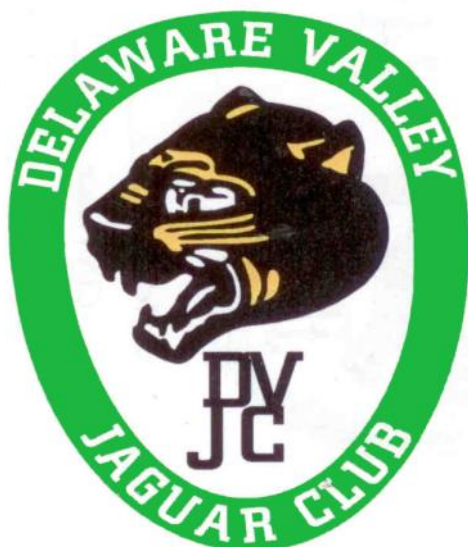


September 2015

## JLR Vice President at Mille Miglia



Most of you know Kim McCullough, vice president of marketing, Jaguar Land Rover North America, participated in the 2015 Mille Miglia, with her husband, Mitch. DVJC vice president Alex Giacobetti contacted *Hemmings Sport & Exotic Car Magazine* and obtained permission for us to reprint Mitch's story about their experience. See pages 11—16. Above is the cover from the magazine.



NOTICE—It's never too late to renew your membership in the Delaware Valley Jaguar Club. The membership fee is \$55.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please use the renewal form on page 23. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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# Upcoming DVJC Events

- September 20, 2015**      **DVJC Breakfast Social (see p. 16)**  
**Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net)*
- October 16—18 ,2015**      **Pumpkin Run Rally (see pp. 13—14)**  
**Millsboro Volunteer Fire Co., Millsboro, DE**  
*Contact: Kurt Rappold [kprappoldxksp@verizon.net](mailto:kprappoldxksp@verizon.net)*
- October 18, 2015**      **Jaguars At The Zoo (Reservations Required) (p. 9)**  
**DVJC Breakfast Social and Elmwood Park Zoo**  
**Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA**  
*Contact: Michael Wolf [mwolf@boenninginc.com](mailto:mwolf@boenninginc.com)*

# Other Interesting Events

- September 19, 2015**      **British Car Club of Delaware Annual Show**  
**Marina in Delaware City, Clinton St., Delaware City, DE**  
*Contact: Don 302-284-4672 [dhenderson@wildblue.net](mailto:dhenderson@wildblue.net)*
- October 3, 2015**      **Tinicum Polo Club British Festival**  
**961 River Road, Erwinna, PA**  
*Contact: [www.tinicumparkpoloclub.org](http://www.tinicumparkpoloclub.org) 908-996-3321*
- October 3, 2015**      **American Collectors Insurance Annual Car Show**  
**300 Cuthbert Boulevard, Cherry Hill NJ 08002**  
*Contact: [www.americancollectors.com](http://www.americancollectors.com)*
- October 4, 2015**      **The Classics at Brantwyn, Brunch, Blues and Hot Cars**  
**Brantwyn Estate, 600 Rockland Road, Wilmington, DE**  
*Contact: Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net) or  
Pail Merluzzi, [pawlym@aol.com](mailto:pawlym@aol.com)*
- October 16—18, 2015**      **2015 British Reliability Run**  
**Leaving from Quakertown, PA**  
*Contact: Bob DeLucia [Yukon80@comcast.net](mailto:Yukon80@comcast.net)  
[www.BritishReliability.org](http://www.BritishReliability.org)*



## President's Mewsings *September 2015*

Note: The continuation of my article in the August Purr, "Pondering the Relative Value of Our Favorite Marque", will appear in the October Purr.

### **The Finger Lakes and Watkins Glen – A Wonderful Playground**

#### The Region

Every year at this time my lovely wife, Irena, and I head to upstate New York with three other couples to spend a week at the Finger Lakes – a region that is among the most dynamically beautiful scenic spots on the globe, and home to some of the great car races and events of our time. The Finger Lakes are named for their appearance as long, narrow bodies of water stretched out like giant fingers between Lake Ontario in the north to Pennsylvania in the south and the Finger Lakes Region covers over 9,000 square miles. From east to west, the Finger Lakes are Otisco, Skaneateles, Owasco, Cayuga, Seneca, Keuka, Canandaigua, Honeoye, Canadice, Hemlock and Conesus. We rent a large house at the southern tip of Seneca Lake in Watkins Glen.

The Finger Lakes are known for their natural beauty and a "micro-climate" perfect for wine production making this region the largest and most acclaimed winemaking region in the Eastern United States. Steep slopes surrounding the lakes provide a natural means for rainwater and air drainage during the spring and summer growing season, and the plunging depth of the lakes moderates the region's cool autumns with gentle, warming fog, thereby extending the growing season. Local wineries produce many wines, but the cool climate grape, Riesling, has become the signature Finger Lakes varietal wine known the world over. Today, with more than 100 wineries in the region, no fewer than seven of the eleven Finger Lakes host wineries, and while Riesling remains the signature wine of the region, tireless experimentation has led to success with a num-

ber of other grape varieties including Pinot Noir, Cabernet Franc, Chardonnay, and Gewurztraminer, to name a few. The Finger Lakes is also home to some of the most spectacular sparkling wine production outside of France's Champagne region.

Some of the towns in the region include Ithaca, located at the southern tip of Cayuga Lake and the home of Cornell University. Seneca Falls, which is located on Seneca Lake, is the home of the women's civil rights movement and hosted the first Women's Rights Convention in 1848. Other areas in the region, particularly near the smaller lakes such as Hemlock Lake, remain pristine and undeveloped. The undeveloped lakes are renowned for fishing, hiking and camping.



XK-150 Parade Laps At The Glen

Watkins Glen is also the home of the International Motor Racing Research Center, a world-class leader in the collection of materials representing the documentary heritage of amateur and professional motor racing including Sports Car, Formula 1, NASCAR, and

vintage and Historic racing. The Research Center maintains archives of rare books, serial publications, and reference books pertaining to drivers, cars, races and the history of motor racing, historical records and newsletters of clubs and motor racing teams and corporations, and historical photographs, movie films, videos, oral histories, and memorabilia. The Research Center is open to all for primary research and makes the wealth of gathered information available worldwide through digital technology.

#### **SVRA US Vintage Grand Prix**

While we spend time at wine tastings and other activities, the center of our attention on these trips is the SVRA US Vintage Grand Prix at Watkins Glen International race track and the Grand Prix Festival in the town of Watkins Glen, held the weekend after Labor Day. The track, known as "The Glen", was long known around the world as the home of the Formula One United States Grand Prix, which it hosted for twenty consecu-

# President's Mewsings *September 2015 (continued)*

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tive years (1961–1980), but the site has been home to road racing of nearly every class, including the World Sportscar Championship, Trans-Am, Can-Am, NASCAR Sprint Cup Series, the International Motor Sports Association and the IndyCar Series.

Initially, public roads in the village were used for the race course. In 1956 the purpose-built permanent race track was constructed. The circuit's current layout has more or less been the same since 1971, although chicanes were installed at various times to slow cars as technology (and speed) developed. The circuit is known as the Mecca of North American road racing and is a very popular venue among fans and drivers.

The SVRA US Vintage Grand Prix continues to grow in popularity with a variety of historic vehicles competing at this legendary road course circuit and has been an integral part of The Glen's schedule for the last 28 years. Among the largest vintage racing events in the nation, historic race cars from almost every era return to Watkins Glen International to celebrate its legendary history.

## **Grand Prix Festival of Watkins Glen**

Since 1993, the Grand Prix Festival of Watkins Glen has celebrated The Glen's heritage of motor racing and is enjoyed by, typically, 25,000 spectators. At the Festival, a tribute to the legendary Grand Prix races are featured in a variety of events. Events include the Walk of Fame award ceremony, a historical lecture called The Legends Speak, a pre-race Tech Inspection at Smalley's Garage, as well as several rolling events and two car shows known as the Stone Bridge Driver Events – so named for the famous stone bridge that was a part of the original street course in Watkins Glen.

Typically, about 650 attendees participate in the Festival by registering their sports, vintage, or classics car as driver/navigator teams in one of Stone Bridge Driver events. Each of the participants in these events shares two things in common: a passion for driving classic sports cars and a desire to relive some of the excitement of driving on the original 6.6 mile circuit during the festival. The Stone Bridge driving events are briefly described below:

### **1. Lake to Lake Sportscar Ramble**

This event is open to sports and classic cars of any vintage (subject to approval). Entrants receive a commemorative dash plaque, a cross country rallye route through Finger Lakes Wine Country including a trip around the original 6.6-mile road course; parade laps around the current Grand Prix Course at Watkins Glen International followed by dinner at the track, and two (2) weekend general admission tickets for the Sahlen's Six Hours at the Glen.

2. Chateau Lafayette Reneau Tour de Marque  
Open exclusively to participants driving the current year's marque of any vintage. Entrants enjoy a rally route around the lakes, a visit to The Glen, two laps of the original 6.6 Mile Grand Prix course through the streets of Watkins Glen, parade laps around the current Grand Prix Course at Watkins Glen International, and reserved downtown display parking for the festival. This year's mark is Mazda. The following shows the list of honored marques over the last 15 years.

2015 - Mazda  
2014 - MG (90th Anniversary)  
2013 - Mini  
2012 - Ford Mustang  
2011 - Datsun/Nissan  
2010 - Alfa Romeo (100th Anniversary)  
2009 - Morgan  
2008 - Triumph  
2007 - BMW  
2006 - Porsche  
2005 - Alfa Romeo  
2004 - MG (80th Anniversary)  
2003 - Corvette (50th Anniversary)  
2002 - Mini  
2001 - Cunningham

3. Lane's Yamaha Vintage Motorcycle Rallye  
Presented at Community Bank  
This event is open to riders with classic, vintage, and sporting motorcycles built prior to 1980. This event is open to all marques, but with an eye for the most classic, interesting, and beautiful. Entrants enjoy a back country tour from lake to lake, 2 laps of the original 6.6 Mile Grand Prix course through the streets of Watkins Glen, parade laps around the current Grand Prix Course at Watkins Glen International, and reserved downtown display parking

# President's Mewsings *September 2015 (continued)*

for the festival.

4. Community Bank Concorso Speciale

This event celebrates the oddball, the mundane, or rare and exotic, but not quite perfect. The entry fee gets the driver, the vehicle and one passenger into the show and a two lap tour of the "Old Course". Concorso Speciale goes on rain or shine.

5. Knapp Vineyards Sporting Roadster Tour

This event is open exclusively to participants driving sporting roadsters of any vintage (top down, of course). Entrants enjoy lunch for 2 at Knapp Vineyards, a lake country road rally/tour, a bottle of commemoratively labeled wine, 2 laps of the original 6.6 Mile Grand Prix course through the streets of Watkins Glen, parade laps around the current Grand Prix Course at Watkins Glen International, and reserved downtown display parking for the festival.

6. Red Newt Cellars Founders' Tour

This event is open to any automobiles of any marque or vintage, although preference is given to classic special interest smaller cars. Entrants enjoy an exclusive cross-county tour through the picturesque Finger Lakes Region, with parade laps of the original 6.6-mile circuit for sports and classic cars, lunch for driver and guest at the beautiful Red Newt Cellars Winery, two laps of the original course, a bottle of commemoratively labeled wine, and reserved downtown display parking.

7. Glenora Run Road Rallye

This is one the most popular driving events featuring a road rallye for sporting vehicles of any marque as long as they are pre-1986. The event includes catered lunch for driver and navigator at the beautiful Hidden Valley Camp, two laps of the original 6.6 Mile Grand Prix course through the streets of Watkins Glen, parade laps around the current Grand Prix Course at Watkins Glen International, as well as reserved downtown display parking

during the festival, a commemorative bottle of Glenora wine, and a tour of the original circuit.

8. Wonderful Waterfall Tour

This driving event takes participants to four N. Y. State Parks to view a great selection of waterfalls and natural water "features". En route, there are stops at other falls along the way. Driving time, with stops to check out easily accessed falls is about three (3) hours. Most of the tour takes place on relatively lightly travelled state and local roads. The route eventually brings everyone back to another Watkins Glen State Park viewing location.



XK-150 at Montour Falls

The Grand Prix Festival of Watkins Glen has something for everyone. In addition to the 600 or so classic sports cars of all ages and marques, there is live music, wine tasting, food courts, automotive art galleries, a variety of vendors of racing items and memorabilia, and fireworks at dusk.

This year Irena and I will be participating in the Knapp Vineyards Sporting Roadster Tour and the Wonderful Waterfall Tour. We usually sign up for the Glenora Run, but we opted for an air-conditioned car and the 1995 XJS does not meet the pre-1986 requirement. In the past we have participated in several of the above events with our 1958 Jaguar XK-150, 1959 Mercedes 190SL, 1979 Ferrari 308 GTS, and 2009 Mini Cooper S (in 2013 when Mini was the featured marque in the Chateau Lafayette Reneau Tour de Marque).

One of my favorite pictures of the XK-150 was taken with the Montour Falls as a backdrop during the 2009 Festival. Also shown is the XK-150 at parade lap speed on the track at The Glen.

It is such an enjoyable place to be. Maybe we can think of a group DVJC trip to the area in the future.

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





## Roving Reporter - September 2015

By Michael Tate

Here I am looking at a blank page of "Word" on September 1<sup>st</sup> thinking what to write about. Not easy. I am recovering from another visit to Paoli Hospital where they relieved me of 7" of Colon and Intestine plus an abscess. A wonderful facility with outstanding doctors and nurses. I had plenty of time to contemplate the year 2015 which started to go "Pear Shaped" in February when I had to say "goodbye" to one of the loves of my life, my Maltese "Midge," just two weeks short of his 16<sup>th</sup> birthday. He had a great life and only the best of carriages to move him around. The back seat of a succession of Jaguars was his chosen transport and he was in sleepy comfort what ever was the color of the leather of that ride's Jaguar. I will always love him. I miss him. His remains are in a little leather box beside me as I write with "MIDGE" clearly identifying the content. In the "Inquirer" some weeks ago there was an essay, mixed up with the many reports of 20 year olds shooting each other, outlining that it was just as hard to loose a pet as it was to loose a relative. They were correct.

Later in February Mo (Muriel) was diagnosed with a serious ailment which started us thinking of downsizing again. March came and on the 12th, as I have already told you, I delivered my 420 to the Simone Museum for the AGM and later that day myself for my first visit to Paoli Hospital. The nurses and family had a little party on the 14<sup>th</sup> for my 84<sup>th</sup> birthday. They decided to drain the abscess and as part of this process I was sent to Devon Manor Rehab in one of those vans we have all seen which locks the patient in a wheel chair chained to the floor, About as far removed from a Jaguar as you can get but an interesting way to travel especially when the driver takes you out and wheels you into the Rehab Center,

asks the receptionist which room, takes you there and says "this is it" and leaves!!!

After a few weeks I get home, put the house up for sale, take the XJS and 420 for a number of high speed patrols. The first prospective buyers for the house make an offer, we haggle and I accept. Could have got more but did not want the hassle of prospects coming and going. Settlement was 6 weeks hence on July 30. The 420 and XJS had been advertised for sale and eventually went at auction for peanuts. The new owner of my beloved 420 phoned me "how thrilled he was to have the car and it was washed and stored in his garage with his other Jags" (Lovely...grinding of teeth..... bloody lovely).

So now we settled on our new home and we moved in July 24. I say "WE" but I was by now long back in Paoli with another abscess and on July 27 we celebrated our 58<sup>th</sup> wedding anniversary. They look forward to me being there at Paoli, Party time. So 58 years ago I made two major investments. As the saying goes "I took me a wife" Yes there is such a saying and if not there is now and "I took me a Jaguar." A Mk VIIM now known as one of the "Big Jaguars." I wonder where that lovely deep red upholstered car is now. I know where the wife is, right here celebrating her birthday but not in Paoli. So 58 years ago I had one wife and one Jaguar. Have I progressed? I have now one wife (original) and one Jaguar, the X-Type wagon. The answer to the question is "Yes" because we have 7 grandchildren, two lovely daughters-in-law and three children. Now that's a win – win situation. And only winners win. Still having a Jaguar I mean ! It is now 3<sup>rd</sup> September and I have nurses' visits three times a week. That's 7 months since my first Paoli visit in March.



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## Roving Reporter - September 2015 (continued)

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Hope it makes a good story.

### FINANCIAL PLANNING

All this reminds of my friend Dan, a single guy living at home with his father in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune. One evening at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary guy" he said to her "but in just a few years my father will die and I will inherit \$200 million." Impressed, the woman asked for his business card. Three days later, she became his stepmother.

Women are so much better at financial planning than men.

### THE BIG PLUS OR WAS IT?

Before I was discharged on my last visit to hospital/rehab two young nurses came into my room and said, "Come on we are going to give you a shower." I instantly froze thinking what to say. "No" was too strong a word. Then I thought, "What the hell, you're 84 years old, get on with it." Throwing caution aside I quickly disrobed and stepped into the shower where I was quickly covered with liquid soap while they chatted happily to themselves. They dried me off and without a glance suggested I get dressed. It was then that it struck me that I was really 84 years old!!!! I think if I had said, "How about a ride in the Jag and dinner?" I would have done better???"

### AUTOMOBILE MAGAZINE "BLOODY GOOD"

Those were the words splashed across my October edition of *Automobile Magazine*.

The words were backed up by photos of two fabulous Jaguars that were the subjects of the comment. The comment on the cars is in RED and says "JAGUAR CELEBRATES ITS HERITAGE WITH REMASTERED E-TYPE AND 575-HP PROJECT 7 SPEEDSTER." Don't know if I like that word "SPEEDSTER." Seems to put the F-Type Project 7 in the category of a circus bumper car. For a car with a base price of \$165,995, 0-60mph 3.8 seconds and top speed of 186 mph it definitely cheapens it. As another headline says, "F – ING SERIOUS." The project 7 is Jaguar's Best Modern Performance Car." Do you want one? Too late, all production is sold.

The magazine also lists sales at Bonhams:- 1954 Lancia Flavia Convertible \$66,000; Porsche 1979 928 \$12,100; 1954 Allard K \$388,000; 1975 Jensen Interceptor III \$53,900; 1967Triumph GT6 MK 1 \$19,250; 1976 MG Midget MK IV \$11,000; 1965 Checker Marathon Taxi \$7,700. That little lot adds up to \$557,950. There was one more sale, a 1973 Porsche 911 RS 2.7 M472 Touring. \$594,000. You could have purchased everything but the Porsche and saved \$36,050 and for a further \$24,200 you could have had the "Feature Car", a 1996 BMW Z3 James Bond Edition. Makes you think. What would you spend the money on?

### 1953 JAGUAR C – TYPE WORKS LIGHTWEIGHT

XKC052 one of only three built for the 24 Hours of LeMans. A rich history you can read on your iPad. Was up for auction, Lot 235, Sotheby's August 14. It fetched a whopping \$13.2 million. Is that the most ever for a Jaguar? If it was not for the hospital bills I would have bid.

## DVJC Outing to the Elmwood Park Zoo

Sunday, October 18, 2015

(Following Regular Sunday Breakfast at Andy's Diner)

Feature attraction – 2 Live Jaguars!



Inca (Female)

Zean (Male)



\$10.00 per person, adults and children

We will ask for an informal RSVP in early September

5 mile caravan leaves the Diner at 10:15 a.m.

Secure, reserved parking upon arrival – bring YOUR Jag





# The Most Beautiful Race

How we successfully ran our first Mille Miglia

BY MITCH McCULLOUGH • PHOTOGRAPHY BY BRYN MUSSELWHITE

We were heading out of Rome at a hundred miles an hour, 8 a.m. on a Saturday in mid May, a flight of vintage cars from the 1950s. Behind our 1954 Jaguar XK120 was a Porsche 356, behind him another XK120. Ahead of us was a yellow 1954 Lincoln Capri with California plates.

Traffic was very light, the Roman scen-

ery fresh in the early morning mist, the air crisp but pleasant, the windscreen doing a good job of minimizing buffeting in our top-down roadster. Periodic swales in the 12-lane freeway unsettled the suspension so attention was needed to ensure that the car stayed in its lane as we passed modern cars going 30 MPH slower.

It felt routine.

At this point, we were halfway through the 2015 Mille Miglia. Over the past two days we had spent some 20 hours in the Old Girl, as our XK120 was affectionately called by the JD Classics mechanics who kept her going. The Lincoln up ahead had become a familiar sight, the silver 356 a common vision in our rearview mirror. We were not required to convoy, but had





From left, Steve and Josh Ward in a Jaguar XK120, Chris Ward and Andy Elcomb in a Jaguar C-type and Geoff and Sue Bell in a Jaguar XK120.

developed a comfort level with each other's driving styles. Running along together was enjoyable, and we each had an idea what the others would do if something unforeseen appeared. When driving at high speeds in Italy, we had learned, the unexpected is around every blind corner.

Enzo Ferrari once called the Mille Miglia the most beautiful race in the world. He said it in Italian, and translations vary. But by the end of this year's grueling, nearly 1,200-mile rally, I think I knew what he meant. The cars, all 1927 to 1957 models, are beautiful; the Italian countryside is beautiful; the squares, cathedrals and castles along the way are beautiful. Put them together in a long-distance open-road race and you have a beautiful race. The Italians were beautiful people, as well, in the way they welcomed us.

Every day of our four-day odyssey, we saw thousands of cheering, enthusiastic Italians. We could feel their love. At lower speeds, when we could hear them, the most

common word we heard as we pattered by was "bella." They clearly liked our XK120, its original Dove Grey paint now faded to a pleasant flat-brown patina, the result of 60 years of respectful use. The other two words we heard as we motored by the crowds were "Jaguar" and "America," the latter uttered as they saw the American flags on our doors next to our names.

The Italians love the Mille Miglia, and awareness of the rally is high. The Mille Miglia is a national event. Nothing compares to it in America. The closest events we could think of in terms of awareness among the general public in the U.S. would be the Super Bowl and the Indy 500.

The biggest challenge of the Mille Miglia is getting into the event. Organizers receive thousands of entries but accept only 450, and many wonderful cars are turned away. To be accepted, an example of that model must have participated in one of the original speed editions held from 1927 to 1957.

Cars that actually participated rightfully

receive special status, so the surest entry is a car that actually ran the original flat-out, open-road race. For this reason, and others, any car that actually ran the original race is very valuable. There are not a lot of such cars available. Many are gone with the wind. Some are sitting in museums. Most are not for sale. Any car with Mille Miglia history that rolls across the auction block generates attention and big numbers.

To be accepted, your car needs to be period-correct and approved by FIVA, the *Federation Internationale des Vehicules Anciens*, the worldwide organization dedicated to the preservation, protection and promotion of historic vehicles and related culture. FIVA inspects vintage cars and certifies them. Finding a Mille-eligible car that's FIVA approved does not guarantee an entry into the Mille, however, because the organizers receive thousands of entries that fit this description. Often, you need something more to set your car apart. Provenance, knowing the ownership his-





Kim McCullough drives the Old Girl onto the ramp for the start of the Mille Miglia with co-driver Mitch.

tory of the car, is important. Any known, verifiable competition history of a car further distinguishes it.

Prewar cars have an advantage because the organizers apply coefficients to handicap newer cars. The winning Bugatti and most of the top 20 finishers of this year's rally were prewar cars that benefited from a 1.70 multiplier. By contrast, the multiplier for our 1954 Jaguar XK120 was 1.30, not that we would have won with a higher coefficient. The actual coefficient is  $1 + [\text{period coefficient} + (\text{class coefficient} - \text{category coefficient})]$ .

My wife, Kim, and I had decided to try to enter the 2015 Mille Miglia nearly a year before the May 14 start. We would need to buy a car, prepare it, and gain acceptance. To maximize our chances of finishing, we decided to focus on reliability and comfort. We ruled out prewar cars as too challenging for neophytes. We decided to require left-hand drive to make passing on two-lane roads easier and safer. And we had a budget.

From the start, we thought a Jaguar XK120 would be an excellent choice: XK 120s are readily available and they can be found in period-correct condition or can be made so. Quite a few have known provenance. Many have been restored. They are beautiful cars, enjoyable to drive and offering outstanding performance. Because of these factors, the organizers are flooded with XK120 entries. The 2015 Mille accepted 20 XK120s, making it the most popular model in the event. Getting one that would be accepted, we assumed,

would require a special car. We could not afford a car with competition history, much less Mille Miglia history. So, for a while, we ruled out the XK120.

We considered a 1957 Alpine A106 because we are great admirers of Alpine founder Jean Rédélé and his vision of achieving performance through the minimization of weight. Alpine A106s are as rare as hen's teeth, which might help us get into the show, but that same rarity meant that finding one would be difficult. Nearly all of them are in France. Any A106 for sale would likely need a complete restoration, and obtaining parts and expertise would be difficult and expensive.

We thought a properly prepared American car driven by Americans might be accepted. American cars are rare, but a few did participate in the original. In addition to the 1954 Lincoln Capri, 1956 Studebaker Golden Hawk, and 1929 Chrysler 75, this year's rally included a 1953 Chrysler 75 and a 1955 Oldsmobile 88. We became interested in the idea of a 1957 Ford Thunderbird. Thunderbirds had participated in the past, and restored, period-correct examples are readily available. We explored the idea of one of the rare, high-performance examples.

Then we saw it. It was in a JD Classics advertisement in a magazine. At first, it did not make a big impression. "What about this one?" we thought. A rather plain-looking XK120, if an XK120 can look plain, it was a faded brown 1954 roadster with a worn brown interior.

By this time, we had begun thinking

about the logistics of shipping a car to Italy, rolling it through scrutineering and arranging for support for a 1,000-mile rally. Having never run the event, much of it was an unknown. We feared the folly of paying a fortune for a car and its restoration only to have it turned down by the organizers. We also considered the possibility of having a mechanical problem 10 miles into the rally.

JD Classics specializes in the restoration and preparation of vintage road cars and race cars, employing 60 craftsmen, technicians and engineers at an amazing 100,000 square-foot facility in the U.K. Fielding cars in the Mille Miglia is one of its specialties, along with winning trophies at Pebble Beach, the Monaco Historique and Le Mans Classic. This could be a good solution for us.

We contacted them. "We were looking at the Dove Grey car," we said, "but do you have any others?" We flew over, thinking we would look at the car, consider what else they had, and maybe have them look for something for us.

When we actually saw the car, we immediately fell in love with it. It was much better in person than in photographs. It oozed patina. It was a one-owner car, completely original, never restored, never wrecked, never painted, never modified, unmolested. The fabric top was original and in excellent condition, we were told. Clearly, it had been loved and protected for all these years. It was a U.S.-spec car that had belonged to a gentleman in Massachusetts, so it was left-hand drive. It had bulletproof provenance,



BRESCIA

1000  
MIGLIA

including the original sales receipt.

We flew home talking about it, then called Alex at JD Classics, discussed the details, worked out a package for the car, its preparation and support, and bought it.

Our 1,200-mile journey from Brescia to Rome and back took us through hundreds of roundabouts, 422, according to our route books. At nearly every single roundabout was a small crowd of cheering fans waving red Mille Miglia flags, old women, old men, school children, women with babies, young men. If it was a tricky or confusing intersection, the fans would point in the direction of the route. This was quite helpful at times, allowing us to maintain momentum and power out of the traffic circle, usually with a toot of the horn and a wave, often with an aggressive downshift, sometimes showing off by driving over part of the center island. Never once did anyone try to fool us by pointing the wrong way. They wanted us to get it right. They wanted us to do well. Everyone was smiling, laughing and waving at us.

Before the rally, we worried about going off course and getting lost. We quickly learned those were unfounded fears, however. We made only two navigation errors during the entire rally, the first in heavy traffic coming out of Brescia when a fuel-tanker semi came alongside us in a massive double roundabout and blocked our view of the exit. Video from our GoPro showed the rally car ahead veering merrily away on course as we stupidly looked the other direction and stayed in the roundabout for another exit. We lost about 15 minutes on this one, stressful because the rally had just begun and we were already off course, trying to make our way back through heavy traffic and a confusing spaghetti of roundabouts. All was good once we were back on course and among the rally cars, though we accrued penalty points. The second error was in another roundabout on the fourth day, but we immediately detected and corrected it within 100 feet.

Along the route are the traditional red Mille Miglia course arrows. Nearly every intersection was marked, though some were missing after being taken by fans as souvenirs. Who can blame them? A sure indication we had strayed off course was an absence of people standing on the side

Enjoying a light moment in their Jaguar XK120, below, were Richard Goddard and Caroline Silins from the Bailiwick of Guernsey, an island in the English Channel.



Top teams like Chris Ward and Andy Elcomb, who finished 117th in the C-type, were well-equipped with navigation and timing gear.

of the road waving. If after a short distance we did not see spectators, then we assumed we had made a wrong turn and had gone off course.

Traffic was light during most of the Mille Miglia, and on faster roads we tended to cruise at 90 MPH. We topped a hundred a number of times, and the car was capable of going faster, but we didn't see much justification for the elevated risk of triple-digit speeds. Indeed, the Mille can be successfully completed at lower speeds, though that will cost you some sleep time and pen-



JD Classics mechanics, above, service a C-type once owned by Juan Manuel Fangio; the Italian police, left, were masters on two wheels.

RIMINI

ROME





ally points if you don't navigate perfectly.

Occasionally, traffic was heavy. When approaching an intersection controlled by a traffic signal, the standard procedure when confronted by a red light was to swerve into the opposing lane to go around the cars waiting at a red light, blare the horn and blast through the intersection, waving at fans as you power through.

When slower vehicles were encountered on two-lane roads, the standard operating procedure was pass on the left, tooting the horn if they didn't see you, and go down the center between the cars heading in your direction and those heading in the opposite direction. In Los Angeles, motorcyclists do this on multi-lane roads with all cars going in the same direction. It's called lane-splitting. In the Mille Miglia, lane-splitting is routinely done on two-lane roads against opposing traffic. The Mercedes team drivers did this at night around blind corners at triple-digit speeds, causing the opposing traffic to swerve onto the shoulder to avoid them. We didn't do that.

We frequently heard that the top 100 cars tended to have highly skilled navigators and experienced Mille drivers. But anyone who has experience with 1,000-mile touring rallies in America, among them the California Mille, Copperstate 1000, Colorado Grand, and the Going to the Sun

Rally, can enter the Mille Miglia with a reasonable expectation of finishing, assuming their car is up to the task. Racing experience doesn't hurt, but isn't necessary.

Staying on top of the co-driving was a challenge, more difficult than the driving. Expert co-driving is critical to winning or placing high in the standings. Yet it is important to note that expert co-driving is not needed to enjoy and successfully finish the Mille Miglia. A map light with a red lens, a rally computer, and two or more stop watches represent the minimal level of navigational equipment. The rally can be run successfully without these pieces of equipment, but we found they heightened our sense of participation and added to the fun.

We fitted our car with a Brantz Retrotrip, a semi-analog rally computer that was essentially a trio of odometers. We found it performed well, was very easy to operate, and its vintage styling complemented the authentic patina of our old car. We grew to enjoy the chunk-chunk-chunk sound it made as we drove along, and actually missed that sound when we got back home and climbed into our street cars.

Serious teams use digital units from Brantz, TimeWise and Terratrip that integrate clocks and speedometers. We noted a number of teams were equipped with GPS navigation, also. The most important piece of equipment for serious competition, however, is an experienced navigator.

The Mille Miglia uses regularity sections that time cars at a given speed over a measured distance. The timing controls are highly visible. Some teams zoom up to the timing control, then time themselves over the finish line, while others pace themselves over the entire route. Several consecutive legs, one starting where the previous one ends, complicate the job of the co-driver. Further complicating the challenge, some regularity sections use hidden timers so the driver and co-driver don't know where the start and finish lines are located.

Achieving a respectable score is not vital to enjoying the Mille Miglia, however, particularly when starting out. Our score



Motoring through castles and ancient squares before large crowds is part of the Mille charm.

PISA



Americans Jeff Urbina and John Recca, left, pleased the crowds with their Alfa Romeo 1900C Touring; Kim McCullough steers her "bella" XK 120 out of Brescia early in the rally.



SIENA



ROME





Kimi McCullough elatedly drives the Old Girl across the finish line after a 1,200-mile lap around Italy.

*“Our priorities were to avoid having a bad accident, avoid getting lost, finish, have fun. We achieved all of those.”*

was an unimpressive 6,152 points, which included a massive 15,753 penalty points. Still, we started 318th and finished 272nd, which we thought was good for first-timers. Our goals did not include achieving a high score. Our priorities were to avoid having a bad accident, avoid getting lost, finish, have fun. We achieved all of those. We had a fabulous time on the rally and felt a great sense of achievement at the finish.

The entry list for the 2015 Mille Miglia showed 456 starters. Of those, 364 finished, and 92 did not. The reasons for the DNFs were not given. We did not hear of any serious crashes.

This year's winning team drove a 1927 Bugatti T40. Juan Tonconogy and Berisson Guillermo from Argentina achieved a score of 49,011 points (high is good), while collecting just 298 penalty points (low is good). The next five teams were Italians, including last year's winners, Giordano Mozzi and Stefania Biacca, who finished sixth, this time in a 1927 O.M.

The top-finishing American was Pablo Stalman driving a 1929 Bugatti T40 Gran Sport in seventh place with Fernando Sanchez Zinny from Argentina. After that, we have to look all the way down

to 85th to see another American, Scott Hughes, co-driving a 1939 BMW 328 Mille Miglia with driver Alexander Bilgeri from Denmark, a very fine finish.

All told, 33 cars in this year's rally included at least one American.

American teams Spencer Croul and Richard Rawlings in a 1951 Lancia Aurelia B20 and Jim Swartzbaugh and Gregory Dillion in a 1929 Chrysler 75 Le Mans finished 123rd and 128th respectively. Bill Warner, founder of the Amelia Island concours d'elegance, drove a 1956 Studebaker Golden Hawk with American Frank Campanale.

When Americans Jeff Lotman and Brian Grozier in the aforementioned yellow 1954 Lincoln Cabrio Sport Coupe motored past crowds we heard people utter “Lincoln” and “California,” the latter in reference to Lotman's license plate. This was Lotman's third Mille, and he vowed to return next year.

The support from JD Classics was over the top. It hosted two elegant dinners in Brescia before the rally and another after the rally. The other car owners had extensive experience with JD Classics and could not say enough good things about

the company. The logistical support and information before the event managed by Charlotte Henry were superb. We were picked up at the airport in Modena and whisked in a brand-new Mercedes E-Class to a luxurious little hotel in Brescia to acclimate. They walked us through a long, hot registration and scrutineering process and calibrated our Brantz for kilometers, reassuring when the police challenged us for not having international driver's licenses.

The mechanics were outstanding. Perhaps a dozen of them covered the JD Classics cars for service at night, with two, Nigel Burnside and Gary Swainston, assigned to our car. They quickly fixed a minor water leak, and we often saw them on the side of the road as we exited tricky areas, ready for any issues, and just a cell-phone call away. We quickly became close friends and we would have no reservations running another event with JD Classics.

The Mille Miglia was the experience of a lifetime. We are now looking forward to shipping the Old Girl home. Every time we walk into the garage, she will serve as a beautiful steel reminder that it wasn't all just a dream. 🌐





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**\$10** each additional person for Saturday's dinner \$ \_\_\_\_\_

**\$10** each additional person for Sunday's brunch \$ \_\_\_\_\_

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We have a block of rooms at the new MICROTEL by Wyndham (302-858-5111). Please ask for the Northeast Rally Club rates. Please, if you are thinking about joining us, make your reservations now. Rooms are limited and our group rate is for rooms booked **PRIOR to September 15, 2015.** This hotel is on Route 113, south of Georgetown and is 8 miles from Millsboro. The Atlantic Inn in Millsboro has not made any renovations and no longer supports our Rally.

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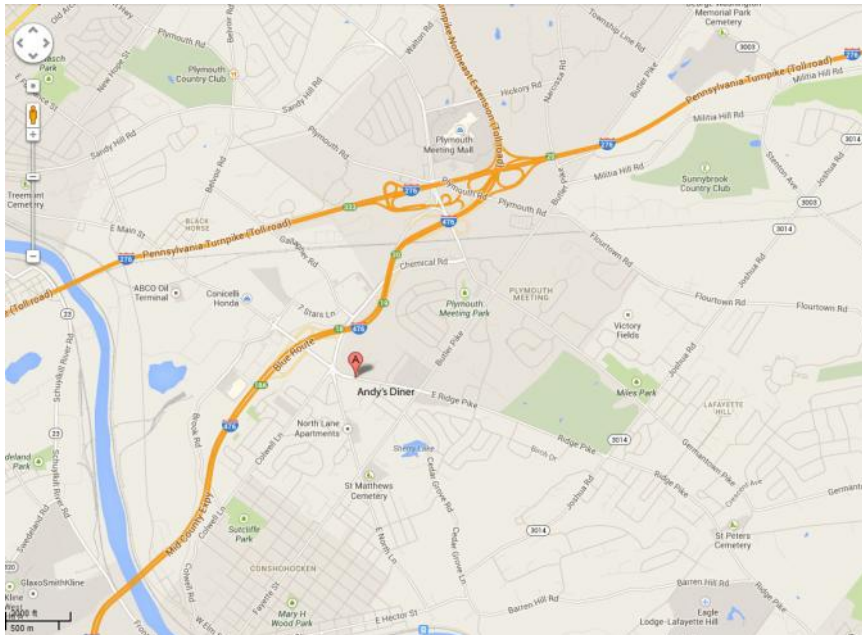
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**Directions from North:** Use the **NE extension of the Pennsylvania Turnpike south bound** to interchange for westbound Pennsylvania Turnpike. Stay in the right lane and take Interchange Exit 333, Norristown. Follow directions above.

**From South:** Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 18A, Conshohocken. Exit on to Ridge Pike. Proceed straight through the traffic light. Andy's Diner is on the right.

For further information contact Charles Olson, [cwolson29@comcast.net](mailto:cwolson29@comcast.net) or 215-757-2028.





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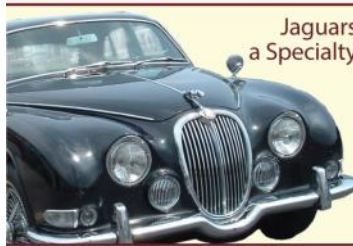
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*The club newsletter, The Jaguar's Purr, is distributed by e-mail.*

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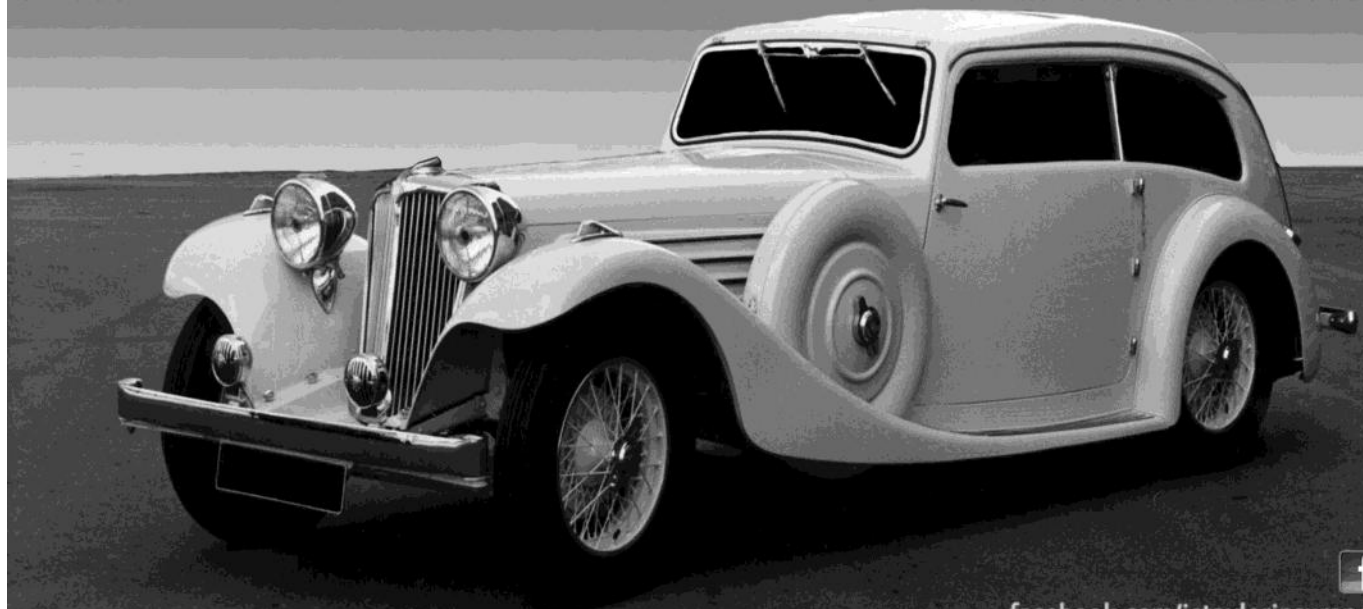
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