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Welcome to British Invasion 2023

“The Tradition Continues”



2023 marks year number thirty-two of the British Invasion Weekend in scenic Stowe, Vermont.

What started over a glass of English Ale and a discussion of British Motoring experiences morphed into the largest All British Motorcar Show and British Lifestyle event in the Eastern United States, annually attracting 550 to 600 British Motorcars accompanied by their owners and guests to the mountains of Vermont and a countryside that abounds with winding roads that beckon to any true British motoring enthusiast.

In September, as the leaves begin their transition to the vivid colors of fall, the annual pilgrimage to Stowe commences from points north, south, west, and far west. The shops, lodging providers, and restaurants ready for one of the busiest weekends of the year. This is a weekend that you have helped to create and grow, and we hope that you will enjoy this year's event to the fullest.

For 2023, our Featured marques are Jaguar, Land Rover, and Morgan. The show grounds in Stowe including the British Classic and the Concours d'Elgance, will feature pre-war and post-war motorcars to delight any avid British Motorcar Enthusiast. Add British Invasion Music, the Queen's Court, Ladies Hat Competition, a collection of Vendors and of course food for your enjoyment. This year, we welcome back Triple-C Motor Cars as a favored vendor, the Introduction of Coker Tire, and the support of Moss Motors. We are thrilled to announce that Stowe, VT based “the Alchemist,” producer of the Top Craft Beer in the market, “Heddy Topper” is our Beer Sponsor for the Registrants' Reception and the weekend.

It takes the work of many to bring the British Invasion from concept to reality from year to year. It takes the support of the Stowe Business Community and Stowe Vibrancy. Our Volunteers give of their time and energy to travel from Rhode Island, Massachusetts, Connecticut, New Hampshire, and Maine to take part in supporting the Invasion Weekend. When you see an Event Team Member or a Concours Judge, please take a moment to say “Thank You” for their contribution towards making your British Invasion experience enjoyable and memorable. There are over 30+ Event Team Members on the show grounds throughout the weekend. We hope that you will support our Vendors who come from near and far to add value and service to the British Invasion experience.

If you're a Registrant, we ask that when you vote for your choices in the British Classic that you extend the same consideration to others as you would have them extend to you. Take a moment and vote for the Best Motorcar in class and help to add to the celebration and applause when awards are presented. We will present over 150 awards in the British Classic this year. A special “Thank You” to those who have elected to come dressed in British Attire and/or participate in the British Tailgate Picnic Competition and/or the Ladies Hat Competition and add to the merriment of the weekend and to be sought after by our very own “Incognito Judges”.

And most importantly, “Thank You” for your participation and support of the British Invasion over the past 32 years. We wish you many miles of carefree and enjoyable motoring in your British Classic motorcar.

Happy Motoring!

Michael F. Gaetano, Event Coordinator



Welcome to



Welcome to the 32nd Annual British Invasion! The Stowe area community welcomes visitors for this signature annual event.

Located at the foot of Mt. Mansfield, Vermont's highest peak, Stowe is a four-season destination that has hosted travelers for more than 200 years. Stowe is home to abundant historical, cultural and recreational activities—from mountain to Main Street—along with quality accommodations for every taste and budget, world-class dining and shopping. Be sure to make time to enjoy and explore all that Stowe has to offer.

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A Tribute to the Late Queen and the new King

*The entire world paused on September 8 last year,
as did at the British Invasion...*

...two days later to reflect upon the death of Her Majesty Queen Elizabeth II at Balmoral in Aberdeenshire. She will always be remembered as in the words the Accession Proclamation of H.M. King Charles III as “the late Sovereign Lady Queen Elizabeth the Second of Blessed and Glorious memory, by whose decease the Crown of the United Kingdom of Great Britain and Northern Ireland is solely and rightfully come to The Prince Charles Phillip Arthur George” It is also of note that since there is always a sovereign, the Royal Standard is never flown at half-staff for any reason.

Sir. Winston Churchill, who then had already served five monarchs, having received his army commission during the reign of Queen Elizabeth II” great, great grandmother, H.M. Queen Victoria, best summed up the accession when he said “I, whose youth was passed in the august, unchallenged and tranquil glories of the Victorian Era, may well feel a thrill in invoking, once more, the prayer and the Anthem, ‘God Save the Queen!’”

H.M. King Charles III was proclaimed King of the United Kingdom in London and Edinburgh and of Northern Ireland in Belfast and in all his realms and the Commonwealth in rapid succession.

The King endeared himself to the Scots by having a Memorial Service for his late mother in St. Giles Cathedral in Edinburgh with the Honours of Scotland upon her coffin before bringing her home to London in specially coach built Royal Hearse by Wilcox on a Jaguar XF platform. King Charles and Queen Camilla were crowned by the Archbishop of Canterbury on May 6. In August he travelled the Palace of the Holyrood to St. Giles Cathedral in the State Bentley, resplendent with the Scottish Lion mascot on the radiator, to be presented with the Honours of Scotland incorporating the oldest crown in Europe. Fittingly, the Honours were transported in the 1977 State Rolls Royce Phantom VI from Edinburgh Castle.

As the oldest Sovereign at the time of his accession, he further impressed the nations by riding on horseback for his first Trooping of The Colour in June. We, as members of the British Car community should take note of King Charles II’s favorite State Car; the magnificent 1950 Roll-Royce Phantom IV (4AF2) with H.J. Mulliner Coachwork first presented to then Princess Elizabeth in a valentine green livery and subsequently re-painted royal claret and black upon her accession in 1952.

We now with one voice exclaim “*God Save the King!*”

SCHEDULE OF EVENTS

Friday, September 15th

11:30 AM	Vendor Registration and Sign-In - British Invasion Show Field.
Noon - 6:00 PM	British Invasion Sign-In and British Classic Motorcar (People's Choice) & Car Corral Registration - British Invasion Show Field.
Noon - 6:00 PM	British Auto Jumble Market place, Queens Court, and British Car Corral open to Registrants.
2:00 PM - 4:00 PM	Vermont Countryside, Self-Guided Driving Tour Departs from the Stowe Special Events Field.
4:30 PM - 6:00 PM	Registrant's Reception, Queen's Court (<i>Name Badges required for admission</i>) - British Invasion Show Field.
6:00 PM	Registration Closes
6:30PM - 9:30PM	Stowe Village Main Street Party, Hosted by the Stowe Village Vibrancy Association Live Band, "Jerry Leone's Chop Shop Band"

Saturday, September 16th

8:30 AM	Show Grounds open to Car Show Registrants
9:00 AM	Show Grounds open to the General Public British Classic Motorcar Show British Invasion Concours d'Elegance Queen's Court Opens British Car Corral British Marketplace and Auto Jumble Food and Beverage Concessions
9:00AM - 12:00 Noon	Turn completed Ballots in to Registration Area
10:00 AM	Concours Judging begins

12:00 NOON	Ladies Hat Competition
1:00 PM	Awards - Queen's Court
2:30 PM	Concours d'Elegance Awards Presentation and Drive-by
3:00 PM	British Costume Awards, presented by the Queen in the Queen's Tent
3:30 PM	British Classic Motorcar Show Awards Presentation begins
5:00 PM	British Invasion ends for the day

Sunday, September 17th

8:30 AM	Notch Run Driving Tour departs from the Stowe High School (75 Minute Run time)
8:30 AM	Show Grounds open to Car Show Registrants
9:00 AM	Show Grounds open to the General Public
	Competition of Colors. Cars park by color British Car Corral Queen's Court British Marketplace and Auto Jumble Food and Beverage Concessions
10:00 AM	Tailgate Picnic Entries set-up presentations
11:00 AM	Rolling Review and commentary with 1st Place Winners from the Saturday British Classic Motorcar Show (People's Choice Competitions) and Ribbon presentation. Concours Winners are also invited to participate
12:00 Noon	Tailgate Judging Commences
1:00 PM	Tailgate Competition Awards Presentation
2:00 PM	Competition of Colors Awards Presentation



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- 8.8 miles, follow signs through rotary to Route 15 West
- 1.8 miles to rotary, take third exit out of rotary toward Hyde Park
- .2 miles turn left on Main Street Hyde Park
- .1 miles, turn right on Depot Street
- 2.6 miles to stop sign and turn right
- .5 five miles to stop sign and turn left on SCoach Road
- 5.6 miles turn right on to Route 100 South
- .8 miles turn right on West Hill Road
- .6 miles turn left on Mayo Farm Road
- .4 miles turn left on Weeks Hill Road
- .1 miles turn left into Events Field



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CONCOURS D'ELEGANCE

THE BRITISH INVASION STANDARD

Concours D'Elegance

THE BRITISH INVASION STANDARD

The Concours d'Elegance feature of the British Invasion has evolved into a revered event drawing some of the finest examples of British Motorcars in North America.

Concours d'Elegance or Concorso d'Eleganza under the Villa D'Este version in Northern Italy derives from the French words for "a public exhibit and competition in which motorcars are judged chiefly on the basis of elegance and beauty". The British Invasion adds the British Standards for functionality as in the tradition meets at Goodwood, Burgley House, Beaulieu and Windsor, under Royal Patronage.

The three established hallmarks of any competitive Concours are authenticity/originality, cleanliness and condition. These are the set standards by which any concours motorcar in top level competition is judged. At the British Invasion, most judges are trained and qualified for sanctioned national judging, by one or more, of the top British motorcar marques or other recognized motorcar organizations. The remaining judges have extensive restoration credentials. The Exterior Judges scrutinize coachwork and body for paint clarity and depth, condition and cleanliness of parts and condition of body panels and trim.

Interior Judges check for fit and finish of parts, seats, carpeting, hood tops, headliner, condition of wood and brightwork.

Engine and Under Carriage Judges check for function, leaks, overall cleanliness and the high status of condition.

Authenticity/Originality Judges verify parts as those offered from the manufacturer and not aftermarket. These judges are viewing the motorcar in a way consistent to when it left the manufacturer's factory or "works" in original condition.

All scoring is then objectively tabulated independently to determine the best cars in Class. Best of show in Concours is normally awarded to a motorcar with all qualifications stated herein plus a superior provenance or presence on the field in comparison to all cars in all classes.

The Invasion Concours is evolving into an invitational event for cars 25 years or older so as to match, if not exceed, the standard of national and international Concours events.

By way of comparison, People's Choice Awards is a subjective view of motorcars in Class on the General Field by other entrants or attendees. There is no scored tabulation except for number of votes placed in the ballot box.

Both features of the British Invasion offer a unique opportunity to enjoy and honor the best of British craftsmanship and engineering.

Welcome to the British Invasion!

Gus Niewenhaus, Esq., CFE, CPP, K.T.

Chief Judge



A HISTORY OF... THE BRITISH

Once upon a time... in a not so far away land known as Waitsfield, Vermont, there was a small and most enjoyable classic motorcar show entitled, "The Sugarbush Classic". This was a weekend show hosted by the Waitsfield Lions Club, or more specifically, Malcolm Appleton and David Steinman who both worked very hard to make this show a success and a standout event. They cooked breakfast at the show field and sponsored a memorable cocktail party in the "Round Barn". David and Malcom are world class restorers of classic motorcars, with an emphasis on things British. As but one example, I believe David Steinman has presented motorcars he has personally restored at Pebble Beach on at least a dozen occasions and he has won awards on at least eleven of those occasions. Malcolm's credentials are equally impressive to include a WIN at Amelia Island.

I met my wife Paula in Stowe, Vermont and we frequently spent time in Stowe skiing in the winter months and with that were frequent visitors to the Ye Olde England Inne. By 1991, my '47 Bentley, Mark VI, HJ Mulliner Sports Saloon had earned Senior Status in the Classic Car Club of America (CCCA) and Senior Status in the Antique Automobile Club of America (AACA), 1st Place in Class in Concours at the Rolls-Royce Owners' Club, a "Best of Show" at the 2nd Annual Down East British Auto Classic in Portland, Maine, and other awards. In 1990, we elected to return to Waitsfield and enter the Sugarbush Classic. Once the show in Waitsfield was over, we drove to Stowe to dine at Ye Olde England Inn. While at the Inne, the '47 caught the attention of Chris Francis, proprietor of Ye Olde England Inne and we started talking motorcars over a few pints of British Ale. Chris suggested that it would be nice to host a weekend in Stowe for the



Yankee Region, Rolls-Royce Owners' Club, where I served as an officer. A couple of months later, Chris and I started communicating over the internet and the idea expanded to discussions of creating a British Motorcar Show, or a "British Invasion" of Stowe. Chris played Polo and had a string of Polo Ponies at the time. Chris suggested that we could host our "Invasion" at the Stowe Polo Grounds. This suggestion was quickly modified to being able to host the event at the Stowe Polo Grounds, but certainly not on the Stowe Polo Fields, especially once the management team heard that the cars to be shown were all British. Apparently it was rumored that British Cars leak oil and other fluids. Since we were not allowed to place British Motorcars on the Polo Field, we opted instead to use it as intended, to play Polo. We added a Tailgate Picnic Competition and we also added Cricket. Meanwhile, back



INVASION



in Boston I was busy building a roster of British Car Clubs and passing out flyers at any and all British Motorcar Shows I could find.

In September of 1991, on the weekend of the third Saturday we launched the First British Invasion. There was a line outside the Inne of British Car enthusiasts looking to claim their registration packages. As I recall, we attracted approximately 225 British Motorcars and managed to trash the Office at the Inne pretty badly and that is an understatement. The attendees loved Stowe and the die was cast for a return in 1992. One year we had a British Troop Encampment complete with Cannons. The British Brigade came in force, but the American Colonial Line decided to decline our invitation. We had Rugby and even an English Herding Dog Competition. We introduced Rovers Off Road. Each year the event grew larger and soon we outgrew the Polo Grounds and we moved our base of operation to something truly reflective of rural Vermont, a Cow pasture. It was called the Bouchard Farm and the struggle each year was to get the farmer to remove the cows early enough for “things” to dry up and then be chopped up by the mowing machine before the show. I recall one year, after a Vermont Rain, driving 3 and ½ hours up from Mass in the '47 Bentley and then out to the Bouchard Farm. As fate would have it, as I opened my driver's door, I managed to step directly into the middle of a large, fresh “Cow Pie”. Back in the day of Bouchard Farm I remember going to sleep at night and dreaming of where I was stepping.

Then there was the year when Chris came to my room at 7:00 AM on Saturday morning and said, “The Tent is Gone!” I suspect I must have replied with something like “What Tent?” “What are you talking about?” Chris rpsonded by saying “There was a hurricane that passed through Stowe last evening, did you manage to sleep through it?” And I replied that “I had slept like a baby.” Chris explained that the 40' X 120' Tent had become a “Hang Glider” and as it flew off, it impaled itself on a detached Refrigerated Food Trailer and was filling up with water and the food trailer was about to tip over. Then I remembered that I had parked my Range Rover with attached trailer in that tent and had left Registration Materials out. In fact, I had noticed that the winds had picked up a bit before leaving the field Friday evening and had encourage some campers to move in the tent. Fortunately the tent had lifted well over my Rover and attached trailer, the campers had opted to stay elsewhere and all I was facing was wet Registration Materials, something my wife still reminds me of each year. Perhaps next year she will forgive me?



Chris and Mike



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When I arrived at the field, there was a sizeable lake with fast running water and the impaled tent was filling with water and tipping the food trailer. The tent company was on hand cutting away the tent to relieve the food trailer. As bad as this all sounds, by 10:00 AM we had moved the entire show from Bouchard Farm to the paved parking lot at Mount Mansfield and the British Invasion was underway. Truly an amazing recovery! On Sunday, I went back to Bouchard Farm and the lake was gone, the field was bone dry and one would never know anything had ever happened. GREAT Drainage!



Back in the days of Bouchard Farm, we were able to take a backhoe to the property and create a challenging Off-Road Program for Land Rovers. A component we truly miss to this day. We also sponsored Land Rover Polo one year and the Merrill Lynch Bull Pull. Meanwhile the Stowe Special Events Field was under construction and I, for one, welcomed the thought of no longer dreaming about where I was stepping at night. The Farmer at Bouchard Farm elected to grow corn and not cows so the pasture went away and corn appeared sealing our move to the Special Events Field. The thing I remember the most was that by the close of Saturday each year that Cow Pasture looked very much like a fairway at a Classy Golf Course. It was an amazing transformation.

So now you know more than you ever wanted to know about the origins of the British Invasion Weekend. It has always been about the “Invaders” and the collection of British Motorcars that have found their way to Stowe each year. The addition of our fellow British Motorcar Enthusiasts from North of the Border in Canada has added an International Flair to the Show. We have enjoyed the many displays that the Singer Club has managed to assemble on the show grounds for our enjoyment. Where else can one come and expect to see over thirty Classic Singer Motorcars? The Canadians always seem to have the most fun! They support each other and cheer when their fellow countrymen win an award. Great Stuff. At the end of the day, our celebration of things British is the collection of all the cars and their owners who find their way north, south, east, and west and even down the street to participate in the British Invasion Weekend.

Thank you for thirty-two amazing years!





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THE JAGUAR QUIZ

If you are one of many in the crowd at the British Invasion this year, you'll no doubt starved wistfully at a number of beautiful well maintained British built automobiles. And almost certainly, Jaguars will be among some of your favorites.

Should you be so fortunate to own one of these beauties, you probably know a great deal about the history of the Jaguar marque. But perhaps there are a few obscure details that have escaped your attention. And if you're a fan of the marque, but don't know much about the history of the company and it's wonderful automobiles, a short quiz seems required.

Since there are no rules and no prizes to be awarded, you're on your own. No peeking at the answers on the last page of this Jaguar feature section on page 16. Good Luck!

1. Jaguar's earliest origins and be traced to when? Year?

Name of the original company? Renamed to what?

2. What year did the first Jaguar appear.

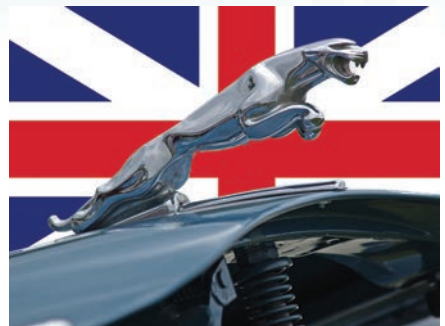
3. What distinguished the XK120 when it was introduced in 1948?

There was a second model that had the very same distinction. What was the model?

4. Jaguar raced and won at LeMans how many times?

Jaguar won their FIRST LeMans race what year?

Jaguar's last winning year?



5. In 1953, Jaguar introduced an innovation that changed racing... and driving forever. What was it?

6. Easy question...what Jaguar to this day is described as the most beautiful and iconic sports car of all time?

7. Jaguar's current official marketing tag line...“ The Art of Performance” is familiar to most. What was the first official marketing tag that epitomised the brand and it's sales success?

8. Jaguar recently set a record that is unusual and rather timely. What record was set and where?



JAGUAR QUIZ ANSWERS

1

Back in 1930 the Swallow Sidecar & Coachbuilding Co. was incorporated. Subsequently the business (but not the company) was purchased in 1934 by Sir William Lyons, and renamed the S.S. Cars Limited company.

2

In 1935 the first Jaguar was introduced as a sports saloon and a two-seater sports model.

3

Well, first of all, it was the fastest production car of the era...with a top speed of 120 mph. Also, it was powered by the classic DOHC "Six" engine. Bonus points for knowing what other Jaguar claimed the fastest production car title. That car was the 1990 XJ 220, one of the earliest "supercars."

4

Won seven times with the last win taking place in 1990! And the first winning year was....1951 (and again in 1953).

5

Jaguar introduced disc brakes on their C Type entrant in the 1953 race.

6

Hard to argue with that description for the 1961 E Type.

7

"Grace, Space, Pace"

8

On June 15, 2018, Jaguar Vector Racing broke the world speed record for an electric battery powered **boat**. The Jaguar Vector V20E recorded an average speed of 88.61mph across the two legs of the 1 km course on Coniston Water, England

CONGRATS!

*You completed the
QUIZ!
How did you do?*



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Bill interviewing Carroll Shelby



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BRITISH INVASION SPECIAL AWARDS



The British Invasion, Inc. has created these significant Special Awards in addition to the Concours and British Classic Awards programs.

The British Invasion Heritage Award

The British Invasion celebrates the passing of the love for British Motorcars from parent to child. This Award is presented to the Son or Daughter of a long time British Invasion Registrant. It is presented to someone who first came to the British Invasion as a young child and today is coming as the proud owner of a British Motorcar that is registered for presentation at the show, be it in Concours or the British Classic. Any Parent can apply for this recognition in advance of the show with a written history and a photo of their Son's or Daughter's British Motorcar.

The Manny Cunard Humanitarian Award

This award is presented in memory of British Invasion Event Team Member, Manny Cunard who took a leadership role in our infrastructure program thus ensuring that the British Invasion ran smoothly. Manny worked for Habitat for Humanity, and volunteered his time to the Lyons Club and several other worthy causes. The first presentation of the Manny Cunard Humanitarian Award was to a group of individuals who worked feverishly nights and weekends to bring Manny's Austin Healey together from boxes of components as well as new and reconditioned parts to create a finished British Motorcar. This Award is presented to volunteers who have gone above and beyond to help other British Motorcar Enthusiasts. We look to the Winner of the Past Year's Award and Participating British Motorcar Car Clubs to nominate a deserving recipient for the current year.

The Jack Balonis Patron Award

This award is presented in memory of British Invasion Event Team Member, Jack Balonis who as a long standing Event Team member was always willing to help his fellow Event Team Members and others before, during and after the Invasion Weekend. This Award is presented to someone who has made a significant contribution to the advancement of the British Invasion weekend. We look to the Winner of the Past Year's Award to nominate a deserving recipient for the current year.

The Chairman's Award

This Award is presented, when deserved, by the Event Coordinator/Chairman to someone who has made a meaningful contribution to preservation, expansion, or development of the British Motorcar Collector Hobby.



HISTORY OF THE MORGAN MOTOR COMPANY

The Morgan Motor Company is a British motor car manufacturer owned by Italian investment group Investindustrial. It was founded in 1910 by Henry Frederick Stanley Morgan. Morgan is based in Malvern Link, an area of Malvern, and employs approximately 220 people. Morgan produce 850 cars per year, all assembled by hand. The waiting list for a car is approximately six months, but it has sometimes been as long as ten years.

Morgan cars are unusual in that wood has been used in their construction for a century, and is still used in the 21st century for framing the body shell. A visitor centre and museum have exhibits about the company's history from Edwardian times until the present day, developments in automobile technology, and a display of automobiles. There are also guided tours of the factory.

Single-seat Morgan Runabout, similar to HFS Morgan's 1909 car
Rear view, showing swingarm rear suspension Advert for Morgan's four-wheel "Adler", from *The Aeroplane*, 15 August 1912

H.F.S. Morgan quit the Great Western Railway in 1904 and co-founded a motor sales and servicing garage in Malvern Link. In 1909 he designed and built a car for his own use. Previously he developed the first independent front suspension in the engineering shop of Malvern College. He began production a year later and the company prospered. Production of three-wheelers approached 1000 by World War I and quickly resumed with both racing and touring models. Morgan's first four wheeler came in 1935 with three-wheelers phased out in 1952. Morgan continued to run it until he died at age 77 in 1959.

In 1990, the company was subject of a critique by Sir John Havey-Jones for his television programme *Troubleshooter*. Have Jones recommended modernising production and clearing the order backlog. The company rejected the advice, arguing that traditional techniques were part of the appeal of the company, and that a waiting list helped the company deal with recessions and preserved their exclusivity. Sales increased as a result of the programme and the company prospered. Sir John said he was very pleased to have been proven wrong in Morgan's case.



Peter Morgan, son of HFS, ran the company until a few years before his death in 2003. He was replaced as chairman by Alan Garnett, a non-family director, from 2003 to 2006. After Garnett's resignation, a four-man management team was established.

Charles Morgan (son of Peter), Matthew Parkin, Tim Whitworth and Steve Morris made up the new management team, and in 2010, after Parkin's resignation,



Charles Morgan was named managing director. In 2010, the MMC became dormant and all assets were sold to a new company called Morgan Technologies for an unpaid 15 million and which took over all the former assets of the Morgan Motor Company, Aero Racing, the Morgan M3W Company and all other companies bearing the Morgan name. This cured the negative equity that had occurred over the Charles Morgan tenure. UK Company House

In January, 2013, Morgan was removed as managing director, replaced by Morris, but continued as strategy director until October 2013 when he was removed both as an employee and member of the board of directors.

At the end of 2013, the shareholders appointed Andrew Duncan, a local solicitor and very close friend of the late Peter Morgan, as chairman. In 2016, he resigned as chairman and company director and was replaced as chairman by a new director, Dominic Riley.

In January of 2016, the Company was once again UK government funded by a £6 million grant by the British Government after a series of visits from UK politicians and Royals. In August 2018, the name of Morgan Technologies, was allowed to change its name back to The Morgan Motor Company while the original company, founded by HFS Morgan in 1957, had its name changed to a numbered company and accordingly registered at UK Companies House.

For most of its history, the company was owned by the Morgan family. A press release dated 5 March 2019 announced the acquisition of a majority stake in Morgan Motor Company Ltd by the Italian investment group Investindustrial. Though it was announced that as a part of Investindustrial's investment, management and staff were rewarded with shares in the company, this appears nowhere in the information registered at Companies House. And though it was also announced that the Morgan family retained a minority shareholding and would continue to be involved in the company this does not appear on any statement filed with Companies House. The price of sale was approximately the amount of the 2016 government grant which was used, at the time, to purchase back the land and buildings on Pickersleigh Road, that had been sold in 2005/6 to fund the company.



Bits & Brides Photography

THE TAILGATE COMPETITION

Competitors line up their motorcars on Sunday for a fun competition.

Awards, representing seven different categories in the tailgate picnic competition are hotly pursued by the Motorcar Owners.

In the past we have enjoyed safari themes, flamboyant recreations of Ascot, Sherlock Holmes, and the Best of Wimbledon, a pitiful dried out sandwich with a bottle of beer. English munchies to bribe the Tailgate Judges, a Teddy Bear Picnic and other creative presentations have delighted all onlookers!

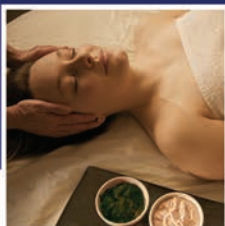
1. Most Creative
2. Most British
3. Best Costume
4. Best Tasting
5. Most Humorous
6. Best of Tailgate
7. Most Entertaining



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LAND ROVER HERITAGE

Land Rover was founded in 1947 based upon the design of Maurice Wilks. Maurice was the chief designer of the Rover Company and his brother Spencer was the Managing Director. It has been suggested that the design was influenced by JEEP. The Land Rover prototype, nicknamed "Centre Steer" was built on a JEEP Chassis and axles. (Be certain to see Jim Macri's 1947 prototype "Centre Steer" on display at British Invasion 2018.)

The early color choice was based upon military surplus supplies of aircraft cockpit paint and thus early vehicles were only available in varying shades of light green. Land Rover's first vehicle was launched in April of 1948. In 1958, the Series II was introduced. British Leyland Motor Company took over Rover in 1967 as part of their Rover-Triumph Division. Land Rover as a company has existed since 1978. In 1970, the Range Rover was introduced. In 1971, the Series III was launched and in 1983, the Land Rover 90/110 was introduced (renamed Defender in 1990). In 1987, Range Rover was introduced to the US market, following years of demand filled by gray market sales and in 1989 the Discovery is introduced.

In 1994, Rover Group PLC, including Land Rover, was acquired by BMW. This was followed by the introduction of a second-generation Range Rover. The original Range Rover was continued under the name "Range Rover Classic" until 1995. In 1997, the Freelander was introduced and in 1998, the second generation of the Discovery was introduced.

In 2000, Rover Group was broken up by BMW and Land Rover was sold to Ford Motor Company, becoming part of its Premier Automotive Group. In 2002, the third-generation Range Rover was introduced and in 2004 the third generation Discovery/LR3. 2005 marked the introduction of the Range Rover Sport. In 2005, the Jaguar AJ-V8 engine replaced the BMW M62 V8 in the Range Rover. In 2006, the second generation





Freelander was introduced. In 2006, Ford acquired the Rover trademark from BMW, who previously licensed its use to the MG Rover Group. In May of 2007, the four Millionth Land Rover rolled off the production line, a Discovery 3(LR3).

Ford retained ownership till May of 2008 when both Jaguar and Land Rover were sold to Tata Motors. The fourth-generation Discovery/LR4 was introduced in 2010, the Range Rover Evoque in 2011 and the 4th generation Range Rover in 2012.

In January 2013, Tata created Jaguar Land Rover as a subsidiary holding company. At the operating company level, Jaguar Cars was merged with Land Rover to form Jaguar Land Rover Ltd. as the single design, manufacture, sales company and brand owner for both Jaguar and Land Rover vehicles. In 2014, the New Discovery Range was introduced at the NY Motor show. In 2017 the New Range Rover Velar was introduced in London.

In June of 2018, Land Rover announced the launch of the New “Cortex” project In January 2013, Tata created Jaguar Land Rover as a subsidiary holding company. At the operating company level, Jaguar Cars was merged with Land Rover to form Jaguar Land Rover Ltd. as the single design, manufacture, sales company and brand owner for both Jaguar and Land Rover vehicles. In 2014, the New Discovery Range was introduced at the NY Motor show. In 2017 the New Range Rover Velar was introduced in London. In June of 2018, Land Rover announced the launch of the New “Cortex” project with the objective of creating self-propelled cars-robots that will be able to independently navigate off-road in all weather conditions.



XXXII

 2023

THE BRITISH CLASSIC

PEOPLE'S CHOICE COMPETITION CLASSES

- CLASS #1 BRITISH MOTORCYCLES
- CLASS #2 JAGUAR XK-120/140/150 (1949-1961)
- CLASS #3 JAGUAR SALOONS to 1970 – Mark IV, V, VII, VIII, IX, X & 420G
- CLASS #4 JAGUAR SEDANS (MK I/II, 420, S-Type, XJ6, XJ12, XJ6C, XJ12C)
- CLASS #5 JAGUAR XJS (1975-96)
- CLASS #6 JAGUAR (E-TYPE SERIES I /'61-'67)
- CLASS #7 JAGUAR (E-TYPE SERIES II ('68-'71) & III ('71-'74 & V12)
- CLASS #8 JAGUAR XK8 & XKR
- CLASS #9 JAGUAR F-TYPE
- CLASS #10 JAGUAR SUV's E-Pace, F-Pace & All Electric I-Pace
- CLASS #11 LAND ROVER Series I, II, III
- CLASS #12 LAND ROVER DEFENDER
- CLASS #13 LAND ROVERS (Except Series & Defender)
& RANGE ROVERS (All Types)
- CLASS #14 LAND ROVER MILITARY CLASS
- CLASS #15 MORGAN – TRIKES (3-Wheelers)
- CLASS #16 MORGAN – 4/4. PLUS-4
- CLASS #17 MORGAN – PLUS 8, Aero, & Other Morgans
- CLASS #18 TRIUMPH TR-2, TR-3, TR-3A, TR-3B
- CLASS #19 TRIUMPH TR-4 & TR-250
- CLASS #20 TRIUMPH TR-6 Through 1973
- CLASS #21 TRIUMPH TR-6 From 1974
- CLASS #22 TRIUMPH TR-7 & TR-8
- CLASS #23 TRIUMPH SPITFIRE & GT6
- CLASS #24 TRIUMPH, Other (Stag, Herald, Sport Six, etc.)
- CLASS #25 LOTUS - All Models up to 1995, Except Seven
- CLASS #26 LOTUS – All Models 1996 to Present



Featured Marques



- CLASS #27 LOTUS SEVEN
- CLASS #28 MINI SALOONS, 1959 – 1969
- CLASS #29 MINI SALOONS, 1970-2000
- CLASS #30 MINI VARIANTS, 1959-2000
(Non-saloons, including Vans, Estates, Mokes, Pickups & Cabrios, plus Riley Elf and Wolseley Hornet)
- CLASS #31 NEW MINI (2001 to present)
- CLASS #32 ROLLS-ROYCE & BENTLEY
- CLASS #33 AUSTIN-HEALEY 100 (BN1-1953/54, BN2-1955/57)
- CLASS #34 AUSTIN-HEALEY 100/6 (BN4 & BN6, 1956-59) & 3000, Mark I & Mark II (BN7 & BT7, 1959-62, Side Curtains)
- CLASS #35 AUSTIN-HEALEY 3000. Mark II and Mark III, BJ7 (1962/64) & BJ8 (1964/68 - Roll-Up Windows)
- CLASS #36 AUSTIN-HEALEY SPRITE (BUGEYE & SQUAREBODY)
- CLASS #37 SINGER
- CLASS #38 ASTON MARTIN & LAGONDA
- CLASS #39 BRITISH TAXI_s
- CLASS #40 MG – MG Pre-War & TC
- CLASS #41 MG TD
- CLASS #42 MG TF
- CLASS #43 MGA 1955/6-1959 (including 1500 and Twin Cam)
- CLASS #44 MGA 1959-1962 (including MGA 1600, MKII and Deluxe)
- CLASS #45 MGB (Early Chrome Bumpers – 1963 - 69)
- CLASS #46 MGB (Late Chrome Bumpers – 1970 -74)
- CLASS #47 MGB (Early Rubber Bumpers – 1974 1/2 - 78)
- CLASS #48 MGB (Late Rubber Bumpers & LE - 1979-80)
- CLASS #49 MGB/GT
- CLASS #50 MGB V8, (Factory and Conversions)
- CLASS #51 MGC (Roadster and GT)
- CLASS #52 MG Midget
- CLASS #53 MG Other (1100, MG Y-type, ZA and ZB Magnette, etc.)
- CLASS #54 AUSTIN & MORRIS
(All Models except Mini)
- CLASS #55 SUNBEAM (ALPINE, TIGER & Others)
- CLASS #56 ROVER CARS
- CLASS #57 TVR
- CLASS #58 JENSEN
- CLASS #59 DAMILER
- CLASS #60 BRITISH MOTORCARS – OTHER SPORTS, SALOONS & SPECIAL INTEREST
- CLASS #61 OPEN CLASS - Friday Registrants



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