

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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July 2010

[www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

## 2010 DVJC Slalom Coming Up July 24th—Application Inside



## JAGUAR HUMOR ISSUE

*Previous Slalom photos are posted throughout this issue.*



## Newsletter Contents

Advertising Rates .....	3
List of Officers .....	3
Upcoming DVJC Events.....	4
Upcoming Other Events.....	4
The Prez Sez .....	5
Trip in a '65 XKE .....	6
DVJC Slalom Flyer.....	7
Int'l. Historic Motorsport Show .....	9
Tools (& experience using them) .....	11
XKR 75 Information .....	13
Jag Humor & Conjecture .....	14
British Car Ice Cream Social Flier .....	13
Simeone Foundation Flier .....	17
Classifieds.....	20



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Lindley Motors .....	3
American Collectors Insurance .....	12
SNG Barratt .....	18
CloverLeaf .....	19
Welsh Enterprises.....	19
JC Taylor.....	20
DVJC Customized Merchandise.....	21
Jaguar Main Line and Jaguar Willow Grove .....	23
XKs Unlimited .....	24

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# Upcoming DVJC Events

**July 24, 2010**

**DVJC Slalom** (*Sanctioned*)

**Garnet Valley High School, Glen Mills, PA**

Contact: Brian Craig 215-483-5861 or [bhc166@aol.com](mailto:bhc166@aol.com)

**October 9, 2010**

**Brits at the Village Annual Car Show** (*Non-sanctioned*)

**Featured Marque—Jaguar**

**Peddler's Village, Lahaska, PA**

Contact: Glenn Davis 610-436-4400 x107 or  
[gdavis@buckleyllp.com](mailto:gdavis@buckleyllp.com)

**October 29-31, 2010**

**Pumpkin Run Rally** (*Sanctioned*)

**Millsboro, Delaware**

**Northeast Rally Club and DVJC**

Contact: Kurt Rappold 610-358-4055  
[Northeastrallyclub.com](http://Northeastrallyclub.com)

# Upcoming Other Events

**July 10, 2010**

**Summer Slalom**

**Jaguar Auto Group**

**Jaguar headquarters, Mahwah, NJ**

Contact: Paul Delatush, 201-602-1575  
[pad@delatush.com](mailto:pad@delatush.com)

**July 24, 2010**

**British Car Owners Ice Cream Social**

**British Motor Club of New Jersey**

**Vineland New Jersey**

**August 12, 2010**

**Gordon Whitby at Normandy Farms**

**The Austin Healey Sports and Touring Club**

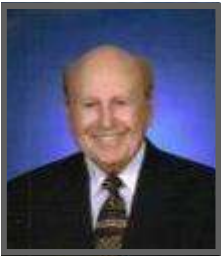
*See Information Enclosed.*

**October 17, 2010**

**Memorabilia and Collectibles Show**

**Harrell's Miniatures and Simeone Museum**

*See Flier Enclosed.*



## The Prez Sez July 2010

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It's tough getting started this month with all that transpired at the Concours! Mix in a few vacations by those who helped and you get behind in the paperwork aftermath. I hope those that didn't receive their awards or a copy of the scoring sheet will be patient. I know my Chief Judge Kurt Rappold is working harder than usual in sending out the awards to those that did not receive them and ensuring the score sheets are complete before mailing them to you. Every entrant whose car was judged will receive one!

I know there were several members that entered for the first time and are anxious to what was deducted. One of the things that might be disappointing to them is why they didn't receive a higher award, after receiving first place awards at other car shows. The difference is in the judging standards that require authenticity, especially in the Champion Division, where no slack is allowed. I believe one car in particular had several Jaguar approved accessories, but failed to bring the proof of such along. I haven't seen the score sheet and I don't know if a protest is being considered, but there is a process of appeal that an entrant can pursue. All in all, I was delighted with the number of entrants and the grouping of cars of similar types that I mentioned last month, and bears mentioning again! Perhaps more clubs will try it.

We plan on returning to **Oakbourne next year** and will apply for our Sanction later this Month for **June 5<sup>th</sup> for 2011**. I had a planning meeting with the **Cars Of England** Chairman the other night and he agreed on the date. That will be our third year at this location and I'd like to expand the venue to provide more opportunity for our members and entrants to participate. However, due to the large number of Post entries a consideration by the executive committee for next year will be to allow participation as Display Vehicles only. It takes the chaos out of assigning Judges.

I'm still looking for someone to join our Newsletter Staff and learn what is required to be our Editor. Currently Brian & Pauline Craig are assembling the items that are furnished to them, such as the Prez Sez and the Roving Reporter. The items such as the advertisers, cars or auto related items for sale, DVJC Sanctioned events, other events and of course a table of contents. The cover page is

something that's chosen based on a past or future event, a person, a car, or perhaps something imaginative and appropriate. Last month was the Concours for instance and this month probably something to promote our Slalom event on July 24<sup>th</sup>.

I'm trying to organize a pre-publishing meeting between a prospective editor and the current staff, to show how each of us contribute toward the contents and participate in the assembly of the newsletter. **Why not contact me and say, "I'd like to give it a try!"**

The executive Committee will meet on Saturday morning on July 17<sup>th</sup> to discuss the Concours results and agreement for next year. It's also a time to look at our planning objectives and the events for the remainder of this year. My objective is to enroll more members and to involve more of our current members to participate in helping out.

Finally I'd like to see more of our newer members participate in the **Slalom**. It's a real fun experience and sharpens your driving skills. In addition knowing the way your car could perform in an emergency situation. Completing the course successfully in the fastest possible time is the object, but basically it's a skill and concentration thing first! for speed doesn't count if you do not complete the course.

Each year I challenge the gals in our club to participate and this year is no exception. Please give it your consideration. You can always be a spectator and see the fun you're missing, then join us for lunch immediately after. Brian Craig is the Slalom Chairman. Give him a call or e-mail with any questions. The registration form is available in this issue or On-line at our web-site.

**Be Courteous, Drive Safely, and Have Fun,**

*At your service,*

**President Charles Olson**

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## Three-Thousand miles in a '65 XKE

By Terry & Karen Lippincott

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This past winter we were invited to join friends in Key West for a long weekend in the middle of March. We decided to take a few extra days and drive our 1965 XKE roadster. We've owned this car for 39 years and for a number of years it was our only mode of transportation. The car has 250,000 thousand miles on it. 40,000 miles ago. Terry rebuilt the engine and this past winter replaced the clutch and did general maintenance .

A couple of days prior to leaving, Terry packed the car with extra parts (spare tire & wheel, tubes, alternator, points & condenser, tools, etc.) We packed our clothes in duffle bags and off we went around 6:15 am on March 16th taking the Pa. Turnpike to Route 81 South to avoid the Beltway around Washington, D.C. then picked up Route 77 & 26 to connect with Route 95 South. After driving 800 miles we spent our first night just outside of Savannah, Georgia.

The next day we continued on Route 95 South to Jacksonville, Florida connecting with Route 10 West then Route 75 to Route 50 and Route 19. We stopped for a couple of hours to visit with **Sue & Gary Hagopian**. We met Sue & Gary years ago when we were helping customers show cars. Now Gary and Terry both race their XKE's in Vintage Racing. We continued on our way picking up Route 75 South to spend our second night near Fort Myers.

The third day we continued on Route 75 South thru the Everglades to Route 821 South. Just after going thru the last Toll Booth the condenser died. (It was only 10years old) An hour later with the spare condenser & points installed, we were on our way. When we reached the Keys we happened on an old NAPA store. Terry bought a Volkswagen condenser (they didn't carry Mallory) just in case we needed it. We finally arrived in Key West around 4pm that afternoon.

One of the mornings in Key West, Terry spent an hour to "jury rig" the newly purchased VW condenser by grounding it and mounting it in place just in case the one being used would die.

We had a wonderful weekend in Key West and on Sunday March 21<sup>st</sup> we departed around 9:30 am. We weren't out of Key West very far when the condenser died! (We've been having trouble with Mallory Condensers) Thanks to Terry's foresight The next condenser was connected within minutes. We continued on U.S. 1 to Route 821 North to Junction with Route 95 North. While on this route we ran into a tremendous rain storm! In fact it was so severe, vision was almost non-existent. We pulled off the road under a bridge along with other vehicles and waited for about 15 minutes until it slowed a bit. We

continued on and spent the night just outside of Jacksonville off Route 295.

We parked at the hotel, ate dinner and as we went to get our luggage, discovered the left front tire was flat! Terry decided he'd change the tire in the morning, he had enough for today. We left the hotel and with some difficulty found a tire dealer who reluctantly replaced the tube in our flat tire. The dealer was afraid of being sued if he damaged the tire or wheel, resulting in a "blowout"! The spoke wheels on our car require tubes, because they are not self sealing. We always carry a spare wheel and tire as well as a spare tube. After about an hour delay we were on our way continuing on Route 95 North.



We spent Monday night at Rocky Mount, North Carolina, after the rest of the day was uneventful.

Tuesday we continued on Route 95 North to 495 on the West side of Washington D.C. to pick up Route 270 North and junction with Route 15 heading North to the Pa. Turnpike arriving home late afternoon around 4pm. Checking the odometer we discovered we had **safely driven a round trip total of 3,075 miles! Our average speed for the trip was 75-80 mph & got about 18mpg!**

It was a good trip in our E-type Jag and we won't hesitate to take other excursions to new destinations. Experience taught us to make a few changes on the car before our next trip, but we're anxious to do it again.

In retrospect, the thing that surprised us were the many "thumbs up" from young guys in pickup trucks, people riding motor cycles and various folks asking us about the car when we stopped for fuel. The disappointment was the number of people driving new "Jags" showed absolutely no interest. Perhaps they were driving a status symbol rather than an automobile. I'm sure they didn't know or care that the status symbol they were driving was the result of the engineering, road testing and racing experience of cars like we were driving!





**DELAWARE VALLEY JAGUAR CLUB**  
**7th ANNUAL SLALOM**



**Saturday, July 24, 2010**

**8 AM to Noon**

Rain date: Sunday, July 25, 2010

**GARNET VALLEY HIGH SCHOOL**  
**HOME OF THE GARNET VALLEY**  
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Brian Craig  
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See next page for map

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Phone No.: \_\_\_\_\_

Jaguar Model: \_\_\_\_\_

Email: \_\_\_\_\_

Jaguar VIN: \_\_\_\_\_

Jaguar Year: \_\_\_\_\_

Check Number: \_\_\_\_\_

Jaguar License No.: \_\_\_\_\_

Slalom Class: \_\_\_\_\_

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 24, 2010. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## DVJC 2010 SLALOM

### Directions to Garnet Valley High School Glen Mills, PA



#### **DIRECTIONS:**

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

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

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

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

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

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



## Race Retro International Historic Motorsport Show 2010 and a Broadspeed Jaguar XJ12 Coupe

By DVJC member, "Where's Bob?" De Lucia

DVJC member "Where's Bob?" De Lucia, and two fellow Jaguar owners, made a recent long-weekend trip to the UK for British car-related activities. Bob was invited by the media organizer to attend the Race Retro International Historic Motorsport Show 2010 at Stoneleigh Park, Coventry (same site as the annual International Jaguar Spares Day Show), and took advantage of the gracious invitation to attend this massive 3-day show. The show consists of four large halls of racing and rally displays, racing and rally parts, classic cars, stage interviews, and an autojumble. There are also outdoor activities, such as a historic rally car exhibition display including a 4-lap run, and numerous classic cars, with the featured marquees of this show being the Alfa-Romero and Audi Quattro. In 2011 the featured marquee will be Jaguar, so that would be a good year to attend. The featured marquee usually has several club car displays in the halls, as well as VIP parking. There were at least 100 various Alfa-Romeos, and with Jaguar the featured British marquee, there will be hundreds in 2011.

As I mentioned, each day a display of about 60 various rally vehicles and rallye teams open to the public to inspect, and then later to watch full-race exhibition laps around the 1 mile rough paved circuit created for them. Road Rally is a huge sport in the UK. Included in this exhibition rally, in addition to the Ferrari, Aston-Martin, Triumph, Rover, Porsche, and of course Jaguar. The three of us were chatting at a wine reception at the show with Tony Mason, John McNeahy, and Russell Brookes. John owns one of the Andrews Rally Cars, and we eventually surmised that both Russell and Tony are Classic Rallye drivers, attending the show, or so we thought. For those of you that are "Top Gear" fans, we also had the pleasure of meeting 1984 World Rally



Champion, Stig Blomqvist. Yes, that Stig, the original who "Top Gear" based their character on!

The famous Group 2 touring car, a Broadspeed Jag-

uar XJ12 Coupe was there, this was the first works race Jaguar since 1956, and it was in the 1976 European touring car championship. Restored after being bought from the Jaguar Daimler heritage trust, it is in its full race specification, ready for historic touring car racing today. The car won in its debut in October of 2009, in the Master's 1970's touring car race in the UK.

There was also a marvelous display of Lister Jaguars. Also the highly-regarded Jaguar enthusiast, Paul Skilleter, was there to sign copies of his new book, "Lister-Jaguar - Brian Lister and the cars from Cambridge", which chronicles the company's sports cars, Brian Lister (who was at the show) and their successes in the 1950's using Jaguar engines. In the 1990's the Lister name was revised, running again with Jaguar engines at LeMans and Daytona, winning the FIA GT Driver's and Team championship in 2000. The Lister-Jaguar won at almost every circuit in Britain and, entered by Briggs Cunningham, was virtually unbeatable in America. It continued to keep the Jaguar name in the forefront of sports car racing long after the D-type became obsolete. The green and yellow cars from Cambridge were simply the best of their kind, and added lustre to Jaguar's name and to the reputation of British engineering.

In addition to the Retro Show, "Where's Bob" used some connections, to secure an invite to a private factory tour of the new Aston-Martin headquarters, located near the Heritage Museum in Gaydon. This tour is not open to the public. We have been travelling to the UK now for over ten years, arranging many factory tours. Previous factory tours have included both of the Jaguar facilities (the now demolished Brown's Lane, and later the new Castle Bromwich facility) Lotus, Morgan, Mini, and the now closed TVR factory in Blackpool. This was the best of those various tours. First of all, the cars being assembled are included in the list of great "supercars" of the world, so the "eye candy" was amazing. Secondly the tour guide was excellent. After some tea and cookies, and a lot of Aston-Martin history (the name Aston comes from a Hill Climb) he showed us, in-depth, the assembly process. The factory tour was where we saw DB9s and Vantage model body shells just waiting to be built. Further down the line, dashboard assemblies were being checked and installed. Did you know

## Race Retro International Historic Motorsport Show 2010 and a Broadspeed Jaguar XJ12 Coupe (cont.)

the drive-shaft on a DB9 is made of carbon fiber ? (for better throttle response). Aha, but alas no pictures were allowed inside the factory. We also had the rare opportunity to see, sit-in, look at the massive 7.3 liter V-12 engine, and “kick-the-tires”, of the new Aston-Martin One-77, which is their new super, super car. As the name implies, they will manufacture only 77 of these models, with 60 orders already being taken. The car will sell for a cool 1,000, 000 GBP, second only to the [Bugatti Veyron Fbg par Hermes](#), for a production vehicle.



Monday dawned bright and sunny. With no time to waste, we headed just below Oxford to the Aston-Martin Heritage Museum. There we were shown an interesting look into the Aston-Martin archives, and the oldest Aston Martin. A fine Pub lunch capped our trip before boarding our plane at Heathrow.

All in all, yet another memorable auto-related trip to the UK, adding to the eleven years of experience in 'quick weekend motoring history touring of the UK'.



We were also fortunate enough to catch-up and have dinner in Kenilworth with friend and British Car author, Graham Robson. Graham is doing well and will have another book publishing in April, (around his 150<sup>th</sup> publication) about the 40<sup>th</sup> anniversary of the 1970 World Cup Rally, this London-Mexico World Rally is still the longest and most ambitious event of its kind to date. Graham was a travelling controller on the event itself. British Leyland had four Triumph 2.5PI saloons in the race.

On our final day of the show, Sunday, we left the Midlands for the Cotswolds for an excellent little motoring museum in Bourton-on-the-Water, and the weather for driving in the Cotswolds could not have been more pleasant a spring day! Sunday night is traditionally devoted to packing up the our hard-earned bits and pieces from the autojumble. My colleague Mark was prepared this year with an extra suitcase, and bubble wrap. My other colleague, Lou bought the duct tape and tools, while I used my extra frequent-flyer miles for 3, get that **THREE** checked bags (golden) a true team effort! After all was packed, it was off to the local Kenilworth “Virgins and Castle” for a victory cigar and a couple pints.



## TOOLS (and an Experience Using Them)

Main source material from the XK8 group of Jag-Lovers.com website

By Larry Schear

Re: Two-ton Engine Hoist - The first time Bob Roggio and I pulled an engine from our wrecked XKE (Lime Rock Park 'surplus' - later to become The Turquoise Terror) - we were following the step-by-step directions in the Jaguar Shop Manual and were trying to extract the engine from the engine compartment, after removing the bonnet and all identified connections (pipes, wires, drive shaft, etc.) - began using the engine hoist tool (differential chain fall) and the engine

was coming out, when the body started to follow it! We were admittedly 'green' in autowork (compared to now) and we couldn't understand why the body was moving too - soon found that the Jaguar manual-writers, unlike the guys who do the Haynes set of manuals, apparently never actually pulled an engine, and had overlooked the mechanical choke cable to the carb linkage!!!

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### Tool Definitions for men and any woman brave enough to use them.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where *nothing* could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, s\_\_t!!!"

**SKILL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to

completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

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## TOOLS (and an Experience Using Them) cont.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit usually smashing the thumb that is holding the object that you are trying to pound into whatever it is that you are working on effectively elimi-

nating the need for manicure care on that thumbnail for weeks. See: **Son-of-a-b\*\*\*h TOOL**

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. It is especially useful for slicing work clothes, but only while in use.

**Son of a-b\*\*\*h TOOL:** Any handy tool that you grab and throw across the garage while yelling, "Son of a b\*\*\*h" at the top of your lungs. It is also, most often, the next tool that you will need.



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## XKR 75 Information forwarded by:

DVJC member, "Where's Bob?" De Lucia

**Jaguar Land Rover's new CEO, Dr Ralf Speth, challenged his engineering team to create an exclusive, limited-edition XKR to celebrate Jaguar's 75th anniversary this year. The resulting XKR 75 will be seen at the Goodwood Festival of Speed, which starts next Friday, 2 July.**

Power and torque of the 'standard' 5.0-litre supercharged engine have been increased to 530PS and 655Nm, with a top speed electronically limited to 174mph.

The **XKR 75** dispatches 0-62mph (100km/h) in 4.4 seconds, instead of the 4.6 seconds of the standard 510PS XKR.

advertisement



As well as the increase in performance, the **XKR 75** has an upgraded suspension and handling package, with a revised aerodynamic body pack that features a front splitter, side sill extensions, a rear diffuser and larger rear spoiler.

There's also a sports exhaust with improved acoustics, Jaguar promising a "pulse-racing growl".

Says **Mike Cross, Chief Engineer Vehicle Integrity**, "We conceived the **XKR 75** as a sportscar with a duality of character that makes it perfectly suited to driving across Europe to the **Nürburgring**, completing some very fast laps, and then driving home again."

The limited-edition **XKR 75** has a new **Stratus Grey** finish, with red brake calipers and 20-inch gloss **Vortex** forged lightweight al-

loys, featuring a dark technical finish and diamond turn. An optional body graphic runs – if the customer chooses it – from the front bumper to the rear haunches. Inside, the finish is **Charcoal** with ivory

stitch, plus piano black detailing to fascia and centre console and a **Jet** suedecloth headlining.

Just 75 examples of the **XKR 75** will be produced, available to order from July 2010 in the UK, priced from £85,500 OTR. Deliveries start in October. As well as the **UK**, the **XKR 75** will be available in **Germany, France, Italy, The Netherlands** and **Belgium**.

## British Car Owners' Ice Cream Social

Time: Saturday July 24, 2010 6pm - 9pm

Location: 5 Points Custard, Rt 540 + Rt 557, E. Vineland, NJ

Marque: All British cars + British motorcycles

Entry fee: Free

Host: British Motor Club of Southern New Jersey

*Casual evening gathering of British Motorcars and their owners.*

*Free / No Judging*

*Non Members Welcomed / Rain or Shine*

*Door Prizes /16th Annual*

*Attendance 40 to 60 cars per year*

*Plenty of ice cream and conversation*

---

### **You know you've owned a Jaguar too long when.....**

- The following came from a local Jaguar Newsletter submitted by George Cohn:

You know you've owned a Jaguar too long when.....

- You always park downhill.
- The guy at the parts house is listed as a dependent on your income tax form.
- You get in a car and are surprised when all of the instruments work.
- You tell your wife that you were out until 3AM because the car broke down.....and she believes you.
- The family is no longer upset in having to share the dinner table with a bunch of SU parts.
- You don't trust anyone named Lucas.
- When your generator dies, you just pull another out of your Lucas pile of bits.
- You wash your hands BEFORE working in the engine compartment.
- You'd rather give the family pit bull a bath than tune your SU carburetors again.
- You allow four hours for a trip, 3 for repairs and 1 for driving.
- You can unstick a jammed starter in the dark, in the rain, in 5 minutes and don't think it's a big deal.
- There's no oil on the garage floor so you know the car's completely empty.
- Your car makes a funny sound and you immediately know what's wrong, how much it will cost, and what tools you will need to repair it.

---

### **Caveat Emptor !!!**

Nothing beats looking at a car advertised as "like new" and finding it actually looks like two wildcats got loose in the interior. Below are a few common phrases in used car ads and what they really mean.

"Needs nothing" means "I like it the way it is, but of course I am easily pleased."

---



## JAG Humor & Conjecture (cont.)

*Contributed by Larry Shear*

"Over \$\_\_\_\_\_ spent in past year" means "I am tired of throwing money down this rat hole, now it can be your turn."

"Turns heads" means "people turn away to barf when they see this coming."

"Rare optional \_\_\_\_\_" means "Original owner ordered options no one wanted then or now."

"Rare color combination" means "Original owner had no taste."

"Complete cosmetic restoration" means "I just invested in a can of simonize and a bottle of Armorall."

"Partial restoration" means "Couldn't spring for the Armorall."

"Spares included" means "You can also have the worn out parts I took off of the car."

"Recent complete mechanical overhaul" means "I just added a name brand ring and seal sealer (mechanic in a can) to the oil."

"No rust" means "Bondo does not rust"

"Some rust" means "Iron oxide lover's dream."

"Never driven in rain" means "Refuses to run in damp weather and the wipers don't work."

"Never driven at night" means "Lights don't work either."

"Drive it home" means "be sure to bring a cell phone and your AAA membership card when you pick this one up."

---

### LUCUS JOKES

- The Lucas Light Switch has three positions: Dim, Flicker, and Off or Smoke, Smolder and Burn.
- 
- Lucas: Prince of Darkness
- 
- Lucas: Father of the Intermittent Wiper
- 
- Why do the Brits drink warm beer? They have Lucas refrigerators!
- 
- Did you hear the one about the failed British space mission? when the astronauts saw that all the electronics were by Lucas they ran screaming off the launch pad.
-

## JAG Humor & Conjecture (cont.)

*Contributed by Larry Schear*

- I have had a Lucas Pacemaker for years and never had any trou...
- 
- How to make AIDS disappear? Give it a Lucas parts number.
- 
- It is not true that Lucas systems use AC current; it just has a random frequency that's all.
- 
- It is not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's law. They withdrew their efforts when they met too much resistance.
- 
- Lucas QA called and told the engineer they had trouble with his design shorting out so he made the wires longer.
- 
- Lucas is coming out with a Bra for the E-type. Only drawbacks are that it sags, only comes with spikes, and only comes in an E-cup.
- 
- Recently, Lucas won out over Bosch to supply the electrical for the new Volkswagens. So, now the cars from the Black Forest will come with electrics supplied by the Lord of Darkness -- how appropriate!
- 
- Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
- 
- Recommended procedure before taking on repair of Lucas equipment: Check the position of the stars, kill a chicken, and walk 3 times sunwise around your car chanting "Oh, mighty Prince protect your unworthy servant..."



## SAVE THE DATE

October 17, 2010  
10:00 A.M. – 4:00 P.M



### Memorabilia and Collectibles Show

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Presented by Harrell's Miniatures and Simeone Museum volunteers

## The Austin Healey Sports and Touring Club

has invited the Delaware Valley Jaguar Club members to hear **Gordon Whitby** speak at the Normandy Farms in Blue Bell on Thursday evening August 12, 2010.

Gordon is the author of *Earning the American Dream*, a memoir of the failure of B.M.C.

According to the agenda Gordon will be speaking at 7 P.M.

followed by the Charity Auction which benefits

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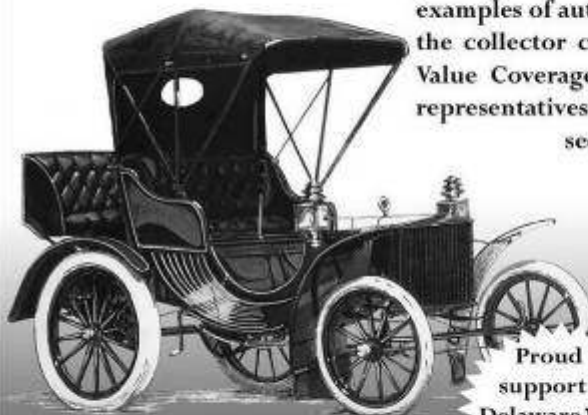
**'84 Jaguar XJ6 Series III, in excellent condition. Dark Brown with a tan interior. 138,000 mile well maintained one owner vehicle. Asking 5,500 or best offer. Can be seen at the Motorworks Engine & Repair Center, 1739 N. Olden Ave. Trenton, N.J. 08638. 609-882-7995 Ask for John**

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100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant

Colors: Forrest, Stone

Price: S-XL: \$39.95    XXL: \$45.00    3XL: \$47.50    4XL: \$50.50



## **Ultraclub 8536 Pique Golf Shirt**

White body pique golf shirt with multi-stripe trim.

Colors: White w/Green Trim

Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50



## **Lee (83062)**

Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle

Colors: Stone, Moss

Price: M-XL: \$28.50    XXL: \$33.50



## **Lee Mens (71808)**

Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs

Natural, Hunter Green

**NEW LOWER PRICE!!** All sizes: \$28.50



## **Folding Camp Chair**

Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair.

Color: Hunter green

Price: \$28.95



## **Mesh Camp Chair**

Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.

Color: Hunter green

Price: \$28.95



## **Hat (#1701)**

Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo

Colors: Jaguar green

Price: \$7.00







## **Hat (#3701)**

Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo

Colors: Jaguar green

Price: \$7.00

## DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<b><u>DVJC Pin</u></b> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<b><u>Folding Table</u></b> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95
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