

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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August 2010

www.jcna.com/clubs/dvjc

2010 DVJC Slalom July 24th



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Jaguar



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Upcoming DVJC Events

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*

October 29-31, 2010

Pumpkin Run Rally *(Sanctioned)*

Millsboro, Delaware

Northeast Rally Club and DVJC

*Contact: Kurt Rappold 610-358-4055
Northeastrallyclub.com*

Upcoming Other Events

August 12, 2010

Gordon Whitby at Normandy Farms

The Austin Healey Sports and Touring Club

See Information Enclosed.

August 14-15, 2010

New Hope Auto Show—Jaguars on the 15th

August 22, 2010

A Taste of Britain, Forney Polo Field, Rothsville, PA

September 4-5, 2010

Nations Capital Jaguar Owners Club Concours, Reston VA

September 12, 2010

Radnor Hunt Concours

September 19, 2010

Buckingham 12th Annual Concours, Breakfast starts at 8 AM

September 25, 2010

Brits on the Beach , Ocean Grove, NJ see www.pedc.org

October 17, 2010

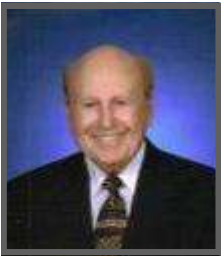
Memorabilia and Collectibles Show

Harrell's Miniatures and Simeone Museum

See Flier Enclosed.

October 17, 2010

**Historical Car Club of Pa annual fall outing at the
DCCC campus,**



The Prez Sez August 2010

big difference in cost of coverage.

Despite the extremely hot weather forecast we had our Sanctioned Slalom attended by thirteen participants. The times were faster mostly because of the hot day, the tires seem to get a better grip. Brian Craig was the Slalom Chairman and had things well organized. He has included a report and listed the individual scores in this issue. For those of you that go-“on line” you’ve already received them and can see how you rank Nationally. For our new members the term “Sanctioned” means that a uniform set of rules are stipulated by the JCNA, apply to the events for everyone participating. Brian Craig the Slalom Chairman has reported on this dynamic fun type of event on later pages of this Issue.

I seem to dwell on these Sanctioned events perhaps more so than the other events that are listed in the Purr under the category of **DVJC & Upcoming Other Events**. This is where the members are provided a variety of opportunities to select, using their Jaguar or other vehicles to participate. **Participation** is the key word and we do want you to do so. After all isn’t that why most of you joined?

In addition I suppose some of you were looking for trouble shooting problems, Cars and Parts for Sale, where can I get my Jag repaired besides a dealership, restoration shops, authenticity info and maybe just an insurance break by belonging to a club. ***Well they’re all right here in this Purr publication your reading.*** Look at our advertiser’s listings on the various pages that offer everything from parts to a full restoration service. The insurance companies that advertise here also have categories that fit your needs. Just tell them what type of driving you do or that your car is just parked and not driven at this time. A

We also have 3 of our members listed as **Technical Advisors** in the Officer’s Information Block. In addition the JCNA has a Technical Forum where members post questions and receive answers from other members with similar a problem. Click –on the JCNA Clubs Of North America Home Page and look at the green Bar at the top of the page, click on Forums.

This reminds me of my effort to get more of you to ***receive your monthly Purr electronically.*** You’ll have it as soon as our Web-master posts it- and **in color** yet! Most importantly you save your club \$1.50 an issue in printing and mailing costs. Now how ‘bout your cost in time and ink? Well you don’t have to download the whole issue to save ink, for you can simply scroll to the page of interest and print that page only. If you can’t take the time to go thru it then-just punch “Print” and walk away to download the whole issue, then pick it up later and ***read the whole thing!*** Also I store the issue electronically in my “My Documents” portion for easy reference.

Finally look at the **Upcoming Events Page** a lot’s happening between now and our next **Sanctioned event called The Pumpkin Run** at the End of October. I’ll have more on this in an attempt to add more participants, something a bit different than in the past. Now in the meantime the New Hope Auto Show is scheduled to be held August 14th & 15th just a little over a week away. Sunday the 15th is for Jaguars, 1984 and older.

Be Courteous, Drive Safely, and Have Fun,

At your service,

President Charles Olson



President Charles pushes his pride and joy hard!

CONGRATULATIONS !! OVERALL WINNERS



Rich Rosen and his 1971 E-Type



Rich Rosen—1st Place Overall, 44.955 seconds



Steve Kress—2nd Place Overall, 46.268 seconds



Steve Kress and his 1973 E-Type



Charles Epstein and his 1971 XKE



Charles Epstein—3rd Place Overall, 46.646 seconds



Roving Reporter

By: Michael Tate August

CRUISING IN THE SUN. CELEBRATING 75 YEARS

I thought five weeks (38 days) vacation would be a little too much. Boy was I wrong? The sun shone, the temperatures were in the 70/80 degrees, only one day had showers. The drinks were cool and tempting and the food was so good it was hard to resist. Where were we??---England of course. We travelled by X-Type Sedan, by X-Type Wagon and by Automatic Mondeo (It's a Jag isn't it...or is it the other way round?) We had the latter for one week and Mo, my wife, did all the driving and that's no picnic. I stressed that it was automatic as when, to my amazement, I went on line to order a car at Avis they told me they could not supply an automatic!! Would you believe it!. Hertz were more accommodating but I could not order on line. I had to phone. So I did and they came up with the Mondeo. Nice car and spacious with all the latest widgets the most confusing of which was how to turn the radio on. After trying various alternatives I gave up and resorted to reading the manual. Don't we hate doing that? Anyway the manual instructed me to use the "on/off" switch not located anywhere near the radio!

Driving in England is a major obstacle course. First there is the round- a- bouts. Then the road widening. Then the aggressive drivers. Then the cameras. Then the traffic coming at you from the right. Then the narrow roads with cars parked both sides and guessing which lane to be in when entering cities. Mo excelled and coped with all these problems, of course, with my advice from the passenger seat! I am placed there because of my blind right eye as, though I am happy in the USA, I believe I would be tempting fate with traffic coming from the right. Dealing with cameras and road widening are easy to overcome. I did not meet a person who had not been caught and fined and they spoke of this as though it was a badge of honor. Cameras are everywhere, especially on road widening. Avoidance is easy....read the signs and keep strictly to the speed limits. There is no lee-way. A friend got done for doing 32 in a 30 and our correspondent PGT got done for doing 37 in a 30. Fined \$90 he then had the alternative of getting 3 points on his license or going to driver's education. He chose the latter. License is lost with 12 points plus insurance increases with any points. Finding the round-a-bout exits, guessing which lane to be in and aggressive drivers were dealt with a small American flag. If we wanted to change lanes in a line-up of traffic and no one is giving way I stuck my hand out and waved the flag. It worked every time. Round-a-bouts we just kept circling 'till we found our exit and then, waving the flag, dived for it next time round. The flag always worked with aggressive drivers...you know....horn blowers. Example: Edging into the city of Bath (Romans built baths there in the hot springs in 60AD) we had to try and merge into the inside lane but the female next to us would not give an inch. When I

looked at her the grim face said "no way mate" Not even a smile worked so out went the US flag and she smiled and gave way!! Navigating the narrow roads ,which were not built for to-days traffic (the Romans did not have 18 wheel trucks) was simply a matter of being patient and give and take.

JAGUAR IS WINNING

The multiplicity of cars in the U.K. is fascinating and distracting. Distracting because I had never seen 80% of them. Small is the word. Differing brands of Smart cars are everywhere and even Mercedes have one as had all the major manufacturers. Have you ever heard of the Figaro. No...well neither had I. I thought it may give us a song but the owner assured me..."not so"... just the sweet sound of its exhaust as it did some amazing miles to the gallon. SUV's were scarce with wagons being more popular. My sister-in-law's one week old VW diesel wagon did 60 to the gallon. Land Rover's are very popular and it was announced with some excitement that Victoria Beckham had been engaged to give LR design cues for future models. So when someone wraps a Land Rover round a tree they can truly say they "bent it like Beckham!" (That's original---honest)

Yes the majority of models are small BUT you would not believe the number of Bentleys, Aston Martins, Maserati's (The more I see one the more it looks like a copy of the XK8), Ferrari's but most common was the Aston Martin. Despite the economic problems there certainly seemed to be no shortage of money. Perhaps they were driven by all those rotten bankers! But what of Jaguar? All was joy. I saw dozens of X-type saloons and wagons. I saw my first XJ on the road. A real show stopper. A real stand out. The XF is flying out of the showrooms and already there are 25,000 on the UK roads and it has just won its 60th award for excellence. In fact the news has never been better. Year on year sale improvement for the XK and the XF are sensational. XK sales are up 25.4% and XF 67.2%. With my brother-in-law John I visited a Jaguar showroom in the North of England. He has had his X-Type for 8 years and lives near Hadrian's wall. Hadrian had the distinction of heading the Roman Army and built the wall from West to East coast (Carlisle to Wallsend) in the north of England. It is said it was built to keep the Scots out but popular myth says this is not correct. It is said the truth is that Hadrian's army did not have a war to fight and to keep them occupied, no pillaging; he said, "I know we'll build a wall". Why am I telling you all this? Because for many miles they built a road beside the wall. As you know Roman roads are dead straight and I mean dead straight. Just the road to the test the power of an XF. So there we were in the Jag showrooms surrounded by XJ's, XF's and XK's the majority of which had the "sold" sticker on them. John had been agonizing over buying an XF for two years! I

confess I put the pressure on him to buy and decide on the specs. He fancied a dark gray color so that when he saw it each morning he would feel downcast. So the agonizing went on. I tried to persuade him to go for something exciting like Frost Blue. In the showroom John did an exceptional job of debating the purchase price. I thought the sales guys were going to breakdown in tears. We departed with no decision. He has since ordered a Cashmere colored XF and taken delivery. He is full of wonder with it. The power, the handling, the sheer luxury. A happy man indeed! Hopefully he will let me blast it down that Roman Road when next we visit. He compromised on color but that's easily explained. I'm a retired sales guy and he's a retired Judge.

Travelling in my brother's X-Type Wagon we did all sorts of things we never did when we lived in England. We visited Stonehenge and Avebury which is much more interesting than the more famous Stonehenge. The Queen was gracious enough to award my brother the British Empire Medal (BEM) for the excellence he created at these two sites. He is also a "Jag man" and we went to a local car gathering in one of his friends Riley RM. There were



60 or so vehicles there including a 1968 white 420 sedan, a very early Austin Swallow and, something I had never seen before, a 10 year old Nissan that could easily be mistaken for a MK2 Jag (I hope the photos reproduce). Also there the newly formed Wiltshire Region of the Jaguar Enthusiast Club which had only started 12 months ago and had 60 members. Well done...good going. We also visited the Atwell-Wilson Motor Museum which houses the most amazing variety of vehicles. My brother has been a constant volunteer at the museum and knows the history of every one of the collection. The



museum was founded with the purchase of a 1937 Buick Albermarle and other rarities now include a 1934 Alvis Speed 20, a 1953 Allard Palm Beach complete with a rarely seen Dodge Red Ram engine. The collection also includes legendary motorcycles such as BSA, HRD, Matchless, Triumph, Norton, Sunbeam, Velocette and Indian.

JAGUAR AT 75

Then there was all the hoopla in the press covering the 75th anniversary of the Jaguar name. The "Jaguar Enthusiast Club" has declared September 5th as "Drive it Day". It was announced that this was the date that in 1935 that William Lyons decided on the name Jaguar to give his brand more pizzazz, Jags at that date became known as "SS Jaguar" The SS got dropped after World War 2. The club issued every member with a sticker proclaiming the

anniversary and encouraging members participation. The magazine "Classic Cars For Sale" announced on its cover with a picture of a XK 150 Coupe "Jaguar at 75...We rate all the models. Cats on the classic cusp tested. Why the XK is the new E-type" Octane Classic and Performance Cars had an extremely eye catching cover showing the leaper the E-type, the XK120, D-type, the XJ220, the early 1930's SS 1 Coupe, images of Sterling Moss and Mike Hawthorne. Also this script:- D-type Races Orient Express. (more on this next month) On Track In Jaguar E2A (This is the test bed for the E-type) E-Type: Why It's Still The Best. The saloons we love. (One thing Octane covered, that no other magazine did, was to give in depth history of the people who made Jaguar and their cars great. Jaguar World Magazine also had an expressive cover with a banner headline stating "75th Celebration. From SS to new XK in one day: eight cars that helped make Jaguar great" Plus: insight to the origins of the marquee" and, finally, Classic & Sports Car cover announced "Jaguar AT 75. Seven Generations of Sporting Sensations" Below this banner they show the SS100, the XK 120, the XK SS, the E-Type OTS, the XJS, the XK 8 and the new XKR. (Why oh why did they not give this XK a number. Will we forever call it the "NEW XK" I don't think so. Perhaps they will ditch the XK initials which would be stupid as they carry so much history. If they did it could become the LAST XK.

So we see the huge enthusiasm for our favorite machine. Great sales. Huge advertising campaign on TV and in the media. In depth magazine coverage. On top of all this they announce "XJ goes Green" A prototype electric powered version of the XJ has recently been tested by Autocar. Power for the Limo-Green XJ comes from a 200bhp electric motor driving the rear wheels via a two-speed gearbox, with a 360V, 93kg lithium-ion battery situated in the spare wheel well.

After all the uncertainty with British Airways they came good when they upgraded us to Business Class on our return flight. Amazing. That was a word I had drummed into me when we went to our nieces wedding. Everything was "Amazing" even the Maserati they traveled in to the reception. At least it looked like a Jagwire.

DON'T FORGET SEPTEMBER 5 DRIVE IT!!



THANKS TO ALL OUR PARTICIPANTS!



Alan Aptner and his 1966 XKE



Fred Mack and Renate Shabo and their 2004 X-Type



John Larson (NCJOC) and his 1977 XJ6C



Devon Siesholtz and his 1968 E-Type



Wayne Tubbs and his 1987 XJS



Charles Olson and his 1995 XJS



Kurt Rappold Sr. (with Clara Saxton) and his 1994 XJ6



Kurt Rappold III. (with Renee Miletella) and HIS 1994 XJ6

Brits at the Village

FEATURED DVJC EVENT

By Glenn Davis

British automobiles and motorcycles of all makes and models will invade Peddler's Village on October 9, 2010 for the 14th Annual British Car/Bike Show hosted by the Philadelphia MG Club, Inc. The show will take place adjacent to Peddler's Village (164 Peddler's Village, Lahaska, PA 18931) near New Hope in rural Bucks County. This year, Jaguar is the "featured marque" for the show and results in Jags having a prominent place on the show field and also additional judging classes. Cars in all classes are judged by attendees based upon a written ballot which is distributed at the time of registration on the day of the show. Classes and awards for Jaguar automobiles will be determined by preregistration. There will also be a special award for the car club with the most preregistrations. Peddler's Village is located on a two lane shady winding road (Rt. 202) which guarantees a pleasant and scenic fall drive. The voting on the various classes takes place from 10:00 am to 2:00 pm which will provide ample time to not only view the interesting cars on display, but also to enjoy fine dining and shopping within walking distance of the show field.

The ladies love this show! Peddler's Village is made up of 70 specialty stores and 6 res-

taurants, which include upscale shops that offer unique gifts, merchandise and services. In addition to restaurants, there are also coffee and pastry shops with breakfast foods and desserts on offer. It is a destination in and of itself with or without a car show. The shop/restaurant complex is modeled after an old English village, which makes it particularly suitable as a venue for the car show. The show also benefits in that people on a shopping trip wander over to look at and enjoy the unique British cars on display, so there is always a good audience.

Preregistration is due on or before September 24, 2010 at a cost of \$15.00. Registration day of show is \$20.00. A flyer is attached with a preregistration form for your convenience. The show field opens at 9:00 am and the awards are presented at 2:30 pm. Please come out and enjoy this superbly organized show as well as the shopping and restaurants of Peddler's Village, and give the DVJC the opportunity to win the car club award and win an award for your own car.

See following page for flyer.



Mike Tate and his 2007 XK



The PHILADELPHIA MG CLUB, Inc.



Presents Our Fourteenth Annual British Car/Bike Show



"Brits at The Village"



The "Brits at The Village" British Car & Bike Show is an informal, popular-vote show for owners of all British Cars and Bikes.

It is designed to "finish off" the Show Season.

Bring your Car, Bike & Family and enjoy the surroundings. See what Peddler's Village has to offer in Fine Shopping and Dining at many of it's Specialty Shops and Restaurants.



Show Dash Plaques to the first 150 Pre-Registered Cars.

CLASSES & AWARDS



Will be determined by Pre-Registration, so be sure to send in your Pre-Registration Form NOW!



A special AWARD for the Car Club with the most pre-registrations So make this Event one of your Car Club's Events.



Pre-Registration by September 24th. •Cost \$15.00• Day of show \$20.00

For information, pre-registration forms and directions: www.phillyMGclub.com or call Bill at 215-932-0295 or Steve at 610-275-7960

2010

"Featured Marque"



JAGUAR

Saturday
October 9th, 2010

Voting from
10:00am to 1:00pm
Awards at 2:30pm
Show Field Opens
at 9:00 am

Peddler's Village
Lahaska, PA 18931

Pre-Registration Form: To be received by September 24, 2010

Mail: Form & Check payable to "The Philadelphia MG Club, Inc."
"Brits at The Village" 4709 Paisley Pl. • Bensalem, PA 19020
☐ Pre-Registration \$15.00 by Sept. 24th • ☐ Day of Show \$20.00

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ e-mail _____

Car Club Affiliation: _____

Car/ Bike Make _____ Model _____ Year _____

Neither I nor my heirs will hold The Phila. MG Club, Inc. or any of its members, Bucks County or Peddler's Village liable for any damages to me or my car/bike while engaged in, traveling to or from this event. Waiver of Liability (must be signed by all to enter the Show)

Signed _____

Date Rec. _____

Reg. No. _____

Car Class _____



Kurt Rappold to John Larson—"I have to get a picture of this. I can't believe Jaguar forgot to put the rear doors on this XJ6C!"



"I don't know what happened. It was a fixed head coupe when I left the house."



"I wish I could remember why I stood up."



"Can't I just buy a trophy so I can impress everyone at my home club?"



Steve Kress—"I shouldn't have had that last cup of coffee. Oh, good, there's the porta-potty!"



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Ralph Steinberg drove the most senior vehicle in the event..



Kurt trying for the “closest to the cone without moving it” award.



Kurt III—”Don’t get upset, I put it back!”



Fred Mack was the most senior driver in the event..



Mike Tate having a friendly conversation with Rich Rosen. Rich asked, “Where is the clutch in this thing?” Mike replied, “I don’t think this was such a good idea. I want my keys back!”



Devon Siesholtz—”They can’t fool me. A couple hay bales doesn’t make this a drive through the country.”

DVJC 7th Annual Slalom

By: Brian Craig

Build it and they will come.

This slightly altered quote from the movie "A Field Of Dreams" was what occurred to me as I drove on to the empty parking lot of the Garnet Valley High School on Saturday morning, July 24th. I was the first one there. Kurt Rappold had been there on previous days refreshing the marks for the slalom course. However, when I arrived I had the place to myself. I couldn't help but think that in a very short time this place would be alive with activity.

Good ol' Kurt arrived shortly thereafter driving his pick-up truck and trailer with all the equipment we needed to conduct our 7th annual slalom. President Charlie Olson arrived next and from there I lost track as things got busy. The cones were set out to mark the course, the hay or straw bales (I never could tell the difference) were placed by the light poles, the canopy erected, the timing equipment set up, and the incidentals put in place. The participants started arriving and the safety and equipment checks performed. Shortly after 9:00 a.m. we were ready to go. Not a moment too soon as the day promised to heat up quickly. It was already past 80° and climbing.

Prior to cars actually running the course a walk through was conducted. As we trod the hour glass, figure 8 and oval, carefully outlining the way through the cones, it became obvious things were going to heat up. Not necessarily a good thing for the mechanicals under the bonnets of the Jags. The event hadn't even started and electric fans could be heard from some of the E-Types.

Mike Tate volunteered to be the starter. Clara Saxton was ready to record the times and Renee Miletella manned the timer. We were ready to go.

Ralph Steinberg was the first to approach the line. In his unique XK 120 OTS with roll bar and race ready harness he was ready to roll. He pointed out that the safety harness was especially important as the seating position was so close to the large steering wheel. Ralph guided his classic through 5 hard driven laps and obtained a best time of 51.09 seconds.

Kurt Rappold, Sr. was next up with his familiar 1994 XJ6 saloon. The champagne colored sedan charged out of the gate and was expertly steered through 5 circuits. Kurt managed to push this highway cruiser to a 49.239 seconds best.

Alan Aptner guided his 1966 E-Type coupe into position. This black beauty was ready to perform for Alan's first slalom experience. It didn't disappoint and Alan ob-

tained a very respectable 54.122 time.

Next up was the always formidable 1971 sable XKE 2+2 of Rich Rosen. Rich is always a top finisher and this year was no exception. His first go round was fast, the second a blistering 44.955 seconds. Rich wasn't satisfied with what turned out to be the day's best time so he kept pushing. As a result he successfully pushed one of the cones to a completely different location on the course. It didn't matter. The only time he couldn't beat was his own.

Steve Kress has constantly been a top performer and his 1973 green E-Type convertible consistently strives for the best finish. As always Steve gave Rich a run for his money. Steve's skill and competence are apparent when watching how he guides his machine around the track. His 46.268 second finish was a bit short of the mark set by Rosen but Steve left all the cones in place in each of his five attempts.

The president of the Nation's Capital Jaguar Owner's Club, John Larson, drove his unusual 1977 XJ6C up from Bethesda, Maryland. This grey beauty is distinctive with the louvers on the bonnet and two doors on a body where you would normally expect to see four. This was John's first slalom. He was tentative at first while trying to get the pattern figured out. He learned quickly from some mistakes on the first try and successfully completed the remaining four while improving each time. It was not easy attaining a time of 51.430 seconds in a car of this mass.

Devon Siesholtz brought his elegant 1968 red E Roadster to the start line and proceeded to put the open cockpit performer through its paces. Each time saw improvement and he finished the day with a 50.358 second result.

President Charles Olson edged his familiar 1994 XJS convertible to the line and gave everyone his distinctive smile. Mike Tate gave him the go ahead and off he went. He piloted his concours quality ragtop around the pylons attaining a best finish of 50.358 seconds.

Ann's Jag was next to come on line. Ann Perry's 1985 XJS antelope colored coupe is a common sight at most DVJC events. True to form Ann maneuvered her ride adroitly through the obstacles completing her fastest time at 55.340 seconds. Once again Ann came away from the slalom as the fastest female.

Charles Epstein approached in his striking 1971 XKE Coupe. The bright red color was hard to miss. While this vehicle appeared to be a pampered machine it was driven hard and attained a 46.646 second best finish.

The 1987 gray XJS coupe that was next in line was the pride and joy of Wayne Tubbs. Another car that was obviously well cared for was pushed to its limits by its skilful handler. Wayne managed to squeeze a best time of 47.712 seconds out of this classic performer.

Not content with driving his grandfather's cruiser Kurt Rappold III got his own ride. His 1994 XJ6 saloon looked very much like his usual ride except that it was green. Kurt III rescued this lovely sedan from the possible scrap heap and put it back together. He obviously did a great job as he guided his new acquisition to a 47.741 second finish. As usual he did some tire squealing. Adding to the excitement this year Kurt III used the front bumper to move the stop sign back several inches (or feet depending on your perspective).

As round 3 was being completed Fred Mack and Renate Shabo arrived in Fred's 2004 blue X-Type. While Fred and Renate were not there for the walk around they have had experience on the course. Fred got the X-Type through in 72.376 seconds while Renate gave the car some good exercise at 55.911 tics.

With all the laps completed Mike Tate gave up the keys to his amazing XK. Rich Rosen was the lucky recipient. Since the car wasn't registered no time was recorded but everyone can attest that Rich did NOT treat the car gingerly. The car performed and sounded great. Had this cat been competing it would have been some serious competition.

We all gathered for a group photo and then some individual photos with the cars. The equipment was stored and the parking lot returned to its original condition. As the

temperature was climbing into the high 90s we headed off to The Basin Bistro for an incredible lunch. While waiting for the orders to be filled the awards were given to Rich Rosen (1st place overall), Steve Kress (2nd place overall), Charles Epstein (3rd place overall) and Ann Perry (fastest female). Looks like the E-Types monopolized the field.

While the DVJC results were limited to the overall finishers the JCNA breaks the results down into classes. As of August 2nd the Delaware Valley Jaguar Club is showing very respectable results nationally. Currently listed in the top three in their classes are: Ralph Steinberg, 2nd in Class B (he will be once his JCNA membership number is activated), Steve Kress, 2nd place in Class D, Richard Rosen, 1st place in Class E, Kurt Rappold III, 2nd place in Class F, Kurt Rappold Sr., 3rd place in Class F (sorry Kurt, guess you grandson is used to seeing you in his rear view mirror), and Wayne Tubbs, 3rd place in Class J.

When I got home I popped the memory card in the computer. I'm used to taking pictures but even I was shocked. 980 photos!! I started showing them to Pauline but she fell asleep at photo #347. She told me if I ever do that again she'll break all my fingers.

We had another visit from the Pennsylvania State Police. They had been notified ahead of time of the activity so they stopped by just to observe. The officer enjoyed the show for the time he could stay. He even got out the radar gun to tell some of the drivers their on-course speed.

It was a great day and we're already planning for next year.



DELAWARE VALLEY JAGUAR CLUB

2010 Slalom Standings



JCNAN	Entrant	Class	Year	Model	Body Type	Color	Best
41093	Richard Rosen	E	1971	E-Type	2+2	Sable	44.595
15743	Steve Kress	D	1973	E-Type	Conv.	Green	46.268
47712	Charles Epstein	D	1971	XKE	Coupe	Red	46.546
41223	Wayne Tubbs	J	1987	XJS	Coupe	Grey	47.712
44190	Kurt Rappold III	F	1994	XJ6	Saloon	Green	47.741
4134	Kurt Rappold, Sr.	F	1994	XJ40	Saloon	Champagne	49.239
17557	Devon Siesholtz	D	1968	E-Type	Roadster	Red	50.010
29236	Charles W. Olson	J	1994	XJS	Conv.	Blue	50.358
42621	Steinberg, Ralph	B	1954	XK 120	OTS	Red	51.010
33872	John Larson	SP/H	1977	XJ6C	Sedan	Grey	51.450
49360	Alan Aptner	D	1966	XKE	Coupe	Black	54.122
28484	Ann Perry	J	1985	XJ-S	Coupe	Antelope	55.340
33448	Renate Shabo	N	2004	X-Type	Saloon	Blue	55.911
33448	Fred Mack	N	2004	X-Type	Saloon	Blue	72.376



Build it and they will come.



It was built.



And they came.



Steve Kress attempted an unauthorized liquid injection system modification to try and best Rich Rosen.



Clara and Renee worked as a team to compute and record results.

SAVE THE DATE

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



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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.



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John Larson, president of the Nation's Capital Jaguar Owners Club, addressing our group about his experience at the slalom.



Alan Aptner—"If I try hard enough maybe I can get the rocker panel to scrape the asphalt."



Wayne Tubbs—"I restore 'em so I can drive the stuffing out of 'em!"



Kurt drives this to more Jaguar events than his does his Jaguars. What would we do without him?



Ann Perry—"Maybe my shiny Leaper license plate will blind the timers and I'll get a better score."



Chuck Epstein—"Next year Rosen and Kress can kiss my tail lights!"



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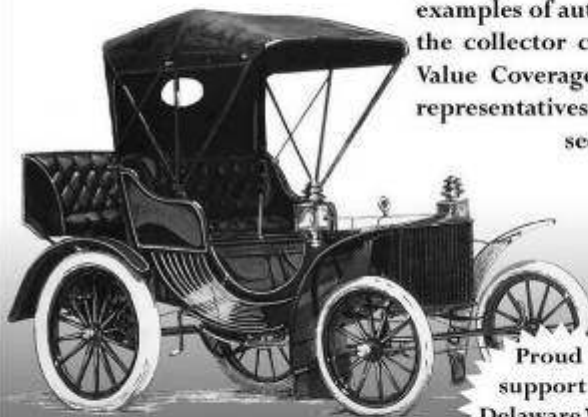


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Devon & Jones D700 3-Season Jacket

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

	<u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<u>Folding Table</u> 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
	<u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$
	<u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95

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THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB
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