
The Jaguar's Purr©

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August, 2012

www.jcna.com/clubs/dvjc

Edwards Conquers Pocono



DVJC member Bryan Edwards exemplifies the Jaguar enthusiast. At the DVJC 2012 Concours this 1995 XJS OTS received an excellent 99.84 in Championship Class C15B. However, this beauty, owned by Bryan and wife Debby, doesn't sit in a garage waiting for shows. Here Bryan is driving the Pocono Raceway, known as "The Tricky Triangle", as part of a Monroe County United Way fundraiser on July 28, 2012.



REMINDER—It's never too late to renew your membership!! If you haven't renewed please complete the form on page 12 and get it to Ann Perry. Ann can be reached at annsjag@aol.com if you have any questions regarding your membership status.

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JCNA Badge	\$30.00
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Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

September 16, 2012

Winefest 2012

Valenzano Winery & Vineyard, Rt. 206, Shamong, NJ

contact: Rich Rosen at rosen244@verizon.net (see p. 9)

October 7, 2012

Kennett Symphony's "The Classics at Brantwyn" Brantwyn Estate, 600 Rockland Road, Wilmington, DE

*contact: Paul Merluzzi at 610-220-9607 or
paulmerl@aol.com (see pages 10 & 11)*

October 26–28, 2011

Pumpkin Run Rally Millsboro, Delaware

contact: www.northeastrallyclub.com

Upcoming Other Events

August 11 & 12, 2012

The New Hope Automobile Show

New Hope - Solebury High School, New Hope, PA

contact: Auto Show Office: (215) 862-5665 show-info@newhopeautoshow.com

September 16, 2012

Central Virginia British Car Club Classics on the Green

New Kent Winery, New Kent, VA

*contact: www.classicsonthegreen.com or Kevin Allocca
804-909-5751*

September 16, 2012

14th Annual Buckingham Concours d'Elegance Holicong Park, Route 202, Holicong, PA

*contact: Ralph or Jan Tompkins 215-598-3740 or e-mail
to bcdelegance@verizon.net (see p. 20)*

October 13, 2012

Brits At The Village

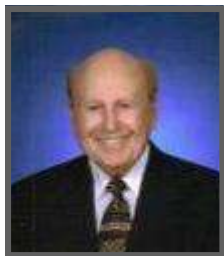
Peddlers Village, Lahask, PA

*contact: Steve 610-275-7960 or www.PhillyMGClub.com
(see p. 19)*

October 19–21, 2012

American British Reliability Run Delaware Valley

contact: Bob DeLucia yukon80@comcast.net (see p. 15)



The Prez Sez August 2012

July has passed and my attention is now focused on the remaining months of the year. Membership is my chief concern and I'm hoping we can attract enough new members to exceed last December's numbers. Especially with the JCNA taking more than half of our dues, as I had explained in my column in the April Issue. The best opportunity appears to be at other car related events, such as the Trenton Thunder Car Show & Ballgame where a member of the DVT was persuaded to join the DVJC. Also another past member decided to renew! When you consider there were only two of the four Jaguars present that were not members, I considered that it was a successful event from a membership standpoint. To consider the interest that our club displayed for this sporting event was another matter! We like to schedule diversified events and let the interest of our members decide, by the number attending.

The Slalom event, sanctioned by the JCNA, is usually attended by at least a dozen of our members. It's a combination of those that are vying for National Competition and those that just like to have fun, like myself and **Fred Mack**. ***This year for the first time our Slalom was cancelled due to rain*** and a wet tarmac. The forecast was not favorable and the Chairman cancelled the event and contacted the entrants before they arrived. The GVHS (Garnet Valley High School) has given us permission for a future date, which we are presently trying to arrange! Currently it appears to be early November.

Looking at the August schedule, there are no DVJC events scheduled to my knowledge, but the **New Hope Auto show** is my choice for participation. All events can be found listed on page 4 of this issue.

The **Breakfast meetings** will resume in September and the **Area Coordinators** will be

asked to schedule a location for the constituents in their zip code. An announcement from the Coordinator will be e-mailed to those persons, stating a time and location to join for breakfast. ***It's an informal gathering where you just show up***, hopefully in your Jaguar, weather permitting of course, place your order and pay for what you eat.

The main purpose is to become acquainted with ***other members in your area*** over breakfast, to exchange conversation and express an interest in the activities you'd like to have us schedule. Certainly invite your spouse, and/or a friend who might be interested in becoming a member. The E-mail **might** include a road trip or activity to some point of interest after breakfast, where you may choose to participate or not.

I feel it's important to utilize our Area Coordinators to reach out to our members thru these Breakfast Meetings. It's not meant to be a breakfast that requires a scheduled DVJC event, but an "invitation" so to speak, by each Area Coordinator when they decide to schedule it, perhaps at least every three or four months. It is not meant to be an entire club event, but of course those wishing to attend may do so. In order to have some organization the Coordinator Chairman, Charles Olson will be notified and will keep track to ensure the meetings occur. Perhaps after this gets sorted out a central location can be established with a fixed date each month as other clubs have done. But as of now, it's ***"outreach" for each coordinator to establish contact with their constituents.***

An **election slate** of Officer's will be announced in the **Sept. Purr** and members interested in serving will be placed on the Ballot in October, for your vote of approval by the membership.

I'm having thoughts regarding our **Holiday Party** which is really an "Awards Affair"

The Prez Sez (continued) *August 2012*

which I think should be better scheduled in January. Why not have a real party – forget the Awards, just a real Holiday party for the members that participated in supporting the 2012 Events-- ***with the cost subsidized by our treasury.*** For example, our Concours uses 35 people based on the number of box lunches. Lets use 50 bucks per head for the holiday affair, that's \$1,750, and to be reasonable probably closer to \$2,500! I'll Ask Ann and Clara to arrange the affair, (cost not withstanding) and have Gerry crunch the numbers before he debunks the whole idea on the grounds of fiscal responsibility of course. "What are you Nuts!" he'd reply, in a more eloquent manner !" Well why not use some **imaginative** book keeping", I'd exclaim. It certainly would be would be" **imaginative**" he'd conclude. Okay! Well it certainly would be a nice way of thanking people who help out each year than just a "thank you" in the newsletter! Perhaps—just perhaps!

I've always been concerned not having been able to increase our membership and this coming year is more critical! That's one of the things a President should find a way to do. Probably the only reason I still wish to continue to be Prez, is because of the ability of those that support my effort. Now, I have to ask them if they still want to continue by being on the Ballot for the

next two years. Perhaps if it weren't for the great supportive people I consider good friends, I wouldn't be on the ballot either and I hope they'll join me for another two years!

The AGM Site Committee met at the **Simeone Museum** to discuss the contract arrangements with the coordinator of events, Maureen Maroney. It was arranged to hold the 2015 AGM Friday activity at the Museum. We have a" hold date" verbal commitment until a contract is signed prior to the end of this year. The food menu will introduce our" Philly Cheesestakes" to the rest of the Delegates. The next item is selecting the Host Hotel before the end of the year to ensure the 2012 rates. The Historic Area of Philadelphia is the desired location of choice, but other considerations will be investigated.

Be Courteous, Drive Safely, and Have Fun

At your service, President Charles Olson



DVJC President Charles Olson (right) and Past President Kurt Rappold (left) present a Sponsor's Trophy to Jaguar Land Rover West Chest General Manager Alan Burnside (center) in appreciation of their sponsorship of the 2012 DVJC Concours d'Elegance.



Roving Reporter - August 2012

By Michael Tate

GREY SKIES AND WET CARS

June 17 and the big ship left its New York harbor with the nearly completed towers in the background and a bright sun shining. That sun looked as if it would shine forever and I am sure it did but not where we were going. As we passed the historic grave yard where the Titanic was lost one hundred years and six days before the Atlantic was calm and grey and met the grey sky on the horizon. Grey on gray all the way!. To keep us company the odd whale and dolphins and a cool wind. The good ship Queen Mary docked on time in Southampton and a waiting taxi, an outstanding porter, a pilot of an ancient looking propeller driven aircraft had us in the north of England in record time to be met by Mo's sister Pattie with the XF. The nearly new XF was most impressive. Fast, Pattie is an exceptional driver, very quiet with a diesel engine, comfortable with that special Jaguar feel of sticking to the road like glue. Out of Newcastle-on-Tyne airport and heading further north. The fields were green and lush. Sheep were everywhere grazing on the lush grass. England was having its wettest May/June since records were started over 100 years ago. Green on Grey!

With petrol nearly \$8 a gallon the car scene had moved even faster towards the innovative, fuel efficient, models. I had never seen or heard of most them but Fiat 500 was popular. You also need such a car as finding a parking spot is a major problem. In London cars are parked on both sides of the side streets causing a "after you" situation. Fortunately (or unfortunately) my brother-in-law had a pass affectionately termed a "Wibbly/wobbly" so parking the Jag was no problem. With Land Rovers the most numerous JLR product was the new XJ which appeared to outnumber the XF. It really is a regal looking car. I expect it is most popular as it is standard issue for the leaders of industry. BMW appears not to hold the advantage in the luxury market. Audi, with its range of SUV's, Sedans, Sports cars and, yes, very small sedan appears to have captured that spot. Mercedes is also very popular and they run a model not seen here just a little larger than the Fiat!!

However in the J.D. Power and Associates 2012 UK vehicle Ownership Satisfaction Study just announced Jaguar was named number one manufacturer. The study is based on the evaluation of nearly 18,000 individuals in the UK after an average of two years ownership. Every aspect of ownership was rated, from

performance, design and comfort to quality, reliability, cost of ownership, economy and dealer service satisfaction. The resulting data makes the study the most comprehensive of its kind. As well as heading the rankings for manufacturers, Jaguar was also successful in the individual categories. The XF gained 15 places in 12 months to claim the "Executive Car Of The Year" title.

The car scene in London was more exotic. We were driven down to London by Pattie who had booked into the Travel Lodge close to Heathrow terminal five where we were to head home July 17. At \$60 a night, plus an XF with a professional driver, it was a great deal in any city let alone London!!! We were having breakfast on Sunday, sitting at a table on the sidewalk (yes it was not raining), in Kensington near Harrods. The ethnic mixture was a major change from the North. The Oil Barons have been buying up London and they were out and about with their new found, nationalities, accents and cars. Three Bentleys were parked together with a blood red Ferrari near our breakfast provider. A 1960 Ford GT 40 went by saying "look at me" as it dipped its throttle making sure that anyone still asleep this Sunday morning was woken by its roar. Porsche and Jaguar were plentiful but the eye catcher was a Rolls Royce the length of the Queen Mary which parked in the middle of the road outside The Ritz. Mo told me three very beautifully attired women descended but I only had eyes for the RR and its two headlamps and beautiful body!. Being in London was a cool experience and it was good to see the Olympic lanes marked clearly on the main access roads. All looked good in preparation of the games despite Mitt Romney's expressed concerns. He obviously picked his time of arrival to coincide with the games and so that he could get maximum publicity and photo ops with both feet in his mouth. Our closest ally was decidedly pissed off!!

RECOUNTING OLD TIMES

While in the North my brother Peter and his wife Kit visited for three days. Peter is a Jaguar buff and has encyclopedic knowledge of vintage cars especially the Push Rod Jaguar variety. He has always had petrol running in his veins so the conversation soon turned to how he got into his first cars. In 1941 we were living in Solihull which is close to Coventry and only four miles from the Rover factory. The German planes every night were dodging the searchlights and barrage balloons before dropping their bombs and land mines. Food and petrol was rationed

Roving Reporter - August 2012 (continued)

and car tires were in short supply. Our Father, who had been a pilot in the Royal Air Force at the end of WW1, was in a reserved occupation. This meant his activity was more important than going to fight. He travelled a lot and needed new tires for his Triumph Gloria. He and Peter went searching for "Remolds" at a local garage as they were the only option available. Remolds were tires that had been retreaded after coming to the end of their useful life. They were exceedingly dangerous as the retread could strip off at speed. At the garage Peter spotted a 1929 Austin Swallow open two-seater buried in a bed of nettles. This was the car that was the start of the Swallow/Jaguar success and had an open body which was distinguished with a pen-nib design for the bonnet (hood) and a bumble bee rear end. Bodied as an Austin by Swallow Sidecars, 500 were ordered by major distributor Henley's and the rest is history. It was practically complete. The cylinder head was off and in the car and the "bumble bee" rear end was dented. Peter climbed in and using his feet pushed out the dents. He asked Father if he could have it and a price, including delivery, was negotiated at 2pounds and ten shillings. The exchange rate then was about \$4 to a pound so the cost was \$10. The car arrived but Father was having buyer's remorse and refused to pay. To Peter's bitter disappointment, which is remembered to this day, the Austin-Swallow was towed away. They sell for \$10/15000 to-day. It is remembered as the introduction to the families long association with Jaguar. You cannot go much further back than that. Peter's fire to own a car was not diminished and with times rapidly deteriorating and petrol for every-day use practically unavailable people were laying up their cars waiting for better times. Values plummeted. Through a colleague of Father's in 1943 Peter heard of a 1934 Wolsey Hornet Tourer (Open Top). The car belonged to a Mr Beeching, later to be Lord Beeching, the architect of the reorganization and formation of British Rail. By this time father had stored his Triumph Gloria and his company had issued him with a Ford 8 as a petrol conserver. This time, after Father's treachery with the Austin Swallow, Peter had the 8 pounds (\$32) asking price. The Wolsey was up and running and complete and came with a half tank of petrol. It was stored in the garden and Peter and his pals ran amok around the neighborhood. Complaints soon started arriving "Why was he wasting petrol joyriding while their cars were layed up?" Father again decreed the car had to go and Peter recouped his 8 pounds selling it to a friend. So that was the start and the early first end of Peter's long history with cars with a special focus on Jaguar. He recently sold his X-type wagon and volunteered that he was contemplating buying a Mk 2. In September 1943 he volunteered at 17 & 6 months old

for the Royal Navy and eventually wound up as a gunner on a lease lend aircraft carrier in the Pacific. He was on it when it was returned to the USA after the war.

In contrast to the two vintage cars above we were able to discuss how the advances in Jaguar had come in the intervening 69 years with their announcement of the "XJ e Hybrid" Used at the Festival of Speed Jaguar says the Plug-in -Hybrid can reduce CO2 emissions by more than 70% without affecting performance. Replacing the 5-0 liter V8 engine with a 2-0 liter hybrid powertrain to deliver similar performance and refinement the vehicle uses the same engine as the Range Rover Evoque, the two liter turbocharged direct injected petrol unit, which is helped by a 69kW electric engine and a 12.8kWh lithium ion battery pack, mated to a hybridized eight speed transmission. The combined output of the hybrid powertrain is 334 PS and its fuel economy is a staggering 87mpg. The 0 - 62mph acceleration is 6.5 seconds and the governed top speed is 150mph. Try and fit all that into the Austin Swallow we thought and would we ever drive one of those cars. Also exciting confirmation was the news that the F-Type open two seater prototype made its debut at Goodwood with a fantastic reception from the crowds. Prototypes are being tested all over the world so keep your eyes open.

Also under discussion was the fact that we are getting older and so are all the vintage cars. One striking note was that the drivers and innovators of these cars were leaving us as evidenced by the recent departure of Carroll Shelby (1923 -2012) and Roy Salvadori (1922 - 1912) the glory years. Salvadori was a Grand Prix and Le Mans Legend who enjoyed many a success with Jaguar on the track. They left behind the fruits of their era as their memorials. As more and more of these names depart their very historic association will become more revered. In that context Lotus (Colin Chapman) is making a come-back. Their Formula 1 cars were second and third in the recent race only being held off by Lewis Hamilton in his Mc Claren. The future in the JLR camp we decided looked good

So when we arrived at Philly airport on July 17 we found out where the sun had been. Baking America!

Enjoy the rest of summer. See you at New Hope and Buckingham.



Valenzano Winery and Vineyard
and **Cherry Hill Jaguar** is offering a very special day on
Sunday, September 16th, 2012.

You may enjoy all the wonderful events that are taking place to the general public. Plus, exclusive only to DVJC members is our own VIP tent next to Cherry Hill Jaguar new car display where we are invited to display our Jaguars.

Display signage will be provided for each car with the year, model, and owner name. Our VIP tent will offer tables and chairs to relax as well as being treated to a generous selection of free refreshments.

This is very popular event that attracts around 3000 people. If you would like to display your Jaguar you must be on the field the between 11 and 11:30 am.

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noon to 5pm
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Jaguar model _____

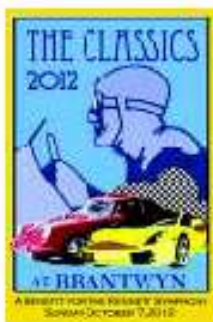
Jaguar year _____

Please mail this form and check to:

Rich Rosen
244 Ardmore Ave.
Haddonfield, NJ 08033

Must have checks no later than Aug. 20th.





206 East State Street / PO Box 72
Kennett Square, Pennsylvania 19348

610-444-6363 / www.kennettsymphony.org

CAR CLUB REGISTRATION

CONTACT: Symphony Office - (610) 444-6363 or info@kennettsymphony.org
Paul Merluzzi, Event Chair - (610) 220-9607 or paulmerl@aol.com

Kennett Symphony's "The Classics at Brantwyn" Brunch, Blues, and Hot Cars A Fundraiser to Benefit the Kennett Symphony of Chester County

DESCRIPTION: The Classics at Brantwyn is an event centered on beautiful and historic automobiles from the beginning of the 20th century to the present. It is not your typical car show – rather we like to describe it as a wedding reception without a bride and groom. Held on the exquisite grounds of the Brantwyn Estate (formerly a DuPont family residence), the event features an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars.

EVENT DETAILS: The event will be held on **Sunday October 7, 2012 at the Brantwyn Estate, 600 Rockland Road, Wilmington DE.** The main event is preceded by an optional one-hour rally by the car show participants through the back roads of Chester County. A **Grand Parade** onto the Brantwyn grounds kicks off the main event at 11:00 am. Each car pauses in front of the mansion to be introduced to the guests who are sipping "Lamborghini Bellinis". The cars proceed to assigned spots in the garden at the rear of the mansion and remain on display while the guests enjoy brunch, drinks, and chatting with the car owners. Voting for "People's Choice" award concludes the event at 2:30 pm.

REGISTRATION DETAILS: A special car-club price of \$75/person is being offered (regular tickets for the event are \$95/person). The reduced car-club price is conditional on having a minimum of five cars registered for your club. Each pre-registered vehicle will also receive one event dash plaque and one event poster.

To Register:

- ☐ Fill in attached Club Field Registration Form; make check payable to **The Classics at Brantwyn**
- ☐ Mail form and check to The Classics at Brantwyn, c/o Kennett Symphony, PO Box 72, Kennett Square, PA 19348 by September 1.
- ☐ **NO DAY OF SHOW REGISTRATION FOR CLUB FIELD PARKING.**

Instructions for Day of Show:

- ☐ Drive your car to the event; tell the gate attendant that you are registered as a Car Club participant and he/she will direct you to the Cool Car Corral. Gates open at 9:30 a.m., **rain or shine.**
- ☐ Give your club name and your name to event parking representative at the Cool Car Corral parking area who will give you admission tickets and a "goodie bag". Park in your club's designated area (look for signs) and wait with your car.
- ☐ Be sure to bring your club's promotional banners and handouts—offering an excellent opportunity to recruit new members.

Begun in 1940 as a community volunteer orchestra for Kennett Square residents, the Kennett Symphony of Chester County has evolved into Chester County's only fully professional symphony orchestra. Subscriptions are now available for the 2012-2013 Season, as well as individual concert tickets for the remainder of the 2011-2012 season. For information, call 610-444-6363.

**The Classics at Brantwyn
Car Club Field Registration Form for 10/7/2012**

PLEASE PRINT LEGIBLY!

Club Name: _____

Vehicle Year, Make, Model _____

Driver

Street _____ City _____ State/Zip _____

Driver's Email _____ Ph (____) _____

\$75 for vehicle and driver:

\$75 for each additional person: _____

TOTAL ENCLOSED: _____

Began in 1940 as a community volunteer orchestra for Kennett Square residents, the Kennett Symphony of Chester County has evolved into Chester County's only fully professional symphony orchestra. Subscriptions are now available for the 2012-2013 Season, as well as individual concert tickets for the remainder of the 2011-2012 season. For information, call 610-444-6361.

2012 DVJC (Fantasy) Slalom

By: Brian Craig

The DVJC slalom scheduled for July 14, 2012, was a washout. The rain would not let up so the event was called off. Alternative dates are being considered. However, lacking a report on the actual event I decided to report on the fantasy slalom that took place only in my warped little mind. Here is what I envisioned for the July 14th, 2012, rally.

I arrived at the Garnet Valley High School parking lot at 7:30 a.m. after a quick stop at Dunkin' Donuts. Shortly thereafter Kurt Rappold showed up with his trusty pickup truck and trailer. Close behind Kurt was Don Mullin and Clara Saxton to help with the event. President Charles Olson also appeared and the course was prepared. Problem - it was raining and the surface was very wet. What to do? No problem. Kurt Rappold gave a nasty look towards the clouds and the precipitation stopped. Kurt then went into the back of his magic pickup for a solution.

Those of you who follow NASCAR may recall Juan Pablo Montoya collided with a jet dryer on a track and destroyed both his car and the drying equipment. Kurt bought that damaged dryer and restored it. He pulled a set of ramps out of the bed of the pickup and drove the dryer down the ramp on to the course. Fifteen minutes later the entire surface area was dry. We were ready to go.

With Clara ready at the scoring table and Don at the start line a champagne XJ 40 pulled to the line being driven by Kurt Rappold. Don gave him the okay and off went Kurt. He navigated the hour glass, figure eight, and oval quite competently. After completing the course he invited everyone to come see the interior of his car. Several slaloms ago Kurt's oil pressure warning light came on and he's had trouble fixing it. Now every light on his dash was brightly illuminated making the inside of the car look like a holiday display. Undeterred Kurt drove his car to its parking spot with the engine purring as nicely as ever.

New member Bob Hedin was next in line. Again the okay came from Don and off went the brilliant white Super 8. Although it was Bob's first slalom he displayed extraordinary skill in maneuvering it around the course. It is believed he completed the course as directed but, due to the high gloss of his paint no one could look directly at his car. Looking directly into the sun resulted in less damage to the eye. It is believed his car was responsible for burning off the cloud cover by the end of his run.

Rich Rosen, competitor extraordinaire, approached the start line. After getting clearance the engine on his sable E-Type 2+2 was heard screaming and off he went. Never being one for convention he completed the first half of the hour glass. Half way through the top turn he straightened

out and traveled the length of the parking lot, made a sharp left at the driveway for the running track, and did a complete quarter mile around the oval. He returned to the slalom course, entered where he left, and completed the hour glass and entered the figure eight. Again, at the top, off he went to the track, ignored the runners who were still stunned by his first foray onto their domain, completed another quarter mile, and came back on course. After completing the bottom of the figure eight he headed into the oval. At the top of the oval he was off again for the track. By now the runners had adapted to the event and were waiting for him. As he sped around the quarter mile he was being cheered on by an admiring crowd. Rich then returned, completed the oval and skidded to a stop at the finish line. While he got a DNF for missing the approved slalom pattern he set a new distance traveled record of 12.6 miles! He may have gone around the quarter mile several more times than we were aware.

Anthony Cimino approached next with his 1967 E-Type coupe. Anthony likes to do his own work on his car. For this event he experimented with a new rubber compound for his tires he developed himself. He claimed the tires were soft but very sticky. It looked like he was having a little trouble getting the car moving, like the tires were glued to the road surface. He approached the start line. His initial start seemed a little slow and the engine sounded like it was straining. However, once he got the Jag moving it just adhered to the parking lot surface. He just kept gaining speed and he went through the hour glass and figure eight. As he entered the oval it was obvious his new compound did "stick like glue" as pieces of asphalt were being ripped off and being thrown all over the place. He set a course record at 18.6 seconds but there were large pot holes all over the slalom course. What to do?

No problem. Kurt entered the back of his pickup and drove down the ramp with a combination milling machine and paver. He quickly filled in all the depressions left by Tony's record setting run. As we were wondering how to explain the missing lines on the parking lot the Garnet Valley officials Kurt drove his rig onto the truck and came back out with a line painter. Three minutes later the entire area looked good as new.

Ann Perry was the next contestant. Her antelope colored XJS coupe was giving her a bit of transmission trouble as she approached the line. Before staging she turned the car around and approached in reverse. She said reverse was working just fine so she was going to do the course backwards. A quick check of the rule book couldn't find a prohibition so off she went. Navigating via her side view mirrors Ann demonstrated there was no problem to which she couldn't find a solution. It seemed a bit strange but she

2012 DVJC (Fantasy) Slalom (continued)

posted a competitive time and took the "Fastest Female" trophy to boot.

President Charles Olson was now ready to set an example. Being an engineer Charlie had a surprise up his sleeve. He approached the start line and then set his convertible top to open. When it stopped half way up we all thought something was wrong. The only thing wrong was our thinking. Mr. Olson had developed a new system to use his convertible top as a sail. With computer analysis of wind direction and speed the top constantly changed for the conditions. Don Mullin gave the okay and Charlie was off. The engine was running only to provide power for the brakes and electric motors for the top. As the XJS gained speed it was amazing to watch the rag top turn, raise, and lower as the car went through the course. While the car was slow to get going it negotiated the cones quickly as it got full momentum. As Charlie approached the finish line his signature smile was visible to all. He provided an unexpected surprise and was triumphant with his success.

John Larson of the Nation's Capital Jaguar Club again graced the DVJC slalom with his presence. He drove his rare and beautiful 1977 XJ6C coupe from home. Entered in class SP/H for the car's modifications he had some new innovations to tout. A giant suction fan underneath the car held the car fast to the surface. A front splitter a three level wing in the rear gave the car added traction. The wing was an interesting modification as it was magnetic so as not to damage the surface of the trunk (sorry, boot). The battery powered magnet was extremely powerful and had a layer of felt between it and the painted surface. The main problem was random pieces of metal were attracted to the magnet. As he approached the start line Don Mullin's super sporty sunglasses flew off his face and stuck fast to John's invention. Others were afraid to approach the car for fear what else the magnet would procure. Don gracefully agreed to wait until after the run to recover his property. He gave John a nod and off he went. The car attained an amazing performance with the rocker panels barely a quarter inch off the surface. The car sounded like a giant vacuum cleaner as it sped around the pylons. After completing his run John disconnected the battery and freed Don's shades. All was right with the world.

The last contestant was Jim Shields in his 1955 XK140. With a look of sheer determination Jim virtually jumped onto the course when Don indicated he could go. He accelerated at an incredible rate and threw the 140 into the turns with such force that it seemed his tires would break their beads and come flying off. Jim did this with such skill there was no squeal from the tires. As he was making a hard right turn through the top of the final oval his left rear spat (fender skirt) went flying across the parking lot like a Frisbee, bouncing once, painted side down, on some gravel and then puncturing the right front tire of Ann Perry's XJS. Not knowing that happened Jim completed

his run in near record time. As he was driving over to the parking area he went to see what the crowd of DVJC members was doing.

While everyone was pondering this latest happenstance a commotion was heard in the rear of Kurt's truck. He emerged pushing a 3 ton floor jack. Raising Ann's car he removed the wheel, grabbed Jim's spat and headed back to his mobile domain. He placed Ann's wheel on his apparatus, removed Ann's tire from the rim, repaired the puncture, remounted the tire, and placed the wheel on his balancing machine. A couple spins, the appropriate weights, and Ann's tire was ready to take her home.

Kurt wasn't done. He took Jim's damaged spat, sanded it, then primed and painted it. After bolting Ann's wheel (to the appropriate torque settings) and lowering the jack Kurt adjusted the attaching mechanism on the fender skirt and firmly secured it to the 140. A close examination failed to disclose there had ever been any damage.

Everyone pitched in to help Kurt pack up the equipment he brought for the slalom. Once we were satisfied the parking lot was in better condition than when we arrived we gathered for the awards ceremony. Kurt Rappold received an award for the most spectacular light display. Bob Hedin took the honors for the brightest car. Rich Rosen was recognized for having traveled the longest distance ever in a DVJC slalom (a record that will probably never be matched). Anthony Cimino was awarded the trophy for best time and most asphalt removed from the course. Ann Perry received "Fastest Female" and, because he reversal of fortune confused the timing mechanism, she crossed the finish line before she started. Charles Olson was awarded a prize for the most innovative propulsion system as well as the highest MPG ever attained on a slalom. John Larson was recognized for the most unusual car as well as the car moving closest to the ground. Jim Shields was given a special "spats" award and recognized for the vehicle part traveling the furthest distance from the host vehicle. Clara Saxton and Don Mullin were given special recognition for their efforts in making the day a success.

Following the awards ceremony we all gathered for the group photograph. Once everyone was in place I took several shots with my new Canon EOS-1D Mark-IV camera with a Canon EF 28-300 f3.5-5.6L IS USM lens. (Hey, if this is a fantasy slalom I can take a photo with a fantasy camera!)

Ann Perry led the way for departing this event. It is reported some people found this disconcerting as they were looking at her headlights where the taillights should have been. Ann didn't notice as she was paying full attention to her rear view mirrors.

Delaware Valley Jaguar Club



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American British Reliability Run

By: Bob DeLucia

The 2012 version of the American British Reliability Run will take place the weekend of October 19th to October 21st. The two-day route is still in the planning stages, but will contain, as in previous ABRR drives, some spectator back-roads driving. The main purpose of the ABRR is to raise money for a children's charity, in this case, the Shriners Hospital for Children, in Philadelphia. Delaware Valley Triumphs member Mike Kempster is a Shriner, and our contact person.

This is an invitation to help us raise money for charity, by joining our two-day drive, or at least making a financial pledge to help sponsor one of the "teams". Any British car is eligible to run the event.

This event started many years ago by Vintage Triumph Register President, Blake Discher, and has raised many thousands of dollars for various charities. The first time a

group from the Delaware Valley ran the event, it was also being run by two other groups that same weekend in Michigan, and Alabama. Unfortunately in 2012, it looks like the LBC enthusiasts in the Delaware Valley will be the only group.

Wayne Simpson from the Positive Earth Drivers Club is in the process of setting up a web site. We also have a Facebook page under America's British Reliability Run, with some comments already. If you are interested in participating, or for more information, contact me. Cheers, and see you in route October 19th to October 21st.

"Where's Bob?" De Lucia, Delaware Valley Triumph Director yukon80@comcast.net

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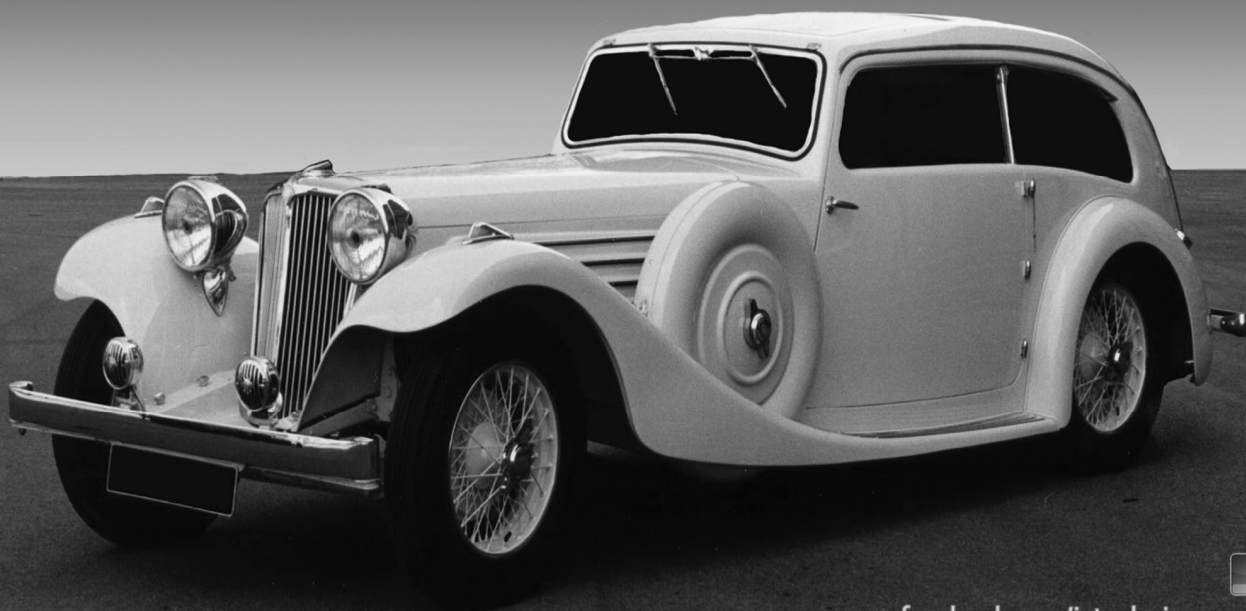
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