
The Jaguar's Purr©

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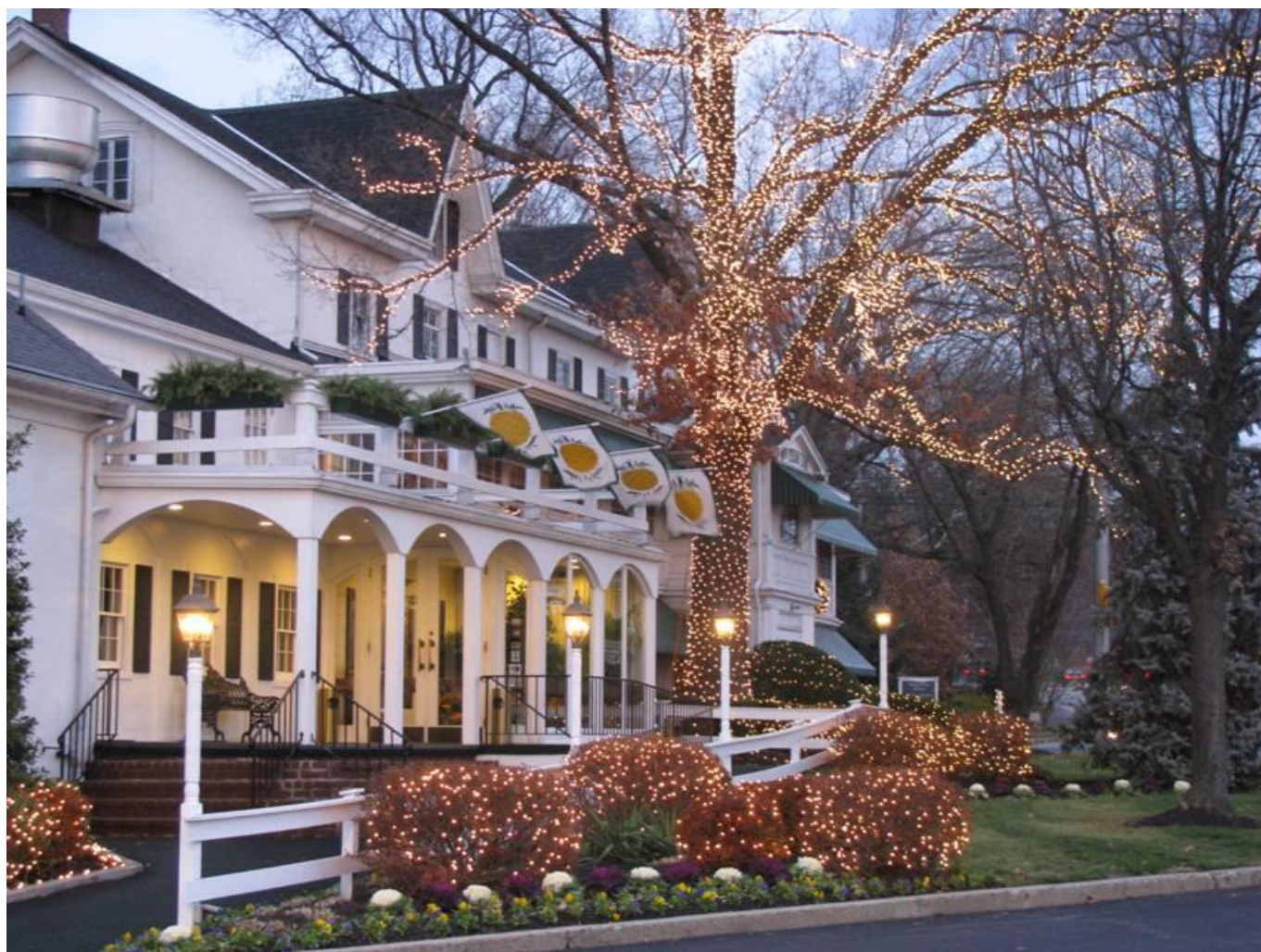
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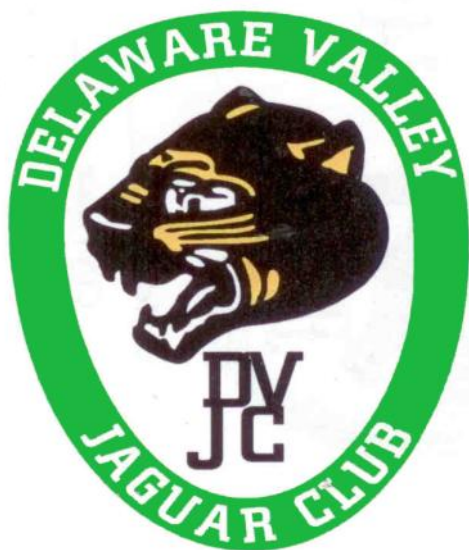
January 2014

www.jcna.com/clubs/dvjc

DVJC Holiday Party, 1/19/2014



Pictured above is the beautiful William Penn Inn, the new venue for the DVJC Holiday Party. Please see Mike Tate's *Roving Reporter* (p. 6) and the flyer on page 8 for additional information. **Response so far has been light.** If you are going please contact Mike Tate quickly.
See you there.



NOTICE—It's time to renew your Delaware Valley Jaguar Club membership. The membership fee is \$55.00. Our club is absorbing some of the price increase from JCNA. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please use the renewal form on page 17 and information from Ann Perry on page 20..

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JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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Upcoming DVJC Events

January 12, 2014

DVJC Breakfast Social

Cantwell Tavern, 109 Main Street, Odessa, Delaware

Contact: Charles Olson, cwolson29@comcast.net (see p. 13)

January 19, 2014

DVJC Annual Holiday and Awards Party

William Penn Inn, 1017 Dekalb Pike, Gwynedd, PA 19002

Contact: Mike Tate 610-827-7763, mjtate1414@verizon.net (see p.8)

February 16, 2014

DVJC Breakfast Social

Andy's Diner, 505 W. Ridge Pike, Conshohocken, PA

Contact: Charles Olson, cwolson29@comcast.net (see p.14)

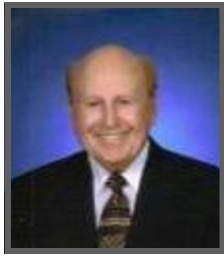
Other Interesting Events

February 8—16, 2014

Philadelphia Auto Show

**Pennsylvania Convention Center, 1101 Arch Street,
Philadelphia, PA**

Contact: www.phillyautoshow.com



The Prez Sez *January 2014*

Happy New Year to you all! despite the snow, ice and cyclic temperatures that have kept me busy just coping trying to get things in order! Nor-

mally, we only schedule one event in January in addition to our officer's planning meeting. However, this year we start off with a Breakfast Meeting on the 12th, have our Holiday & Awards luncheon the following Sunday the 19th and the Officer's meeting the following Saturday the 25th! By the way, the Brunch at the Cantwell Tavern starts at 10am. Please note!

We've established that Andy's Diner will be our location for our Breakfast Club Meetings this year, which are usually scheduled the 3rd Sunday of the month. Since our Club members encompass the whole Delaware Valley, I wanted to schedule a Breakfast Club location to attract the folks living in Delaware and Maryland. With the help of Charles Andrews, the Cantwell Tavern in Odessa, Delaware was chosen. I had originally planned to have this meeting location as an addition to our regular meeting at Andy's this year, to see if there was interest in having the Delaware group form their own Breakfast Club Meetings and schedule some DVJC events in Delaware. I'm sure with the support within the group they'll schedule something. As an Example: The DVJC Jag owners in Lehigh Valley are organized by Gerry Kunkle the Area Coordinator, to schedule a "Garage Tour." Perhaps someone would volunteer to become the Area coordinator for the Delaware area?

Now, for what I consider our second most important event next to the Concours, is Our Annual Holiday & Awards Luncheon! This is a new location and a great place to dine with fine food and an impressive atmosphere. It was thought a place with a reputation for good food with a fine dining atmosphere would attract our members. So far we have not received the anticipated response. At this writing we've only received half of the required 50 to break even. Sorry we can't guarantee good weather but have made tentative arrangements for the following Sunday the 26th. So send your check for 30 dollars per person to Mike Tate.

As Chairman, Mike assigns persons to assist in the preparation, for a lot of work goes into this type of event. A Silent Auction, Live Auction, Door Prizes, perhaps a 50/50. We save money by providing

center pieces that you may win to take home. The Flyer is again printed in this issue. Besides this appeal, I'll be encouraging everyone I see to attend!

As I mentioned in the December issue of the Prez Sez, the 2014 AGM is located in Boston MA. this year and I will be going as a Delegate with my vice president Paul Merluzzi. I hope to pick up invaluable information regarding some of the details in planning to assist our various AGM committees this year. Also, I'd like consideration for appointing a back-up alternate as a Guest /Delegate with the executive officer's approval.

Now, for a recap on the progress our Site Committee has made on our commitment to Host the 2015 AGM. We have secured the Simeone Museum for the Friday night event and a contract for the Sheraton Society Hill Hotel, in Philadelphia for the Business and Awards Banquet! I'm working at the present time to negotiate some costs and detail provisions in preparation to a meeting early in February with our Site Committee, before signing a contract! The Sheraton is in agreement with this time table.

As a final reminder please send in your renewal check before January 15th for your 2014 Membership to Ann Perry. Just your check to Ann will do! You need not fill out a renewal application, unless there are changes.

Perhaps you'll join me for Brunch at 10am on the 12th at Cantwheel Tavern in Odessa or certainly at our Holiday & Awards Luncheon the following Sunday on the 19th! You may bring your checkbook at either/both events for Ann will be there to renew your membership! Of course as Prez, I have an obligation to remind you!

I wish for you a Happy and Healthy New Year!

Be Courteous,

Drive Safely,

and Have Fun

At your service,

President Charles Olson



Roving Reporter - January 2014

By Michael Tate

SUCCESS SUCCESS SUCCESS

It has been a great year for JLR. In a complete reversal of times before Tata the company banked half year profits up to September 30th of \$1.77bn. There is a new buzz about the company and its product line recently boosted by the introduction of the F-Type Coupe. The focus on design, technology, innovation and quality has meant JLR products reach more consumers in more markets than ever before. Greater recognition at world-wide auctions has seen them bringing in prices equal to the very big boys. To illustrate this the prices gained at the Ecurie Ecosse Jaguar collection were spectacular. The XK120 Roadster LXO 126 made \$1,159,644. This was a world record for an XK120. The 1952 C-Type fetched \$4,778,140 and the 1956 D-Type \$4,227,100. Both the C and the D went to a United States buyer. The Ecurie Ecosse three car Transporter exceeded all expectations selling for a world record for a preserved commercial vehicle at \$2,941,340 to the same USA buyer after, what was termed, a 20 minute telephone bidding war! (I have to tell you that last month I purchased a Corgi model of the Transporter for \$107!). It is so very good that the C, D and Transporter are all going to the same home and hopefully we will get a chance to see them. The only detective work I have to do now is find out who purchased them for a grand total of \$13,106,224. Was it Ralph Lauren or perhaps the Simeone Museum?? My only prayer is that they won't go into a static display.

What was termed "the Black Beauty Record Breaker" was a 1966 XKE OTS auctioned in November at Sotheby's in New York for, again, a world record for a production E-type for \$467,500 including buyer's premium!!! This car is billed as the finest E-Type in the world. It is a 71,000 mile two owner E winning three 100 point awards and the National Championship at JCNA. It was also shown at Jaguar's corporate display at this year's Pebble Beach Concours d'Elegance. Get polishing!!.

In the year Jaguar amazed the market by showing their version of an SUV. Why "amazed"? Because it would rival their sister Land Rover. But Jaguar knows their direct rivals have an SUV in their range. Also they know that the SUV market is predicted to be more than 20 million a year by 2020. As an example, if Land Rover can maintain its 3% market share it will essentially double its 2012 production. So Jaguar really will not impact LR and if it secures a portion of that 20 million SUV market with the C-X17 then it will also protect its sedan market I believe.

Do you remember Lister-Jaguar? Or was it Jaguar-Lister? In September Lister Cars announced they were back in business with many of the original players being part of the new operation based in



Cambridge, UK. The most famous car they produced was the "Knobbly" Lister-Jaguar. Perhaps The Duke of Cambridge, Prince William, will sponsor them and Prince George will become a key F1 driver.

Speaking of Formula 1 drivers is it not amazing that Michael Schumacher, seven times world champion F1 driver, after safely completing hundreds of high speed races, hit a rock while on the slopes then hit his head on another rock? He was wearing a helmet. Hopefully he will have a full recovery.

Talking of Lister, interestingly a 1990 XJ-S V12 Coupe sold at the Silverstone auctions in November for \$83,375. That is amazing money but this was an amazing car. It is



a Lister Le Mans 7.0 liter Coupe first owned by

Roving Reporter - December 2013 (continued)

the Sultan of Brunei. When sold to the vendor in 2004 it had completed 3,350 miles. It then had a nut and bolt restoration and in the next nine years covered just 120 miles! So the money seems justified. When new it cost \$232,000. Only 20 of these cars left the Lister factory.

It would seem that the addition of both a convertible and Coupe F-Type to JLRs range (plus the Evoque) has been the major talk and happening of the year. I have been part of the enthusiastic welcome but a day or two ago I was driving my XK west on the 401 when a white sports car passed me going east. "What's that" I wondered? *It was in a line of traffic* so not easy to identify. Then I realized it was the first F-Type I had seen in traffic on the road. Well, to be honest... it did not overwhelm me. So then and there I resolved to get clear in my mind which was the better looking coupe. The F or the XK. First I knew that the color the Coupe was painted had a lot to do with a person's opinion. I reckoned that F looked best in red. The XK looks stunning in pale blue and also in black. After a severe mental debate I came to the conclusion that "beauty is in the eye of the holder" and I decided that both coupes were stunning designs and they were both winners. However was the XK180 concept built in 1989 to celebrate 50 years of the XK engine the real winner?

I then compared the F to the E and was amazed how close the specs were considering the many years between the two:

	<u>1965 E-TYPE</u>	<u>2013 F-TYPE</u>
Engine:	4235cc Straight Six	2995cc V6
Trans.:	4 speed Manual	8 speed Semi-Auto
Power:	265 bhp	375 bhp
Torque:	283 lb ft	339 lb ft
Top speed:	150mph	177mph
0 – 60 mph:	7.1 seconds	4.5 seconds
Weight:	1098 kg	1614 kg
Wheelbase:	2044 mm	2622 mm
Track:	1270 mm	1585 (F) 1627 mm (R)
Wheels:	15-inch wire wheels	20-inch alloys
Price new:	\$3,440	\$ 87,900
	(\$52,230 in today's money)	

Which one would you rather have? Well, there is only the one I would have and that is the E-Type.

In value the E-type is rocketing up in price whereas the F-Type value would drop like a stone the minute you drove it out of the dealer. Both cars have huge appeal so the call has to made on economics. The fun factor is equal but does the E score with floor change?

HOLIDAY PARTY

The day of the party is fast approaching...January 19th. I am disappointed with the number of people signed up so far with only 28 registered. I need 40 to cover the cost. If you are coming please let me know as soon as possible. It is a great location with an excellent menu at a reasonable price PLUS good fellow Jaguar people.

Happy New Year and good health in 2014 to you all.

MORE LISTER JAGUARS





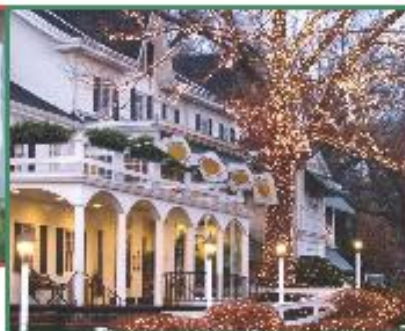
Join The Delaware Valley Jaguar Club for our annual holiday party and awards celebration!

When: Sunday, January 19th at 11:30 AM

Where: The William Penn Inn, Gwynedd - (215) 699-4808



The historic William Penn Inn will be the setting to enjoy a gathering of great Jaguar people at this year's DVJC Holiday and Awards Party. This charming inn's history stretches back to the origins of country hospitality in Penn's Woods, the colony founded by William Penn in the 1700's. At this year's event, their hospitality will be providing us with a fabulous



brunch featuring hot and cold selections that will be a treat!

Selections include scrambled eggs, Belgian Waffles, Tilapia Piccata, Beef Stroganoff, Smoked Salmon, Salad and more. Cash bar from 11:30am -1:00pm.

Just \$30 per person.

Checks to M.J. Tate, 24 Ashtree Lane, Malvern, PA 19355



For more information,
contact Michael Tate: 610-827-7763
mj@tate1414@verizon.net



A Former Racer Returns to the Track in His XKR

by Paul Trout

It is a crisp cool morning in May of 2012. The sky is crystal clear, giving confidence the day will warm up a bit. It's about 8am and in the paddock the blips and crackles of race engines being warmed up fuel the slowly rising combination of anticipation and some anxiousness. Fluids are being checked, wheel nuts set to proper torque, and tire pressures adjusted. Shortly the slightly garbled loudspeakers will announce "Driver's Meeting in five minutes" and slowly a large group of friends and competitors will gather in the classroom building near the false grid to socialize a bit before the obligatory remarks and cautions regarding the day's activities on the track. Those scheduled to run the first session will be in full driver's suits ready to climb into their respective vintage race cars to head out onto the 10 turn, 2.0 mile road course; for the first time after the long winter wait.

I glance at my watch. Just past nine. I'm sitting in my MGB-GT calmly reminding myself that this is first time out this season, so take it very easy the first couple of laps. Warm



the tires and brakes up before pushing up to speed. Check the gauges closely and keep the revs under 6000 for the first few laps. Watch your mirrors and give way to those driving a bit more aggressively. This is just the warm-up session for a day of testing and tuning. No need to push this morning. As I buckle the five point safety harness, pull on my helmet and insert my hands into the leather and nomex gloves, that feeling surfaces. The feeling of excitement to, at last, be heading out on to the track racing again after the long winter's wait. The feeling that is tempered with some anxiety; cold track surface, cold tires, the car has been sitting all winter, some drivers will be over aggressive.....in this struggle of feelings, excitement gives a nod to anxiety, but takes over as a smile broadens on my face inside the helmet. A push of the starter button and the full race BMC B-Series engine sputters a bit, then roars with that crisp melodic sound only a few appreciate. Oil pressure is good, temperature slightly on the cold side, but ok. A quick mental review of wheel nuts tightened and tire pressures set. Bonnet clips are in place. Mirrors are set. A quick tug on each shoulder belt and I slide the shift lever into first to slowly roll out of my paddock space and make my way to the grid to line up with the other racers in this session.

Blipping throttles provide lots of intoxicating noises from the twenty or so cars. The drivers are now quite eager to put the winter behind them and do what fuels their passions. The grid marshal blows her whistle and holds up three fingers indicating three minutes to go and everyone should be ready. I look around at the familiar cars mixed in with a couple I've not seen before. As the marshal raises one finger, I give another tug on the shoulder belts, check the gauges and mirrors, and slide the lever into first. As she circles her arm and points to the track entrance; one by one I see the cars in front of me pull

onto the 2900 foot main straight. As I roar out onto the track, I see the double yellow flags displayed at the start/finish line indicating we should all hold positions for the first lap. Approaching turn one, traffic starts to back up a bit as I go back down to second for the right hander. Tapping the brakes a bit, there is a slight bump, my eyes pop open and reality sets in. The sights, sounds and smells are there. The feelings, oh those feelings, are there too. But I'm not. I quickly realize I am about three hours away riding in the passenger seat of my wife's Jaguar X-Type. For the first time in several years I'm not there for the annual test and tune day prior to the Jefferson 500 Vintage Race weekend. Earlier in the year, I had made the painful decision to stop racing for health reasons. I reminded myself, as I had so many times in the past few months, that I HAD actually gotten to do what I had so passionately wanted to do since I was a little boy. I had waited a long time, but I got to race sports cars. I repeated to myself that it was better to be able to say that I used to race than to wish I had. It didn't help. I knew it was going to be a rough weekend and no one, save those who were where I wanted to be, would really understand why.

I didn't know it at the time, but the Lime Rock Vintage Festival in September 2011 was to be my last race. The decision to stop was not easy, but it was the right thing to do. After many months of looking at the race car sitting covered up in the garage and even replacing the head gasket as I always did over the winter in preparation for the upcoming season, I sold my beloved GT to a very nice younger man who, like me a few years before, was going to learn to be a vintage racer. I must admit, there were tears as I watched him pull out of my driveway with "my" race car on his trailer. There was a hole in my garage and an even bigger one in my heart.

After moping around for a couple of months, I decided to try and move on with another car. A lengthy search culminated in the purchase of a black 2001 Jaguar XKR. The XKR filled that hole in the garage and made a nice compliment to my wife's 2006 X-Type; the garage now became our "Cat House". We decided to join the DVJC and participate in some events to start filling the other hole.

Throughout the 2012 vintage racing season many of my racing buddies had invited me to join them at various events as a crew member. I made up a lot of excuses, and even started on my way to NJMP once and turned around. I knew it would be too painful.

The new owner of "my" race car and I kept in touch after the purchase. I provided lots of technical advice to make sure he was caring for the GT properly. He took the GT to driver's school at New Hampshire International Raceway in April of this year and it ran well for him. Ironically, New Hampshire was where the GT and I went to driver's school a few years ago. When he returned he asked me if I would help him out at his first event, the Jefferson 500. At first I started making excuses, but he was persistent and I finally agreed. I knew it was going to be difficult for me emotionally, but making my first trip in the XKR was certainly going to help.

A Former Racer Returns to the Track (continued)

Pulling into the main gate of the Summit Point Raceway, I had to catch myself when filling out the release form; check mark in "Crew" not "Driver". After a tour of the paddock with over 250 vintage race cars, most familiar to me, I found a safe place to park the XKR and found the GT. Drew (new owner) told me lots of guys had stopped by looking for me, surprised to find a new driver. I spent a lot of time catching up with old friends, explaining why I wasn't racing and pointing over to the XKR. There were lots of compliments and suggestions that it was way faster than the GT anyway....

Drew did well with the car at the Jefferson with impressive lap times; thankfully falling a bit short of mine. At the event dinner on Saturday evening there was a big screen showing clips from events of previous years. My GT showed up in quite a few of the clips giving us both some moments of pride. On Sunday as I departed for home I told Drew the GT was now HIS race car. It had gone to a good home, was well cared for, and driven well. It was a big step in moving on for me. I had a great drive home in the XKR.

When I saw that DVJC was having an event at the New Jersey Motorsport Park in July my wife Sue and I decided to attend. I thought it might be a bit easier now. I had raced at NJMP several times in the New Jersey Vintage Grand Prix events. The Thunderbolt circuit was one of my favorites with many fond memories of duels won and lost. It is a very challenging course with 12 turns and a half mile straight-away in a 2.25 mile lap. I had my only true podium finish at NJMP behind a Healy 100 Six and a Porsche Super 90. I was looking forward to coming back. I would have a chance to talk Sue around the course a couple of times in the XKR and, hopefully give her some insight into my passion during the "racing years".

On the day of the event we arrived at the meeting point to find the Outback Steakhouse parking lot full of Jaguars of all types. There were E-Types, XJs, an XF, XKs and even a couple of new F-Types. We had plenty of time to meet some of the owners and family members before starting off for Millville in a caravan of beautiful machines from Coventry. As we motored along some of the rural roads on the route, a few of the cars in front of us did some "burnouts" as they left stop signs. I exercise some restraint, but enjoyed the sounds and smells. Approaching the entrance to NJMP, I started to have some mixed emotions. Pulling in through the gate was a bit different on a Sunday afternoon. I was used to arriving late on a Thursday afternoon with a trailer behind me to start looking for a spot in the paddock to set up for the weekend. That would be followed by setting up my 12X12 canopy, unloading the race car and securing it for the night. It would generally be dark when I left for the hotel and dinner. Now I was just going to cruise in and park the car. I thought "I could get used to this."

We lined up all of the Jaguars in the designated parking area and had a few photo ops. I spent a few moments explaining the layout and some of the best vantage points to a couple of new friends before heading over to the timing tower. On the

way over, Sue remarked about there being so few race cars in the paddock. I explained that it was Sunday afternoon and generally a lot of entrants, particularly those with long tows home, will have left. The only race left in the weekend was the enduro which was getting ready to start. Since it was an hour long race, we had time to view from the timing tower for awhile and then head over to the bleachers at turn 5, my favorite viewing point. On the way over to the tower we saw that a couple of my old racing friends were still there, but packing up. We stopped to chat a bit. I left them to their packing and loading, and moved on, not missing all that goes into packing up to leave for a long tow home. As we approached the tower I could hear the sounds of the cars forming up on the false grid to await the start of the enduro. Walking along I was thinking about sitting there myself a couple times. For me it was always a time of preparatory focus. Quietly, within my head, I would run through the mental checklist to ensure the car was ready; wheels tightened, pressures set, bonnet pinned down. I smiled and remembered the time when forgetting the pins cost several starting positions. The GT has four pins that secure the alloy bonnet. For access to the engine bay you pull the pins out and lift the bonnet off. It is a simple one-man job since the bonnet is alloy and very light in weight. I had hastily put things together to make the grid after replacing a punctured oil cooler and somehow not only failed to replace the pins on the right side, but also failed to notice it while sitting on the false grid. As we drove through turn one on the pace lap, I noticed something odd; the bonnet was lifting about four inches on the right side as I gathered speed. Knowing that it would lift far enough to crimp the bonnet at any kind of racing speed, it needed to be secured. The pins were just where I had left them, in the hole where the wipers once were, just in front of the windscreen. By turn five I had a plan. I was sitting about mid pack, so I needed to let those around me know I would be pulling into pit lane as they would be accelerating into turn twelve by raising my hand out the window around the window net. Fortunately I was on the right side of the formation so I didn't have to cross in front of anyone. As we left turn eleven, I raced down the pit entrance and came to an abrupt stop by the closest pit steward and started frantically pointing to the pins and the bonnet. It was actually funny (afterward); he was shouting "Your bonnet isn't pinned!!" and I was pointing to the pins shouting "Please put the pins in!!!" Eventually we communicated and I made the slow drive down pit lane and rapidly accelerated back onto the track; dead last and a half a lap down. I turned some pretty quick lap times for the rest of the race just catching some back markers with a lap or two to go. Needless to say, my starting position for the race later in the day was at the back of the pack.

Sue and I climbed the timing tower just in time to see the cars in the enduro come around turn twelve and take the green flag. The rolling start is one of the most exciting parts of a race to witness. The combination of sound, color and movement is just awesome, even with a small field as there was on this occasion. I never tire of it. You hear the cars at moderate throttle as they come round the last turn prior to the start/finish line and as the green flag is shown there is this tremendous roar as all throttles are fully open with everyone searching for an opening to move up prior to the first

A Former Racer Returns to the Track (continued)

turn. From a spectator perspective it is motor racing excitement at its peak.

As we watched and listened to the start on this occasion, I too opened up a bit. I knew full well what it was like to be in one of those machines below and wanted to share it a bit. The start of a race is even more exciting in the car. It is also the most dangerous part of the race. In drivers school we practiced rolling starts more than any other single aspect of driving a race car. As you pull onto the course to start the pace lap, you are directed to one side of the formation or the other. You are expected to stay even with your partner and keep a reasonable distance behind the car in front of you. At most tracks they do not use a pace car for vintage races, so the car on pole position regulates the speed of the field as they come round the course. Sometimes there will be drivers weaving their cars back and forth to get some heat into their tires, which adds an additional need for attention to the cars around you. As you approach the last turn before the start/finish straightaway, the adrenalin starts to rush and there is a collective tension in the field. You have already sized up the cars in front and those behind you. You are at about mid range of which ever gear will give you the best acceleration with some room before the red line and your eyes are focused on the flag stand because when the lead car is shown the green, everyone just dumps the throttle. When that flag drops there is such a focused determination that it approached sensory overload. You are accelerating as fast as the car will go, looking for an opening to get by the car in front, checking your mirrors for activity behind you, making sure you don't hit the car in front of you and positioning the car as best you can for entrance into turn one. The duration of this is limited by the distance to turn one. As you approach turn one a new dimension is added. Everyone starts braking for the turn and you get very close to each other. This sequence repeats itself through the first few turns until the field strings out and settles down a bit. This depends upon the size of the field. I was once in the middle of a thirty five car field where most of the first lap felt like the start. Starts are very competitive and require a lot of trust in your fellow racers. Both my best and my worst start were at NJMP. On my best start I was positioned about eighth on the grid of about twenty. I was just clearing turn twelve when the green came out and had left a bit of room behind the car in front of me. As we all accelerated I saw some room between the two cars in front of me and, after a quick glance in the mirror, dove into it staying on the throttle past another row of cars entering turn one in fourth place. I had moved up four positions between turn twelve and turn one. There were a lot of races where I didn't move up that many positions the entire race. My worst start was the only race where I started on the front row. I had somehow qualified second and was on the outside next to a very fast Austin Healy 100-6. It is a lot different with no cars in front of you coming around turn twelve looking for the green. I was way too focused on keeping pace with the pole sitter and did not jump on the throttle fast enough when the green flag waved. I watched the Healy pull away and at least four cars roared past me. I entered turn one in the middle of the pack. As luck would have it, I was able to move up a couple of positions during the race and a couple of leaders dropped out. I finished third. The worst start ended with my only podium

finish.

As Sue was beginning to "glaze over" from my tales of the start/finish line, we decided to head over to one of my favorite viewing points, the bleachers at turn five. This is where the high speed portion of the track transitions to the "twisty bits" of turns five through ten. On the way over we admired from afar the line of beautiful Jaguars and talked about how it was going to feel to drive the XKR out on the track. We had driven touring laps together on a number of other race tracks; Spa, parts of Le Mans, and Circuit Gilles Villeneuve in Sue's X-Type. Would this be different since I had actually raced here? I suggested it would be different. Driving the other tracks were new experiences at tracks whose history for me was watching or reading about my heroes racing on them. I had actually raced on this one. I could talk about the proper lines for all the turns, why they are important and relate experiences at various places on the track. I wasn't certain Sue was looking forward to all of that as much as I was, but I knew she was happy that I was. She had and continues to be so very supportive of my emotional struggles with leaving behind what I had most wanted to do and was so passionate about.

As the enduro race came to an end and the time to get into our cars for our touring laps approached, the nice day began to deteriorate as a huge storm cloud began to loom in the distance and it was headed this way. We all watched with some nervous anticipation and, perhaps some concern that the highlight of our NJMP event might be cancelled. I was having some second thoughts about going out if it rained. Sue reminded me that I had raced in the rain. Yes, I had raced in the rain on a number of occasions. Racing in the rain requires a very smooth gentle approach. It can have a bit of Zen to it if you embrace it. You brake a bit earlier and more gently. Your turn in is more subtle and you roll more slowly on the throttle exiting turns. Your awareness of the cars in front of you is a bit more heightened as it is much easier to drive beyond the limits of car or driver in the rain. Unfortunately during a race in the rain the scenery along the side of the track is often altered a bit with the occasional race car parked at the end of a pair of muddy grooves in the grass. The velocity of a sliding car increases sharply as the wheels leave the pavement and enter the wet grass; rarely stopping without some sort of impact.

As the track official in the pace car approached the line of Jaguars, the rain started. He told us we would follow him in single file and he would hold us to 65 mph. There was to be no passing. These were pretty standard touring lap instructions, but I felt 65 was a bit aggressive for the conditions. A coating of rainwater on a track just after a full day of racing can be quite slippery, especially off the racing line. As we headed toward the track it started raining in earnest.

As we entered the main straight, Brian and Pauline's beautiful red XK8 was in front of me, a lovely black XJ-R was behind and in our car there was a big smile and some concern. Approaching the back up in the braking zone for turn one I showed Sue how to take an early apex on turn one make turns one and two a continuous double apex turn. I talked about the time approaching turn three I got "dive

A Former Racer Returns to the Track (continued)

bombed” by a very aggressive young SCCA driver who slid in front of me with about an inch between the tail of his Volvo and the nose of the GT. It actually looked quite scary from the outside. The drivers in the cars behind me later complimented me on my driving and the stewards made the Volvo guy come over and apologize to me for creating a “near miss”. Actually I saw him coming in my mirror and knew where he was going to land. I never had to lift and held my line. As we come over the rise out of turn three with the left tires on the red and white rumble curbs I talked about another, more unusual dive bomb experience. The New Jersey Vintage Grand Prix events were held in conjunction with the Millville Airport Vintage Air Show and there were all kinds of WWI, WWII, and Vietnam era military aircraft in the air during the races. During one of those races I came over that rise and was staring at a bi-wing WWI fighter plane that had just completed a loop. It was like the scene in “North By Northwest” where Cary Grant dives into the dirt to avoid being hit by the crop duster. The plane zoomed up over me as I raced down to turn four.

Approaching turn four I talked about the time I was pushed partially off track by a Volvo PV-544 while trying to take the inside line from him. He had gotten a jump on me at the start (yes that really bad start) and by lap two I had gained back the lost ground. I knew I could come out of turn three fast enough to be aside of him going into turn four. Seems he knew that too and pulled a classic blocking move pushing me to the right as my nose was even with his door. I lifted and tucked in behind him through turns four and five and stayed on his tail through the twisty bits and danced behind him for another lap or two looking for another opportunity.

Coming through turn five, I showed Sue how the turn has a slightly deceptive kink at the end of it which can cause you to run out of track just as you exit if you haven’t hit the apex just right. Turns five through eleven are the most technical of this track. When get it right it feels great and when you don’t get it right, well, you know it. I showed her how turns seven and eight can be one continuous arc to set you up for turn nine and the “Tail of the Devil”. Turn nine is the most complex, slowest and, perhaps, the most important section of the track. As you approach it beckons you to turn in too early. If you turn in too early the rapidly decreasing radius causes you to brake again just as you start to power out; often resulting in a trip to the grass. If you wait long enough and actually stay on the outside of turn nine you are set up for an early apex on turn ten and a full throttle run all the way through turn twelve. In essence, turn nine is the set up to carry as much speed as possible out of turn twelve onto the main straight where you will hit your maximum speed on the course. Driving through turn nine I reminded Sue of that Volvo that had blocked me and pointed with a smile to the spot at the middle of turn nine where he went off and I went by him.

Keeping a few car lengths between me and the red XK8 and checking the mirrors for the XJ-R behind I drove through the turn ten and eleven complex relating how I used to be able to tell how well I had come through the “Tail” by where I shifted from third to fourth; the earlier the faster I would enter the main straight. As you come through turn twelve

using every bit of the rumble curb, you are flat out and will be for a few seconds as you hit your maximum speed. The main straight actually provides a bit of down time when you are racing. Even if you are overtaking someone, it is pretty straight forward (not to make a really bad pun); just keep straight with your foot down. It’s a great time to check your gauges and take a quick breather because the braking point for turn one comes up pretty quick and another laps begins.

Motoring down the main straight I noticed two things; Sue was getting a bit glazed over by my commentary and we were doing 85! I kicked the tail of the XKR out a bit on the rumbles out of turn three and thought to myself “we better calm this down a bit.” As we came through turn one on the next lap there was an E-Type sitting sideways on the inside apron pretty much where you land if you spin. I suspect he and his passenger had a bit of what racers call a “pucker moment.” Further along in that lap through the turn ten and eleven complex we were talking about the time I came under the bridge at turn twelve flat out to see an MGA sitting sideways in the middle of the track and a Datsun 510 perpendicular to it; both with significant damage. I saw the cars before I saw the yellow flag and lifted enough to glance in the mirrors and steer to the right side of the track to pass them. The drivers were still in the cars indicating it had just happened. Sue had witnessed that incident from the balcony of one of the condos along the main straight. That race was red flagged next lap because they couldn’t move the MGA out of the way without a truck. Coincidentally as we left turn 11A we saw the blue E-Type coupe up against the wall at the end of a couple of brown ruts in the grass and our session was “red flagged.” Fortunately, in both cases, no one was hurt and the cars could be fixed. While we were disappointed a bit, stopping the session was the right thing to do.

Much like at the end of a day of racing, we had a nice dinner in the Finish Line Pub and talked about the day with friends old and new. Concerns about the driver and passenger of the E-Type were alleviated when they walked in and assured us they were ok; a little shaken, but ok.

It wasn’t until the drive home that I quietly reflected on the day, the experience, and the feelings. The Thunderbolt track held many very fond on and off track memories. I remember



thinking about how when you are racing you are truly living in the moment, but at the same time you are making memories. Many of those memories lay dormant until there is a reason for them to surface. There was

a flood of memories that surfaced during the day and I made some new ones in my XKR. With a warm smile I recited my new mantra; “I’m grateful I really did go racing instead of I wishing I had” and decided moving on with my XKR was going to be a great way to fuel my passion.

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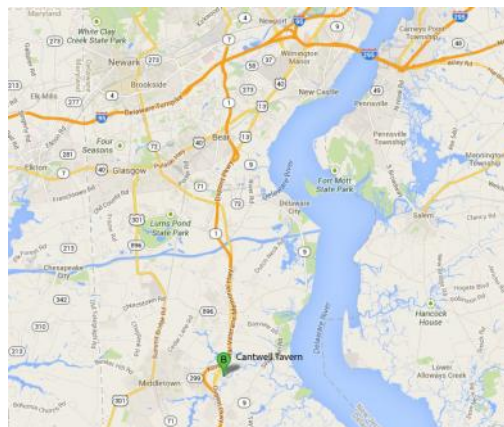
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Sunday, January 12, 2014, 10:00 am

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Sunday, February 16th, 2014, 9:00 am

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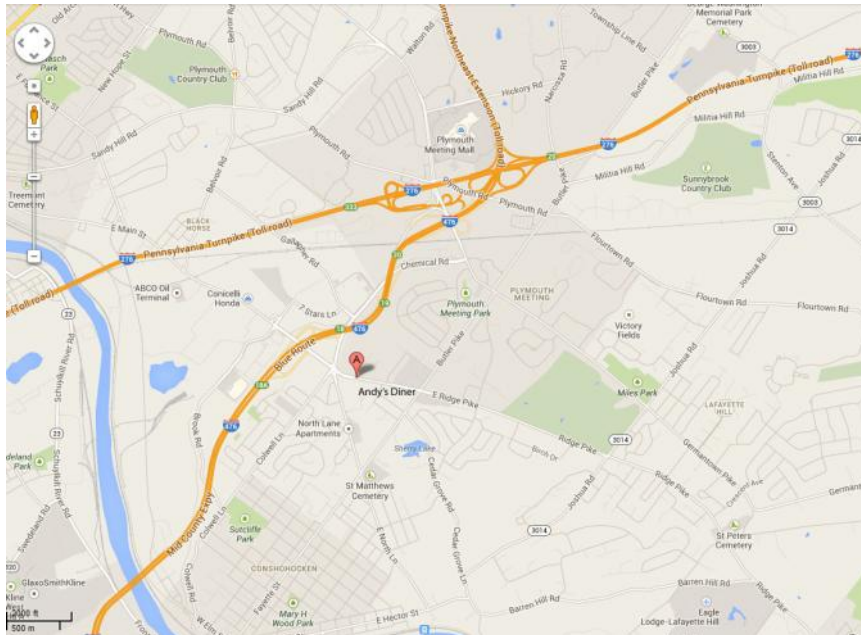
Driving directions from the Pennsylvania Turnpike:

Exit at Norristown Interchange, (Exit 333) thru tolls and take the ramp to the right. Exit to the first traffic light and turn right on to Chemical Road. At Ridge Pike there are two (2) left turn lanes. Get in the right side left turn lane. Turn left on to Ridge Pike. Andy's Diner is on your right.

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

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

For further information contact Charles Olson, cwolson29@comcast.net or 215-757-2028.



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Contact Kurt, 610-358-4055

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1992 XJSV12 Coupe, Black w Champagne interior, VIN NC182330, 106,620 miles. I am the 2nd owner. Since I have owned (APR 2009) it has never been in an accident (CARFAX will confirm). Car history will be provided on request.

Work completed to date; Steering rack replaced, chrome all redone, brakes, rotors, some minor electrical wiring, interior completely gutted, new carpet, all seats redone with original equipment leather, headliner also, tunnel and glove box redone, radio and deck were refurbished. Body has only one (1) rust spot – 1” x 2” driver side ahead of rear wheel well. Bonnet needs adjustment - slightly high on driver side.

Work to be completed; oil pressure sensor replaced (have), speed control??, cigarette lighter??, radio antenna??. All chrome is off – the paint is good but should be repainted.

Car is mechanically sound both engine and transmission. As the rest of my Jags it has been serviced by Chesapeake Jaguar – Cockeysville, MD.

Contact Robert Fiedler Email; fied2032@earthlink.net for info. Pictures upon request. Have original owners manual.

Will not accept any offer less then \$12,500. Reason for sale; I have a bid in for a 1960 Austin Healey BT7 Mark I, one of my first British Sport cars.



2001 S Type Jaguar, 4.0 liter V-8, 89,700 miles, GPS, voice activated phone, original owner, Roman Bronze. \$6,600 Pat or Steve Kelly 610-793-7701, Chester County PA



Delaware Valley Jaguar Club



Application for Membership / Renewal

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(please indicate year, model & color)

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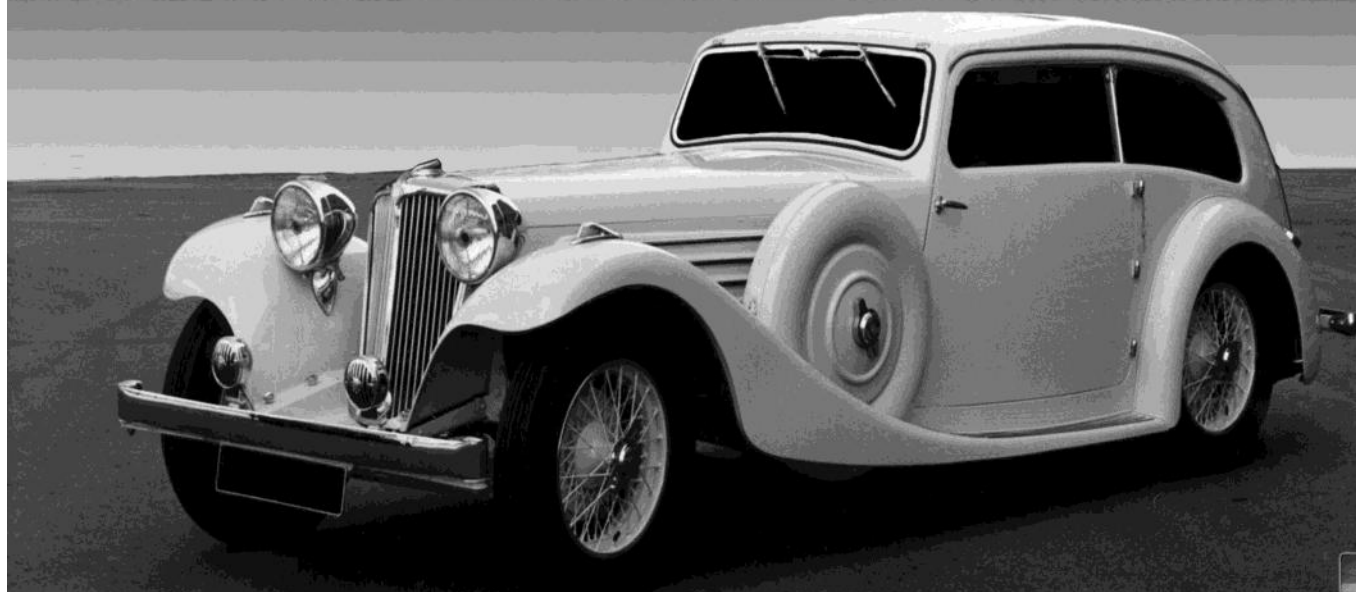
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IMPORTANT MEMBERSHIP INFORMATION

by Ann Perry

With all the hustle of the Holiday Season, it is hard to request that you add another duty to your Christmas List. However, it is renewal time for your membership in the Delaware Valley Jaguar Club. As your Membership Chairman I must have the dues submitted to the Jaguar Clubs of North America by January 20, 2014. By submitting the dues on time, you will continue to receive the Jaguar Journal without interruption and we will be able to send voting delegates to the Annual General Meeting (AGM) in April.

If there are no changes from last year in your address, phone number, cars owned, etc., you may just send me your check for \$55.00 made out to the DVJC by **January 15, 2014**. You may also use the Membership Renewal form in this issue of "The Purr". Your attention to the renewal process is greatly appreciated and I wish you all a safe and joyous holiday.

Ann Perry
Membership Chairman
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Colors: White w/Green Trim

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Lee (83062)

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Colors: Jaguar green

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Price: \$7.00

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