



# The Jaguar's Purr





THE JAGUAR'S PURR  
Published by:

DELAWARE VALLEY JAGUAR CLUB  
Editor: Bonnie Hall  
1618 Meetinghouse Rd.  
Boothwyn, PA 19061

Knit Rappold  
116 Governor Markham Dr.,  
Glen Mills, PA 19342



  
MAY 90  


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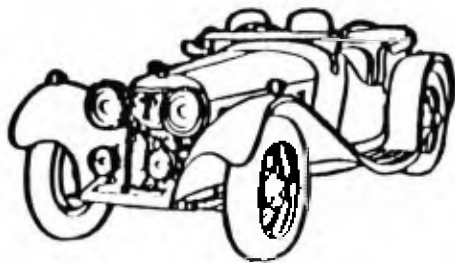
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## PRESIDENT'S MESSAGE

The British style picnic and caravan was most enjoyed by all those smiling faces. This was a time for caring and sharing. The Jaguar Jargon was almost non stop. If I must say so I think the children had an even better time than us older folks. Al Parsons showed up in his SS 100 and Betty drove down in her own beautiful XJS. Some of our newer members were on the scene and they materially contributed to the afternoon's festivities. The caravans moved smoothly along with nary a hitch. And Jon Schroch and his frau down from Lancaster kept bringing up the rear. Too often from way, way back.

Regrettably we were forced to cancel our May outing. Too many people, some of them your fellow club members refused to host a tech session with a following caravan and picnic. June, however should take up the slack and give ALL our members a chance to get their Jags out and really take advantage of a three pronged car regalia this month. Chronologically they are as follows: Strawberry Festival at Coatesville Hospital Saturday, June 2nd., Concours d' Elegance Show returns to Radnor Hunt on Sunday, June 3rd., and the great Euro Car Show at Renaissance in Gulph Mills on Sunday, June 10th.

Pick your dates and I look forward to seeing you all at least one of these three events.

JACK E. SANFT

## CLASSIFIED

### HAVE CAR TRAILER - WILL TRAVEL

Kitty Hauler for hire. After hours, can have running or not. T.L.C. Remember automatics must not be towed. Call Kurt Rappold at 215-358-4055 for appointment. Also large collection of XK parts bought & sold.

Jaguar wanted - XK-120 roadster - any condition for restoration. Call Dave Zuhlke at 609-654-0649.

Miscellaneous Jaguar XK-150 roadster parts for sale - metal parts as well as a complete blue carpet and trunk set. Call Dave Zuhlke at 609-654-0649.

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MK 10 Complete for parts!

Needed Trans DS 250 for MK 9  
All the above contact Jack Sanft at  
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# Concours d'Elegance

THE DELAWARE VALLEY JAGUAR  
CLUB

PROUDLY ANNOUNCES THEIR  
ANNUAL CONCOURS d'ELEGANCE

JUNE 3 1990

LOCATED AT THE ELEGANT  
RADNOR HUNT CLUB

PLENTY OF JAGUAR S TO SEE  
AWARDS

BEST OF SHOW

MOST POPULAR

VENDORS

MAKE A DAY OF IT!!

FOR FURTHER INFOMATION

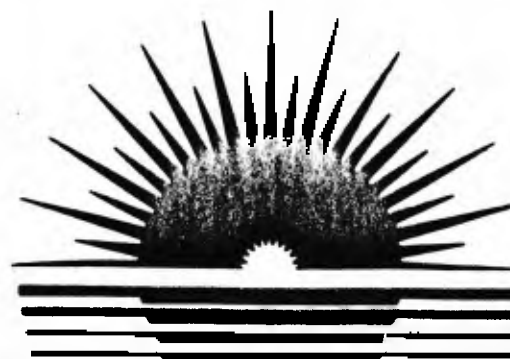
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The premier Jaguar  
event of the season



CLASSICS  
AT

RENAISSANCE

A VINTAGE EUROPEAN CAR SHOW

in association with  
THE DELAWARE VALLEY JAGUAR CLUB  
and members of the Delaware Valley area  
Ferrari, Mercedes and other Euro Car Clubs

Refreshments ★      ★ Fun for the Family

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DELAWARE VALLEY JAGUAR CLUB  
AND ALL BRITISH MARQUES

JUNE 10 1990

BE THERE



Jaguar XJ-S Rouge





"Look at the bright side! One more part and you'll have a new car."



"The door is open...the door is open...the door is open..."

**THE PREMIER JAGUAR EVENT OF THE SEASON**

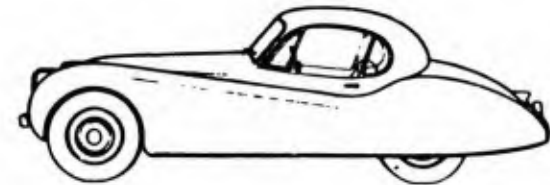
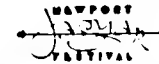
*Date:*  
MEMORIAL DAY WEEKEND  
MAY 26 & 27

*Place:*  
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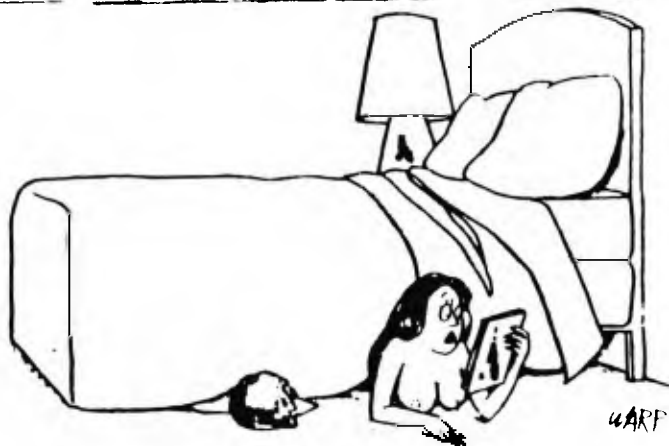
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"Well, no wonder! This is the car manual!"

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AND ALL BRITISH MARQUES

JUNE 10 1990

BE THERE



Jaguar XJ-S Rouge

DAVID L. MILLING

Mr. Jack Sanft  
December 13, 1989  
Page 2

The car was owned from new until 1963 by one owner in England and participated in rallies including the 1938 RAC London to Brighton Rally. The car still carries its original English number plate EUL525 and pictures of the car are in several early Jaguar books.

Preparations for the race were not too extensive. We talked to several people who owned and had rallied and/or raced SS 100's. What we learned was that the car was pretty simple and reliable. We did have to purchase and install a new petrol tank as the original leaked, a common problem with slab type tanks of that era. We also had fabricated a modern radiator which gave us considerably more cooling capacity than the original honeycomb radiator. We had the wheels trued and respoked at Dayton Wire Wheel including the two spares. We installed a new clutch, checked the bearings, the starter and the generator as well as the gauges--temperature, odometer, petrol, speedometer and clock. We decided against pressurizing the cooling system and adding an oil cooler. We did add an auxiliary fuel pump to augment the original tandem electric fuel pumps.

We tested the car at speeds up to 75 mph and during testing

CALENDAR OF EVENTS

*Don't Forget Mother's Day  
May 13<sup>th</sup>*

*MAY 20th - DINNER MEETING ~~SIGHT TBA~~ Canceled Due to Insurance*

MAY 20th - DINNER MEETING  
SIGHT TBA

~~SIGHT TBA~~

CONCOURS D'ELEGANCE  
RADNOR HUNT CLUB

JUNE 10 - ALL BRITISH & EURO CAR SHOW  
GULPH MILLS RENISSANCE

JULY 15th - ANNUAL PIMNIC DVJC  
N.J. FOOD & FUN !!!

AUGUST 3rd & 4th - VINTAGE ROAD RACE & CAR SHOW  
FAIRMOUNT PARK PHILA.

SEPTEMBER - EVENT FORTH COMING

OCTOBER 21st - ANNUAL JAGUAR AUCTION  
LUKENS INN LANSDOWNDE

NOVEMBER 18th - DINNER MEETING  
ELECTION OF OFFICERS

DECEMBER 15th - CHRISTMAS PARTY  
TOWNE HOUSE MEDIA

Jaguar



## Buried pit full of factory E type parts discovered....a buried treasure!

Spare parts dumped by Jaguar more than ten years ago were dug up recently---and they could be worth \$100,000.

The gearbox parts were buried in inspection pits at a former Jaguar factory in Coventry after the E-type and XK models were discontinued.

They were recovered after an employee of Country Classic Cars, of Southam Warwickshire, remembered the pits being covered in concrete.

The company got permission from the owners of the site to excavate and the parts were found, many still in protective plastic.

Normally the firm gets most spares from the USA, Mexico and Germany---where the original E-types and XKs had their biggest market---and uses them to restore wrecks that are then sold to Americans for \$80,000.

A company spokesman said: "This find is a real treasure trove, and we hope to find even more. Jaguar has no claim on them."

An official from Jaguar watched the excavation, but the company refused to comment.

we managed to burn up the voltage regulator and some of the original wiring. We jury rigged a Mark X regulator which worked well throughout the 4500 mile rally. We put in new spark plugs replaced (both) hoses and the fan belt. We started with 20W50 oil, a fifty-fifty mixture of water and antifreeze and unleaded gasoline with lead additive. The car burned virtually no oil, and we were getting about 15 miles to the gallon with a 17 gallon tank. We doubled the wattage of the bulbs in the taillights and headlights and we were ready to start the Great American Race.

We left Norfolk Monday, June 26, 1989 and arrived in Baltimore at the end of the first day with no problem. (No problem except that we were in a class designated as "Flyers" and were not allowed to use the top. As a result, we were wet most of the first six days. It rained and it rained and it rained.)

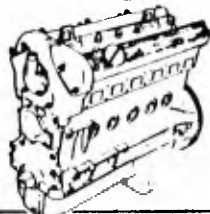
The second day we drove from Baltimore to Richmond to Raleigh to Charlotte. This was a particularly gruelling day as the temperature was in the 90's, as well as the humidity. We were running in the middle of the 120 car field. Our biggest problem was that we had never run a rally before and we seemed to get to the checkpoints early. We chalked it up to inexperience. (In numbers we were 3-1/2 to 4 minutes off the pace each day where winning cars were somewhere between 3 and 30 seconds off. Our performance as rallyists did improve as the race progressed and by the final day we were only 23 seconds off the pace.)

# Cran

# Jaguar

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