



**The
Jaguar's
Purr**

November 2000



THE JAGUAR'S PURR
is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
a chartered, non-profit corporation
founded in 1965 and incorporated in 1968.

All contributions for publication are welcomed.

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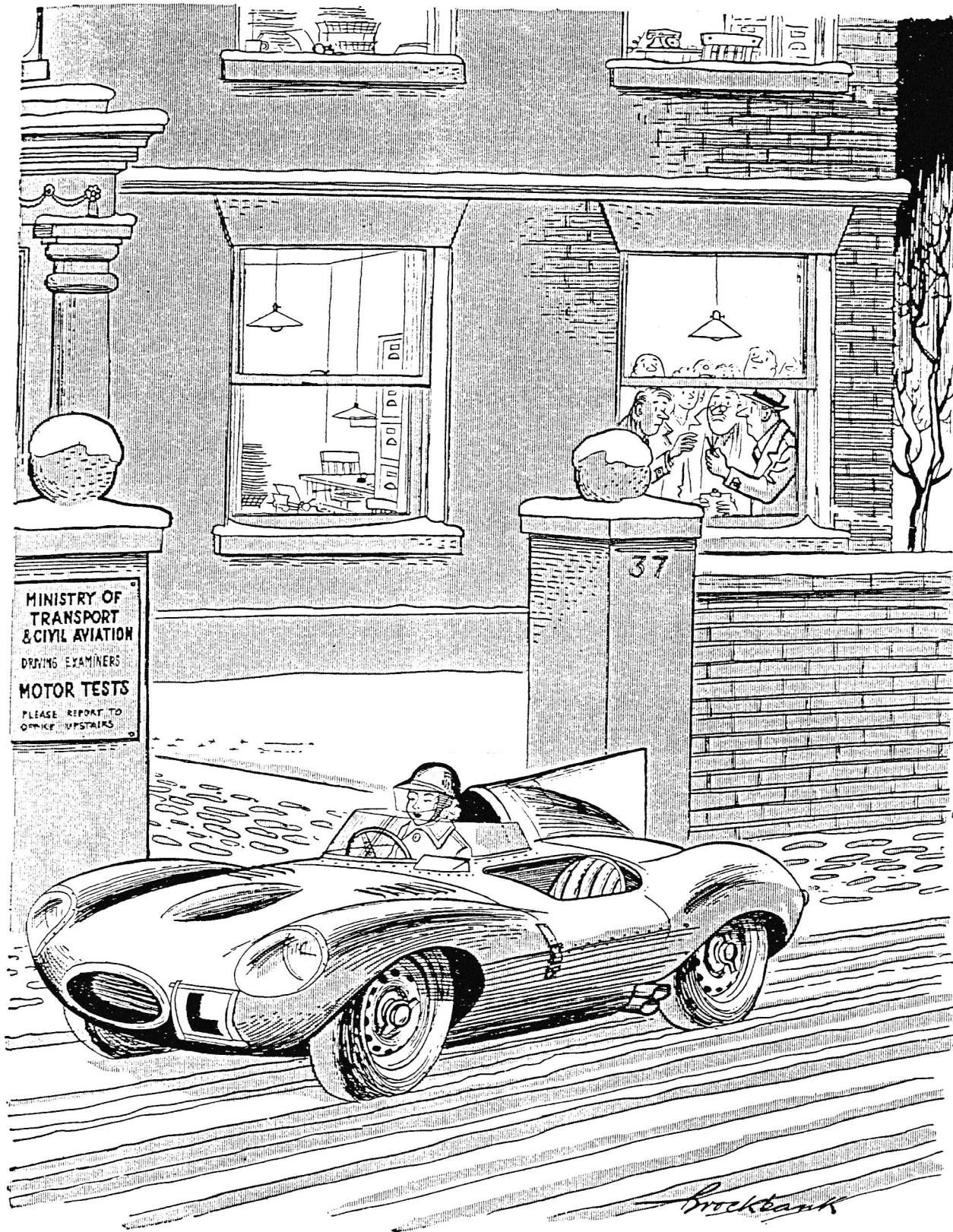
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"E" Mail Contact Person - LARRY SCHEAR (610) 323 -4753
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2000 DELAWARE VALLEY JAGUAR CLUB "HOLIDAY PARTY"

Your Board of Directors has OK'd **The Corinthian Yacht Club** as the site of our last 2000 event, which is the Holiday Party. Some of the feedback I have heard with past events is being solved with this event, as we are letting you know in October for the December event, we are very central. Just being 2.7 miles north of I-476, just off Route 95, parking is very private and safe at this site. We are holding the cost down on only \$70.00 per couple, and for those sailing enthusiasts of which we have a few, this place has such atmosphere that you will feel great satisfaction just being there.

Enjoy a warm and special ambiance offered by **The Corinthian Yacht Club**. Thanks to one of our members, we were able to make arrangements to be here this year. The affair will be held on Sunday afternoon starting at 12:00pm, so that people can enjoy the fantastic view of the river and the site, and also get home in a reasonable time. Please put December 3rd on your calendars, so that you do not miss out on this one. We will be eating about 2:00pm.

We are limited to only 90 reservations, so do not hesitate in sending in the application below. Sorry - no tickets will be sold at the door. Please make out your check to "D.V.J.C." only!

The site is right next to The Governor Printz Park and the Lagoon Restaurant.

The menu will consist of prime rib of beef au jus, baked breast of chicken, or baked stuffed flounder. All dinners will include: fruit cocktail, salad or soup, potato, rolls, coffee or tea, and dessert. We will have a bar for which anyone 21 or older may indulge, with music on a nice hardwood floor overlooking the Delaware River. If it is a nice day, I hope we can line up a nice collection of Jaguars along the drive.

Please send your application for your choice of food with a check to "D.V.J.C." to: Delaware Valley Jaguar Club, 116 Governor Markham Drive, Glen Mills, PA 19342-1033.

Directions: Take Route 420 east to the Delaware River after departing Route 95 at Exit 9.

Record your choice of food here: _____
Check # _____ in the amount of \$ _____

DELAWARE VALLEY JAGUAR CLUB ANNUAL HOLIDAY PARTY - DECEMBER 3, 2000 Reservation Application

Number of people attending: _____ @ \$35.00 \$ _____ enclosed
Check # _____

Menu Choice: _____ Prime Rib of Beef au jus
_____ Baked Breast of Chicken Commodore stuffed with shrimp and crab imperial
_____ Stuffed Flounder with Lobster Sauce stuffed with crabmeat

Name: _____

Phone Number: () _____

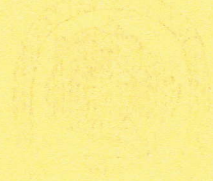
1900 DECEMBER 2000

THE BOARD OF DIRECTORS OF THE NATIONAL HOBBY PARTY
HAS THE HONOR TO ANNOUNCE THAT THE NATIONAL HOBBY PARTY
IS HOLDING AN ANNUAL MEETING AT THE HOTEL...
ON FRIDAY, DECEMBER 20, 1900, AT 8:00 P.M.
THE MEETING WILL BE HELD AT THE HOTEL...
AND WILL BE OPEN TO ALL MEMBERS OF THE PARTY.
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DECEMBER 20, 1900

THE NATIONAL HOBBY PARTY

THE DELAWARE VALLEY JAGUAR CLUB

BALLOT 2000

VOTE

President:

Kurt Rappold _____

Vice-President

Jeff Dement _____

Jerry Schwartz _____

Treasurer

Steve Kress _____

Secretary

Clara Saxton _____

Directors (*Vote for two*)

George Carr _____

Patty Dement _____

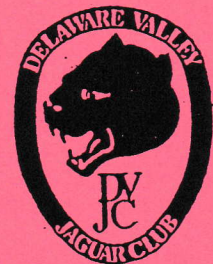
Dick Michie _____

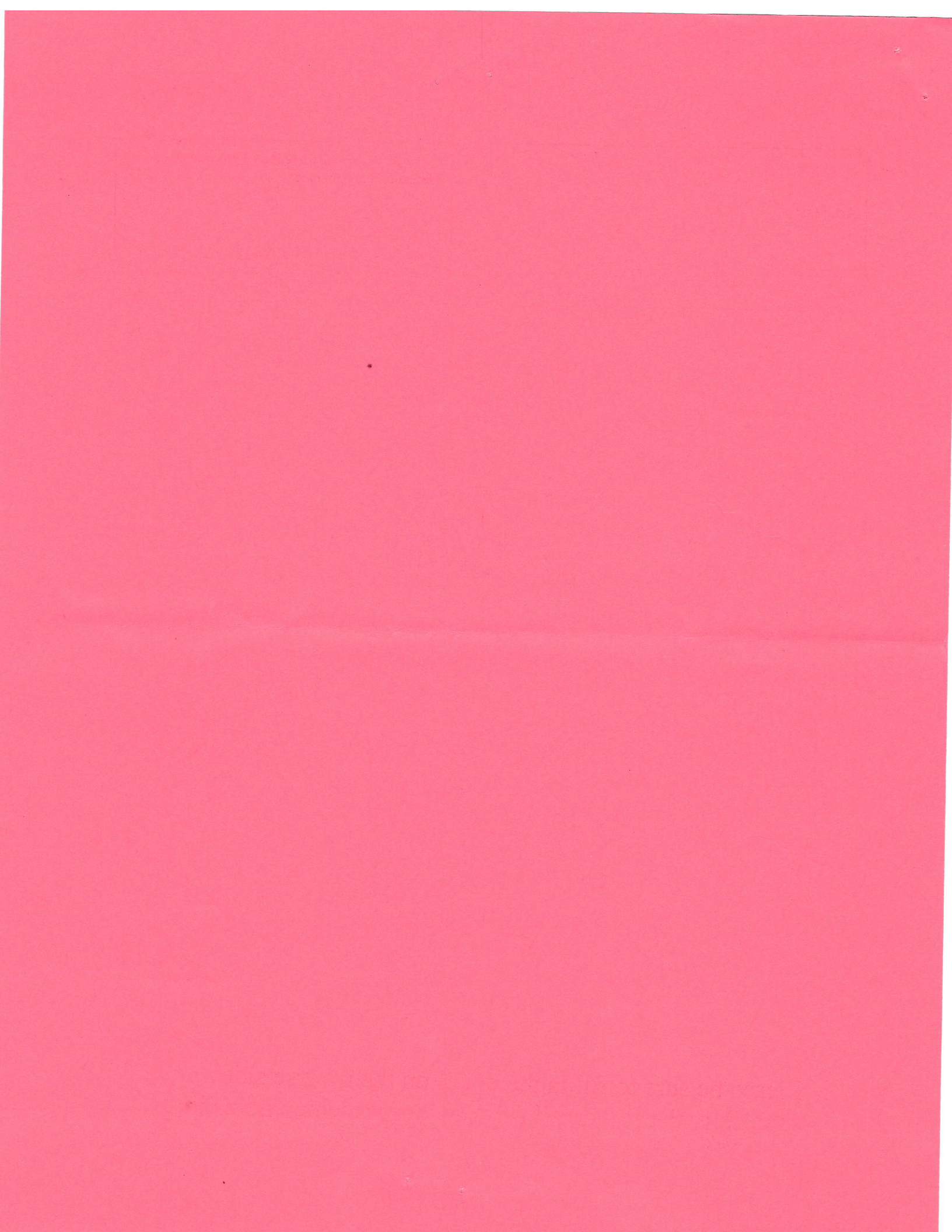
Charlie Olson _____

*Please use this ballot to cast your
Vote and return it on or before
November 10, 2000
To:*

**Ms. Ann Perry
PO Box 163
Mendenhall PA 19357**

DVJC2000blt





Delaware Valley Jaguar Club

Annual Dues Invoice

Name:	Spouse:	Please let us know if there has been a change of address or phone number. Check here if you do NOT want your phone number(s) listed in the membership list. This list is only distributed to other club members. _____
Address:		
Internet e.mail:		
Phone #:	Fax #:	

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be paid by **January 15, 2001**

Individual Membership voting membership for yourself only	- \$40.00
Family Membership voting membership for yourself and a spouse	- \$45.00

Please indicate the membership type you would like and remit the balance due, payable by check or money order only, to:

DVJC
C/O Steve Kress
6 Swallow Road
Holland, PA 18966
(215) 953-5227

Check Number:	Dated Mailed:	Amount Paid:
---------------	---------------	--------------

THANK YOU FOR YOUR CONTINUED MEMBERSHIP IN THE DVJC!

WE LOOK FORWARD TO SEEING YOU SOON AT A DVJC EVENT

Please be sure to fill in the detail on the reverse side especially the full detail of your Jaguars which helps in compiling a list of members and their cars which is normally issued once a year in May

PERSONAL AND JAGUAR INFORMATION
 (Optional)

Please let us know something about you.

Type and Years of Jaguar(s) Owned:

Year	Model	VIN Number	Color	Years Owned

Are you interested in adding additional Jaguars to your collection ? and if so, what model, year, and type?

Are you a JCNA-certified judge?	What is your judge number?	If not, would you like to be ?
---------------------------------	----------------------------	--------------------------------

What do you enjoy the most about your Jaguar ? (pick all that are applicable)		
working on it -	driving it -	showing it -
talking about it -	Other ?	

What types of club activities would interest you the most on a scale of 1 to 10, with 1 indicating total disinterest and 10 indicating an event you would not miss attending.

Tech sessions (informal gatherings during which club members are shown and can practice an automotive technical technique (such as dent-pulling or spot-welding).

Road Rallies

Informal Car Shows (no judging)

Concours (JCNA sanctioned with official judging)

Social Events: Picnics ____; Parties ____; Brunches ____; Dinners ____;

Auctions ____; Bowling ____; Museum Tours ____;

Other Events ?

Would you be interested in organizing an event ? if so what ?

Please enter your favorite Delaware Valley Jaguar Dealer:

Would you be interested in becoming a club officer or committee member ?



NOTE :- TECHNICAL SESSION AT CLOVERLEAF NOV 11 ALSO ANNUAL HOLIDAY PARTY DECEMBER 3 SIGN UP FORM INCLUDED IN THIS PURR



NOV
11

TECHNICAL SESSION

CLOVERLEAF AUTO SERVICE INC 10.0 AM

RALPH STEINBERG AND TEAM PRESENT:-

“ RESTORATION “

THERE WILL ALSO BE A SHORT BOARD MEETING



Dec
3

Annual Holiday Party at Corinthian Yacht Club, RSVP Kurt Rappold
610-358-4055
Election Results



JAGUAR RESTORATIONS

Concour or Driver

XK to XJ

Service, Mechanical, Electrical Component Rebuilds

Reggie & Paulette Ray

Pottstown, PA

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For pictures of cars restored by us for sale, undergoing restorations and components restoration, visit us at our web site:

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Jaguar Specialist

We are in the final laps of "2000"; they just showed us the "white" flag. With only one month to go before 2001 and only one club event left on the calendar, your club officers hope that you, as a member, have taken advantage of our events and enjoyed them.

I would like to thank those people who served and volunteered to be nominated for the 2001-2002 term. At this point of my writing of the Prez Sez, the ballots have just been mailed out to the membership. So the final results will not be known for awhile. Please send your ballots in before the deadline. Also, please mail in your ballot for the J.C.N.A. Northeast Director position, which appears in your current Jaguar Journal. Gary Hagopian is the only candidate for election and is a worthy candidate who will look out for our interests here in the northeast. Gary is a good person and works hard every day in his love for Jaguars.

Our October 15th event began with treats and hospitality from Tucky and Al Pincus at their lovely home and car collector barn. Everyone enjoyed their collection of fine cars and memorabilia. We presented Al and Tucky with a little memento, a "D" type mounted on a white sculptured base with our D.V.J.C. 2000 logo engraved on it. Many thanks for the hospitality and a great place to rendezvous for the start of the fall foliage, covered bridge, Van Zant Glider Airport, and Sandcastle Winery tour.

We had so many "kittys" show up, it became necessary to divide the group into halves. We made up new maps this year and had a written description of the proper route to take with a brief description of each bridge to present to each navigator. Many thanks to George and Doris Carr for leading off in their TR-3 with the first flock of Jaguars close behind. Steve Kress led our group #2 with his wife Betty navigating and his dad as a passenger. Steve's warm-up lap was brilliant; all calculated to meet up with the "just in time" arrival of the Musslemans in their XK8 from Reading, PA by way of N.Y.C.

We headed off into the dusty roads of Bucks County, the timing of the foliage was "purrfect" with many yellow fields of soybeans and the reds and oranges of the trees were spectacular.

The view at the Sandcastle Winery is just as I remembered it from two years ago - a special site looking over the Delaware River, just above where George Washington crossed the Delaware into New Jersey. We had many New Jersey members, an XK150S all the way from Dover, Delaware, and the Vito Gato's without the SS-100 from near Scranton. All together, we saw 61 people under the wine tasting tent. We had three possible new members along, one driving a "purrfect" 420G that wasn't restored.

We had a beautiful drive down Route 32 back to New Hope for dinner and still had a nice crowd at the restaurant of 50 persons. All the people I spoke to enjoyed the entire day and, thanks to Mother Nature, great weather.

I am looking forward to a nice holiday party at the Corinthian Yacht Club on December 3rd - see you there at noon! I should remind everyone that proper attire is required, as this is a private club. If good weather prevails, please bring the kitty along before it is put into hibernation. We always park in the grass on the right side of the drive, if it hasn't rained much by then.

We all signed a get well card for V.P. Jerry Schwartz at the Covered Bridge Tour. Please keep Jerry and his family in your daily prayers. Jerry has now stopped work and is putting up a gallant fight to overcome his affliction. I spoke with him just before the tour, which he and Carol always managed, and he wants to be remembered to all his friends in D.V.J.C. With over 200 families in D.V.J.C., that's a might powerful prayer chain if we all pulled together for him.

Please fill in the membership renewal in this issue, so that this can be completed in plenty of time for 2001.

Happy Motoring,



Kurt Rappold
President, D.V.J.C.

In memory of Jerry Schwartz

It is with great sadness that I must report to you the passing of my friend and your Vice President of D.V.J.C., Jerry Schwartz on October 25th. I was with his lovely wife and son in Jeans Hospital on October 24th as Jerry lay there, slipping away. I'm sure Carol and Michael will miss Jerry, but he will never be forgotten.

He was just completing his second two-year term as Vice President and previously served many terms as a Club Director. His wife had also served previously as Club Secretary for several terms. Together they chaired the Spring Brunch when it was held at the 94th Bomber Squadron, the judging at our Annual Concours and the Jaguar section of the New Hope Auto Show, and the first three Annual Fall Covered Bridge Tours, which we just enjoyed again.

We wish Jerry God's speed and know he will be in God's hands.

Sincerely,

Kurt Rappold

Editor's Ramblings.

I have been pleased that some members have contacted me with input for the Purr and you will see some of this in this issue. Jack Sanft sent me a nice little tale of his sale of a 3.8S. John Sloane sent in a "Tech Tip" and has said he will contribute on a continuing basis. Thankyou John. He would also be happy to field questions on a Q & A format. So if you have any questions send them in. Paul Racette also sent in a "Tech Tip" which will appear in the December issue. Paul and his wife Kit also have been helping me with some of the work of formatting the Purr and I am sure we all thank them. Ralph Steinberg of Cloverleaf has created what he intends to be a regular column and you will see his first effort in this issue. Thanks Ralph. Also I got a very nice letter from Frank Weikel who tells me he was the founding father of the club in 1965 and is a life member of DVJC and also a member of the Los Angeles club. His Series 1 XJ6 was National Champion in its class in 1979.

In the classified this month there is an interesting advert as Ben Hilliker searches for his lost love.....a 1955 XK 140.

I am sure many of you have interesting stories to contribute to the Purr. Please let me have them.

Rotting MK 2.

On my way to the British Car Show at New Castle I was flagged down by a large white Limo. The driver told me that my trunk (boot) lid was flapping up and down on my MK 2. He also said "I've got one of those". He also said he would lead me to the show so off we went. On the way he diverted to his home and there in the back yard was his Mk 2. It had been there for 6 years and the weeds had taken over and also the ants. It had no engine but it did have wheels. Other rescueable bits included a grill, all the glass, a radio, grill, steering wheel and original seat belts with Jag emblem. Louis Roca 302 429 5988 wants \$600 which includes the ants.

NEW SMALL JAGUAR

I got a mail from Jaguar to day saying that in two days time (Nov1) they will release details of their new small saloon and giving details how to access the release on the internet. If I get a photo before we go to press I will include it.

Silverstone XK 8

Great Britains tell me they have a copy of the limited edition hot "Silverstone XK 8". And they will only have a total of 3 for sale

High Sales Prices:

In the last two issues I mentioned the high prices for Jaguars at the recent auctions connected with the Pebble Beach Concourse and was this a trend. In the current issue of "Jaguar World" they pick up on the same issue and make additional important points under the headline "XK prices sizzle"

They say "there did seem to be a generally higher price level for Jaguars at all three Monterey auctions. There was also A 100% SALE RATE of Jaguars offered. What is strikingly different to day from the market increases of the late Eighties is that this apparent change seems to only affect Jaguars. The sales rates for Ferraris, Astons, Healeys, Porches and so on reveal no dramatic change in value or saleability. Even more curious, some of the high-draw cars like a pair of monoposto Ferraris at RM failed to sell"

"Though Monterey brings in buyers from around the world, Northern California is particularly flush with high-tech money.. As these prices have been seen only at Monterey this could be the reason. But if so, why does it only seem to affect the market for Jaguars ?? "

Here are prices:-

RM Auctions August 18/19.

1948 Mark 1V Drophead Coupe	\$52 800
1951 XK 120 Roadster	\$69 300

1952 XK 120M Fixed Head Coupe	\$45 100
1954 XK 120M Roadster	\$55 000
1954 XK 120M Drophead	\$86 900
1954 XK 120M Roadster	\$73 700
1955 XK 140 MC Roadster	\$83 600
1956 XK 140 MC Fixed Coupe	\$29 700
1958 XK 150 Drophead Coupe	\$49 500
1963 E-Type 3.8 Roadster	\$69 300
1963 E-Type 3.8 Roadster	\$74 800
1963 E-Type Semi-lightweight	\$198 000
1966 E- Type Series 1.4.2 Roadster	\$57 200
1968 E- Type Series 1.5 Roadster	\$51 900
1974 E- Type V 12 Roadster	\$61 600

Brooks August 19

1950 XK 120 Alloy Roadster	\$79 500
1955 XK 120 Roadster	\$66 300
1955 D-Type	\$1 102 500
1956 XK 140 Fixed Had Coupe	\$59 700
1961 E-Type External latch Roadster	\$81 700
1965 E- Type 4. 2 Roadster	\$60 800
1972 E-Type V 12 Roadster	\$28 700

Christies August 20

1955 XK 140 Roadster	\$143 500
1956 D-Type	\$996 000
1962 E-Type Roadster	\$58 750

THERE WAS AN AMAZING 100% SALE RATE FOR
JAGUARS

TECHNICAL SESSION AND HOLIDAY PARTY

Hope to see you at the December 3 Annual Holiday Party or at
Tech Session at Ralph Steinberg's on Nov 11

MIKE TATE

Full Service Restoration Facility

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DELAWARE VALLEY JAGUAR CLUB

October 1, 2000

Directors' Meeting Minutes

Held in conjunction with the British Car Club of Delaware car show
at Battery Park, New Castle, Delaware

President Kurt Rappold opened the meeting.

Kurt spoke with everyone about a new Jaguar magazine he had which could be borrowed and then went on to explain that new members who join the club at this time will have a membership which is good through 2001. He also introduced Ann Perry, who has been in charge of membership retention.

A slate of officers had been prepared for consideration in the upcoming elections, as well as entertaining nominations from the floor (well, actually the lawn – what a beautiful park!). The following were presented and accepted:

President – Kurt Rappold

Vice President - Jerome Schwartz and Jeff Dement

Treasurer – Steve Kress

Secretary – Clara Saxton

Director – Ann Perry, Pat Dement, George Carr and Dick Michie

Membership (respectively) Delaware – Jeff and Pat Dement; Chester/Lancaster Counties – Ann Perry and Jack Donahue; Cherry Hill -- Ken Ruocco; Bethlehem - Bob Steig; Doylestown – Dick Michie.

Ballots would be printed and distributed in the next newsletter. They are to be returned to Ann Perry for tabulation.

Mike Tate, the new Editor of the club newsletter, was introduced. The President commended Ron Klein on his accomplishments in the past and welcomed Mike Tate's interest in continuing our fine tradition. He reiterated the need to maintain the Purr as a positive focused publication and requested that no negative material be submitted or included in the newsletter. He also encouraged the new Editor to use outside sources in the printing and distribution of the Purr. Mike indicated that he planned to mail the newsletter by the 15th of each month so that members would have plenty of notice to take action on upcoming items of interest.

There was no new business brought before the assembly.

There was no further old business brought before the assembly.

All the members and officers present were asked to introduce themselves and new members were acknowledged.

Page Two

October 1,2000 Directors' Meeting Minutes

Kurt mentioned that he was expecting a new map from the covered bridge tour organizers.

Kurt asked the Board's agreement to cover foreseeable expenses in excess of \$100 for the Holiday party, if necessary. He has already ordered calendars. Ann Perry made a motion that he be provided with a discretionary budget of \$300 for this purpose. The motion was seconded and carried.

As a point of interest for the members, the DVJC e-mail address is TWINCAM@voicenet.com (maintained by Larry Schear).

Kurt advised us that a tech session was being scheduled for November 11 at Cloverleaf Auto Service, at their Bridgewater Road location.

He also mention that our next membership renewal forms will include some new data elements, such as cars owned, e-mail address, fax number, etc., in order to update and expand our data base.

A question was raised about slaloms. No one had come forward to run that event locally. We need a chairman. Charlie Olson will look into spearheading the next one.

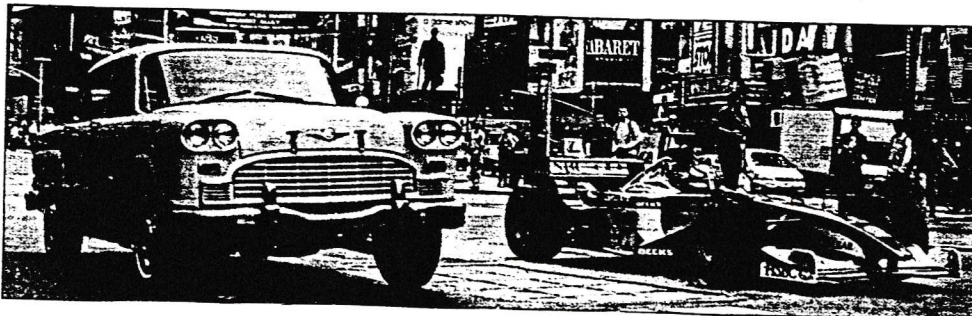
There being no further business, and this being a spectacular day to enjoy all the beautiful cars and the lovely view of the Delaware River, the meeting was adjourned.

Respectfully submitted,
Clara Saxton, Secretary

Speed Bumps

How do you say "Hey, move outta da way, butthead!" in Cockney?

We told you Johnny Herbert was going to pilot a hack (that's New Yawkese for cabbie) while Eddie Irvine drove the Jaguar R1 Formula One car on Broadway. Well, they did, on the Tuesday *before* the Indy Grand Prix, not the Tuesday following. All went well and the cops even stopped traffic for the five-block run. Don't ask who won.



A REAL GOOD JAGUAR STORY
ONE WITH A HAPPY ENDING

I advertised a 1966 Jaguar 3.8S sedan in E-Jag and one of the callers was a Mr. Bob Marshall from Sante Fe, New Mexico. We discussed the merits and sore points of this auto and upon his request I sent four Polaroid photos of the car.

Having received them, Bob called me on the phone and we haggled over price agreeing on a \$2700 figure for the car. I was to get it running and in overall ship shape for his arrival in Philadelphia which was anticipated to be about six weeks. The check for deposit arrived as agreed, and I proceeded to have the car towed to my mechanic's garage for the once over. The very next day I got a call from my mechanic saying "Jack, you can't sell this car, its got rust all over the underside."

With that staring me in the face, I picked up the phone and called Bob, I told him I have some good news and some bad news, which do you want to hear first. I gave him the bad news about the car going on to say that I would gladly return his deposit in full. The good news was that I had a very clean 3.8S car with an automatic transmission, might he be interested in this. He said only if it had a stick shift. Since the rusted car had a stick shift and I knew that this was what Bob wanted, I had earlier talked to my mechanic, Mr. Steve Martino from A-1 Foreign Car Parts here in Philadelphia about swapping the two systems. I proceeded to tell Bob that I would be glad to do this but needed another \$500.00 to accomplish this (a cheap price at that I think you will all agree). He said no way that the \$2700.00 was all he could pay. Well you see there was an underlying cause and effect. These cars were in my driveway and my good wife was always letting me know with little nuances, only a good wife can pull off, just when some changes would be made with Jaguars all over the driveway. Well this was my big chance. I accepted the challenge Bob threw at me and my good friend Steve proceeded to convert the automatic clean 3.8S to a clean, stick shift 3.8S.

Time went on, and as the work was in progress Steve rebuilt the clutch with all new parts and was well on his way to completing the conversion when Bob called again saying he was scheduling a flight for April 15, 1981. I hurried Steve along to make sure the car was in overall shape and drove out to the airport to meet this very daring Bob Marshall. He was not so daring in buying my car but in the fact that he was preparing to drive this fifteen year old car all the way back to Sante Fe, New Mexico. You see he could only afford a one way airline ticket.

I met Bob on schedule and drove him directly to Steve's garage. All the time Bob knew he was not obligated to buy the car. In fact, since the car ended up so great I sincerely hoped Bob would not find the car satisfactory. As my luck would have it, it was love at first sight. Bob got in the 3.8S and followed my wife and I to our home where he was our house guest over night. We signed all the papers, gave the car a last minute check and retired for the night. My wife, Bernice, tells me that Bob left our house at 5:20 a.m. on Thursday morning for his long trip home (about 3,000 miles).

Sunday morning about 11:30 a.m. Bob calls me from his home to tell me he did not experience any trouble at all with the engine or transmission. He did, however, have two blowouts and one of the wire wheels gave up on him somewhere in Oklahoma, and now he was convinced more than ever to convert the car to disc wheels. At last Bob is home with his first love, a stick shift 3.8S with wire wheels about to be changed over to discs.

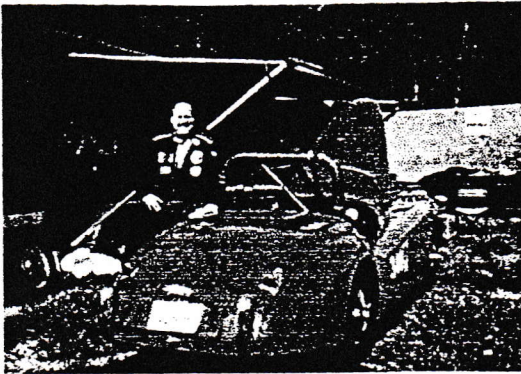
Respectfully


President Emeritus - JACK SANFT (215) 472-2001

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Hello to all our Jaguar drivers, racers, ralliest, auto-crosses and dreamers

This column is going to be devoted to Jaguar motor sports of all kinds and vintages. From late breaking race news to local rallies and autocross. Vintage races to vintage drivers!

We will try to bring to you on a fairly regular basis a nice blend of modern and vintage racing news. Stories of past and present drivers and Jaguar cars. Some history past and perhaps some history being made.

We want stories from you about your present day exploits in your Jaguar, whether on the track or on the road. And we want stories of past exploits even if they were not always in a Jag!

We want stories on rallies, long distance tours and cross country events. Along with a rally with the local car club from around the corner.

You can send your stories and pictures to me at Cloverleaf Auto Service

260 Bridgewater Rd. Aston, Pa 19014

Or email at Ralph@cloverleaf-auto.com

Shocking everyone Ford tapped Bob Rahal to run their

Formula one team next year. Bob and his wife have already starting looking for a place in England and will be moving the whole family over soon. Bob said he felt the experience for his children would be great and he is looking forward to being in England again. He lived here during his foray as a driver in formula 1.

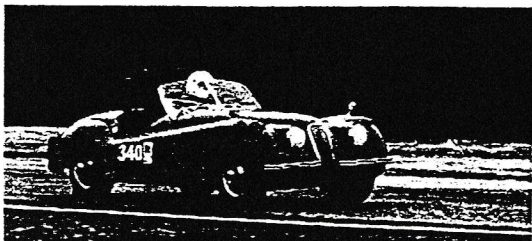
His move to F1 has CART scratching their heads and everyone wondering if Rahal racing will now become Ford's "factory" team in CART.

CART had picked Bob to be their interim president and help them define their goals for open wheel racing. Ford has now done the same making him the head of their F1 racing. We wish him and Jaguar all the luck in the world for next season.

Speaking of next season it has been announced that Luciano Burtin will be Eddie Irvine's new team mate for the 2001 season. This 25 year old Brazilian driver

impressed everyone when he stood in for a sick Irvine at the Austrian Grand Prix and brought the Jaguar home to an eleventh place finish.

In the past two races, the US and Japanese Grand Prix, Jaguar has finally shown some life and finished in the top ten in both races.



A little closer to home, Cloverleaf Vintage Racing will be heading off to Limerock CT to the VSCCA Fall Finale. This is usually Cloverleaf's last event of the year but we are hoping to make one more at Summit Point WVA over Thanksgiving. If we have any tires left or if the tires come in off of backorder we will be there.

Doug Nickel will be driving our 1954 XK120m OTS in the preservation class. Preservation Class is a class for cars that are as close to stock as can be and have a lap time of higher than 1:20 at Limerock. Doug is a rookie driver and probably will be lapping in the 1:25 range. It probably doesn't help his lap times knowing that if he prangs the car Candy will beat the stuffing's out of him! I will be racing the car in the over 2-liter class. After winning the preservation class race out-right and coming in with a 1:17 lap time I have no choice. The stock 120 will be at the back of this race. But we hope to pick a few off.

This car has had an interesting year with competition in 4 races, a two-day rally and a car show. We will talk more on it in future articles when we need to fill in space. But, please send us in your articles on races, rallies, hill climbs, past, present or future.

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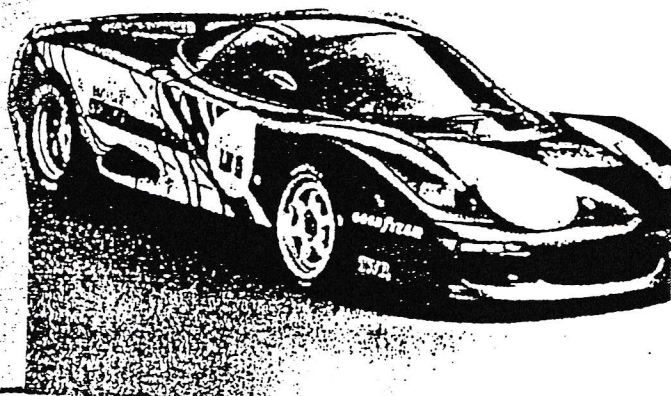
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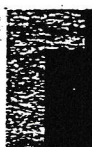
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(See our picture gallery, rallye info, links, tech)



The JaguarSport XJR - 15



Tip Top Tech Tips

Buffing Basics

Any metal that's in a solid state can be buffed to a high shine. Many use the terms polish and buff synonymously. Polishing more appropriately applies to mechanical techniques that result in rapid material removal. In buffing relatively little material is removed as the metal is brought up to a highly reflective shine. Basically the process of bringing a part to a mirror shine involves working from coarse to fine abrasives. Keep in mind buffing is a dirty job and the parts you're buffing get Hot so take appropriate precautions. Work in a well lit, ventilated area, wear a properly fitting dust mask, cotton gloves and eye protection. Hold the part securely but exert no more than about 2 lbs pressure against the buffing wheel. Allow the wheel to do the work, not excessive pressure. Using a bench mounted 3600 rpm motor is far superior to trying to make do with a hand held drill! These are just some basic guidelines. Read, understand and follow the instructions that come with your buffing supplies. One final thing I'll mention before we get started, be aware of how you present the part to the wheel. A buffing wheel spinning at 3600 RPM can launch a part at speeds in excess of 80 mph. Call Eastwood and ask for a free buffing instruction booklet for more in depth information.

Lets go through the entire process using an XK cam cover as an example. It's common for these covers to have some oxidation or discoloration. This roughness or color variation needs to be removed before a uniform shine can be achieved. One of my favorite tools to do this quickly is a tool we sell at the Eastwood Company, The Expander Wheel. This soft rubber wheel is 6" diameter with a 1 1/2" wide face and fits motor shafts from 1/2" to 1". There are a number of abrasive bands available but my favorite are the 3M Trizact Bands. These are somewhat self lubricating and will therefore remove material from soft metals without loading. I usually find it necessary to start with a Trizact band comparable to 100 or 200 grit. It's important to keep the part moving to avoid excessive material removal and edge cutting. keep the scratch pattern uniform with all scratches oriented in the same direction. Once a uniform color has been achieved wash of any grit residue with dish washing detergent or solvent and move on to the next finer grit 200 or 400 grit in this case and produce a scratch pattern perpendicular to the last scratch pattern. This technique is important to assure even material removal and clearly indicate a stopping point. Stop when all previous grit marks have been removed.

Continue this process through the 700 and 1200 grit Trizact bands with one addition. These finer bands will require a coating of either Tripoli compound or tallow to prevent dragging grains of metal across the surface. Once a uniform 1200 grit finish is achieved. wash and use a loose section buff with White Rouge Compound to quickly achieve a mirror shine.

Some general comments. It's usually most efficient to work with large wheels down to small. It's surprising how much can be reached with the larger wheels and it saves time too.

Your suggestions and questions are always welcome. Though I'm a busy father I'll try to answer them in a timely manner. I can be reached at Jagess1@juno.com.

John Sloan

Quickening cats

Jaguar will introduce 14 all-new or substantially revised cars (and zero trucks) in the next three years, says Mike O'Driscoll, president of Jaguar North America. O'Driscoll concedes that he counts all possible variants, such as an R Performance edition of the S-type sedan, to join the current XJR and XKR.

Stripped of hyperbole, Jaguar actually plans a five-car range. When the baby Jaguar, the Mondeo-

affect the decision of where to build it. Jaguar is capacity constrained, with no room in its production facilities for a fifth product. Aluminum is the leading contender for material of the new sports car, due to its use in the company's racing heritage, but the actual methodology of construction, such as an alloy space frame with some composite panels or a steel chassis with alloy panels or an all-alloy unibody, is

Until the pure sports car arrives, Jag cranks up the sportiness of its XJ and XK.

based X400 or T-type joins the lineup next year (it will be shown first at Geneva in March) the company will have established its sedan offerings in small, medium (S-type) and large (XJ) platforms. Jaguar will probably offer full equipment levels at a price of \$33,000 to \$34,000, well under the \$43,665 tag on the base 3.0-liter S-type for 2001.

Once X400 is launched, much attention will turn to development of the pure sports car forecast by the F-type concept displayed at Detroit last January, while the current XK range fills the role of grand touring cars.

The new sports car development, codenamed X600, is still in early stages, O'Driscoll admits. The company is studying such matters as how the car will be built, price and projected volume, all of which are interrelated and also

still under study. One obvious target competitor: the Porsche Boxster.

Until the pure sports car arrives, Jaguar is cranking up the sporting orientation of its XJ and XK lines. The 2001 XKR Silverstone model, in a limited edition of 250 copies for North America, boasts a V8 supercharged to 370 hp and 387 lb-ft, making it the most powerful mainstream production engine in Jaguar history. The firm claims 0 to 60 mph in 5.2 seconds. The car has 20-inch BBS two-piece alloy wheels carrying Pirelli P Zero tires, and Brembo brakes with four-piston calipers, as standard equipment in the \$96,905 base price (the same for coupe and convertible). The brakes and wheels are offered through the R Performance brand for lesser XKs. Similar, 18-inch wheels and Brembo brakes are available for the XJ sedans. The brakes will be available for both XKs and XJs in January.

For Sale. A rare opportunity. Good condition original Owner 1987 Series 3 XJ6. Silver exterior with perfect Navy blue leather interior. All wood in excellent condition as is exterior chrome. 8615 carefully driven miles per year for a total of 112K miles. New transmission. Always garaged. All required services performed. Receipts available. \$9800 Call Aven 215 699 5134

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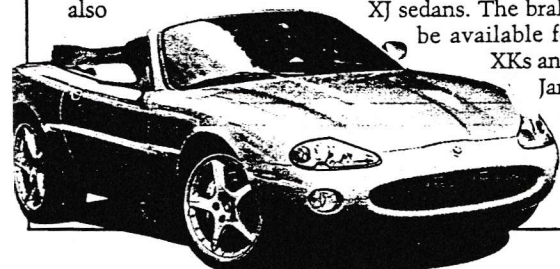
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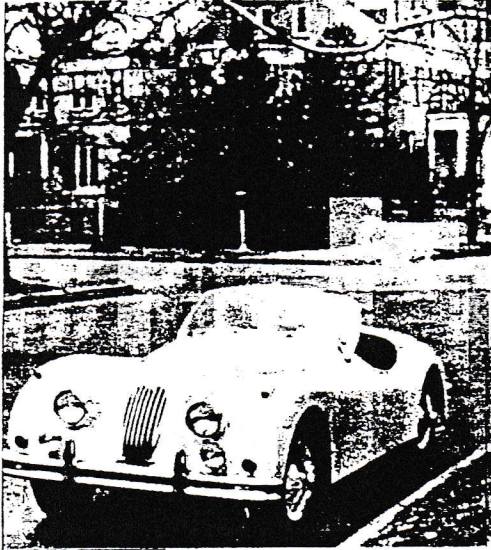
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DOES IT STILL EXIST?



Vehicle Ident. No. S811391 D/N

The car is/was a 1955 XK 140 MC roadster (OTS) with overdrive. It was originally white with red interior. However, when last seen, someone had painted it British racing green with white racing stripes. It was at that time (1962) traded in George Miller Chevrolet, on Gravois. St. Louis, MO.

I am the original owner of the car, having bought it from Clayrich Motors in St. Louis, MO, in 1955. The car was still white with a red interior, with 65,000 miles on it, when I sold it in the fall of 1959.

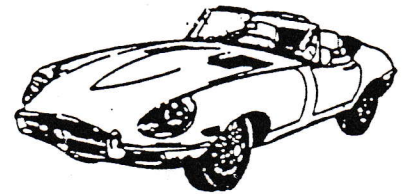
If you know anything about this Jaguar, or know about a Jaguar which might be like it, please contact me. I would like to buy it back, if it still exists. Or, if the current owner doesn't want to sell, I'd still like to know where it is and its current condition. And, perhaps, the current owner would like to know something of its initial history.

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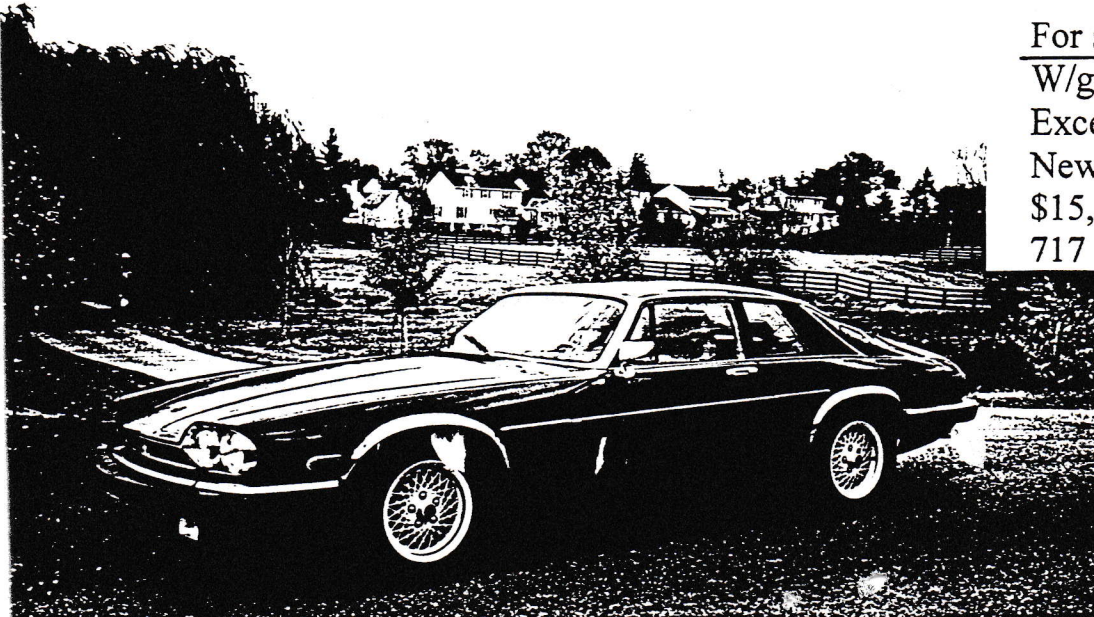
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The Jag that defied time

Just one careful owner in 62 years, yours for £80,000

BY DAVID SMITH

WHEN William Whitfield became the proud owner of his Jaguar SS100 there was little danger of motorists protesting against the price of petrol. A gallon cost 1s 7d, or 8p.

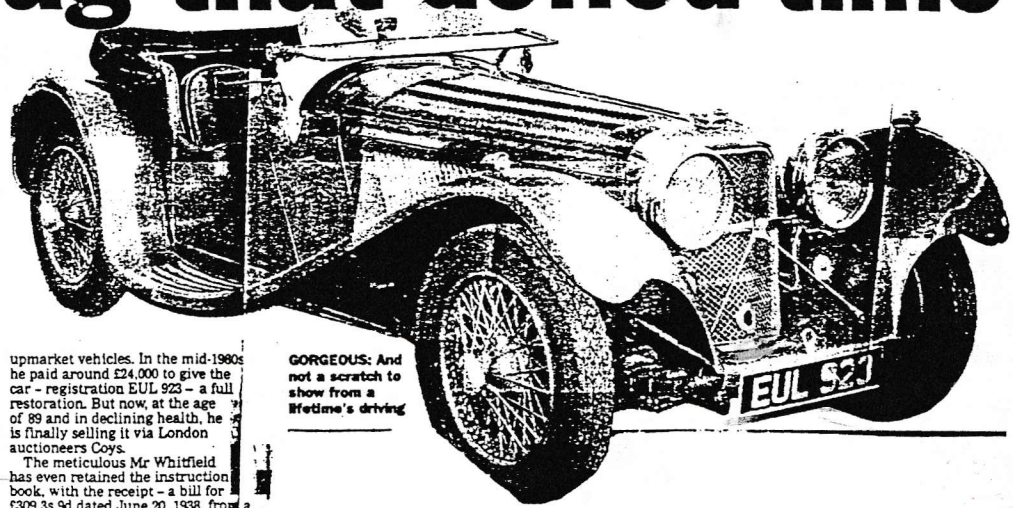
The year was 1938 and Mr Whitfield paid a handsome £309 - around £11,400 in today's prices - for the six-month-old vehicle that would be the envy of his bosses and a constant companion over the next 62 years.

And while most car owners can expect their fair share of scratches and bumps in a fraction of that time, the Second World War veteran drove with such care and attention that the Jaguar is still in perfect working order.

Mr Whitfield, a retired consultant on scientific and technical instruments, will get his reward today. For the lovely old car - which recently sailed through its MoT - is to be auctioned for up to £80,000. The SS100 is one of only 198 2-litre models built between 1936 and 1939, and with a top speed of 96mph is a sporting legend.

Its owner of Shepperton, Surrey, took no risks in defending his Jag from the slings and arrows of everyday motoring. Once, when he drove the sleek two-seater to work and found his parking space occupied, he headed home again because he refused to leave it all day on a public road.

Even after taking it for a last spin on public roads in 1969 - it still carries a tax disc from that year - Mr Whitfield could not bear to let go so he retired it to the garage, taking to the roads in less venerable though equally



GORGEOUS: And not a scratch to show from a lifetime's driving

upmarket vehicles. In the mid-1980s he paid around £24,000 to give the car - registration EUL 923 - a full restoration. But now, at the age of 89 and in declining health, he is finally selling it via London auctioneers Coys.

The meticulous Mr Whitfield has even retained the instruction book, with the receipt - a bill for £309 3s 9d dated June 20, 1938, from a London dealer off Oxford Street - and original SS Car Club member's badge.

The gunmetal-grey car, which has clocked a modest 72,800 miles, had fewer roads to navigate in the late 1930s but found them less congested. There were just under two million cars on Britain's roads in 1938 - now there are 24 million.

Mr Whitfield's wife Patricia, 60, said: "£300 was a fair old whack in those days but the car was his pride and joy. It will be sad to see it go - but we didn't dare take it out in recent years because some vandal would be bound to scratch it."

"I just hope the new owner will look after it and treasure it as much as my husband has."

Taken from the UK Daily Express
October 11 2000. The car was sold at auction for UK pounds 102000 or \$153000 which was 25% over its top estimate

THE JAGUAR'S PURR

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