



Dues are due!

Don't Put it off. Your annual club dues are due the first of the year. Send your check (\$40 single, \$45 family) to club Treasurer: Steve Kress

6 Swallow Lane
Holland, PA 19064



The Jaguar's Purr

DECEMBER 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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THE JAGUAR'S PURR
Box 627
Gwynedd Valley, PA 19437

ADVERTISING RATES:

Full Page - \$165 per year or \$30 per issue
Half Page - \$85 per year or \$20 per issue
Quarter Page - \$60 per year or \$12 per issue

CLASSIFIED RATES:

Non-members - \$10 per issue
Club Members - Free (3-time limit)

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WHAT KIND OF MEMBER ARE YOU?

What kind of member are you?
Some members keep their club strong.
While others join and just belong.
Some dig right in. some serve with pride:
Some go along just for the ride.
Some volunteer to do their share.
While some sit back and just don't care.
On meeting days, some always show.
And there are those who never go. Some
always pay their dues ahead. Some get
behind for months instead.
Some do their best. some build, some
make, Some never give but always take.
Some lag behind. some let things go. Some
never help their club grow.
Some drag, some pull, some don't, some
do.

Which one of these is really you?

Silence is foolish if we are wise,

But wise if we are foolish.

Delaware Valley Jaguar Club Annual Dues Invoice

Name:	Spouse:	Please let us know if there has been a change of address or phone number.
Address:		
Internet e.mail:		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. _____
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:
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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?



Very best seasonal good wishes

And good Jagging in 2001

**From the DVJC Officers and the Editor
Of the Purr**



Cloverleaf Auto Service's
610-364-3800



Holiday Specials

PA. INSPECTION AND EMISSIONS

\$60.00 + TAX

LUBE, OIL AND FILTER SPECIAL

\$45.00 + TAX (ALL JAGS)

*****WINTERIZE*****

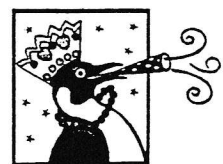
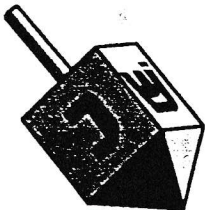
**CHECK BATTERY, CHANGE OIL AND FILTER
FLUSH COOLING SYSTEM, CHECK BELTS,
HOSES AND TIRES.**

\$100.00 + TAX

FOUR WHEEL ALIGNMENT

\$68.00 + TAX

DECEMBER 01, 00- JANUARY 31, 01





DATE	EVENT	LOCATION	CONTACT
January			
	Directors Planning Meeting		
12 - 14	Motorsports 2001 (Auto Racing Show)	FT. Washington	
	www.aarn.com/motorsports20001.html		
19 - 21	Aoutomania 2001 (Indoor Auto Flea Market)	Allentown Fair Ground	Bill Miller 7172150700
28	Liberty Bowl Flea Market (sponsors VCAA)	Hulemville (near Langhorne)	Bill Schilling 2156436577
TBD	MG Club Winter Flea Market	Norristown PA	Fred Wright 6103564409
February			
9	Atlantic City Auction Show	AC Convention	
May 4/5/6	Millville NJ Rally	Millville	Ralph Steinberg 6103643800
June 2	DVJC Concourse	Brandywine	Kurt Rappold 6103584055
August 14	New Hope Auto Show	New Hope	
September	Radnor Hunt Buckingham Car Show	Radnor Buckingham	Al Pincus

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Jaguar Specialist

The year 2000 went by in a flash! I'm sure you will all agree with me that time just goes by too fast. The Club just finished up its 35th year of existence, having been founded in 1965. Our last child was born that year (your V.P.'s wife, Patty). I will probably suffer for telling you all that. She spent six years following Jeff around the world in the U.S.M.C., where he disposed of many offensive items.

I was invited out to new member Chuck Jansig's garage to check out his recently acquired 1953 XK120 D.H.C. – nice car, nice garage. The car only shows 26,000 miles, and several key factors cause me to agree with the speedo - rather incredible to find one just like this after 47 years. It just goes to prove it again that they are out there – somewhere.

Last issue's story by Mike Tate about the MKII "in the garden" is more likely the case when finding the older classics. Of course, most people who own these relics don't have the proper storage facility. The end result is a faster depreciation with resulting trip to the crusher . . . bye bye Jag.

For those of you who missed the November Tech Session at the Cloverleaf, you missed a valuable learning experience. The subject of restoration was the topic, with several ongoing projects on display for all to see. The additional space of the new facility offers better working conditions and room for more classic British iron. I'd like to thank Ralph and Candy for hosting another Tech Session and for the treats served.

For those of you who requested the name plate badges, I should have your badges with me at the next event. These can be requested as part of your benefit package of being a paid-up member. Our Membership Drive is now in full swing for 2001. Please find your membership invoice within this issue and sign back up before January 15th, also fill out the back.

I am looking forward to a great year in 2001. January is the Annual Club Directors Meeting where all of the year's club activities are planned. The Jag Fest for 2001 will combine the annual A.G.M. and Jaguar Festival in Nashville, Tennessee. I would like to see D.V.J.C. cars there. Why not try to make it happen? If our paths don't cross in the next 30 days, Happy New Years, folks! Your club officers and their spouses wish you and yours a great holiday and a safe, happy and healthy New Year!

Happy Motoring,

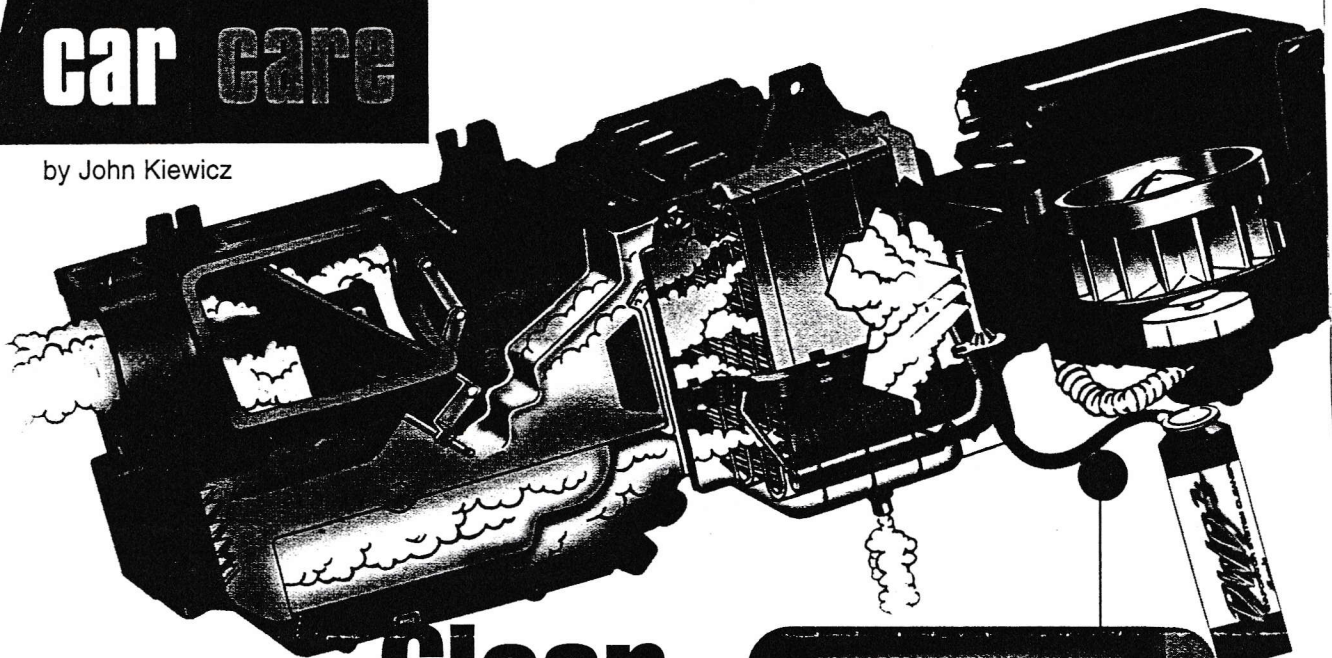


Kurt Rappold, President



The MK 2 in the garden

by John Kiewicz



Clean Breathing

Here's an inexpensive way to fight pollution inside your car

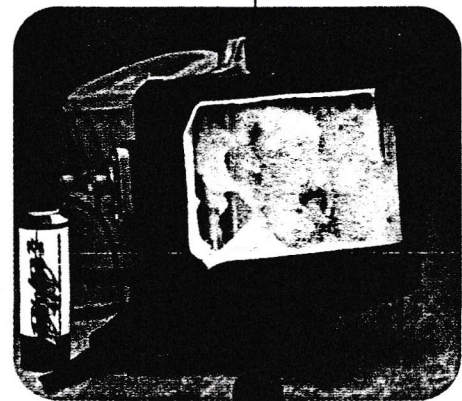
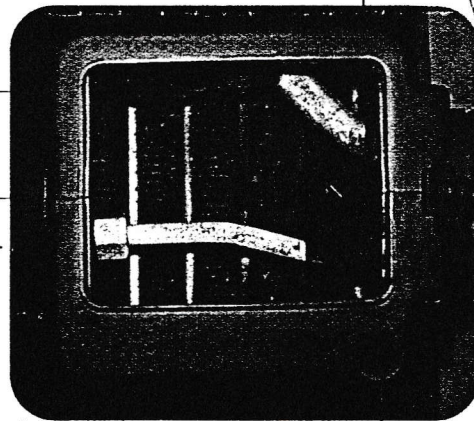
Amid a universal effort to develop cleaner-running automobiles, it's only recently been a topic of concern that the environment inside an average size car interior can (and often does) contain more than 10 times the pollutants found in the same volume of space outside the vehicle. Typically, these pollutants are much nastier than the dust and pollen contained in outside air. Often they're the products of bacterial and fungal growth within the dark recess-

es of most every automobile's evaporator core case (the case that houses the evaporator core, a radiator-like device with tubes of refrigerant that "sweat" as condensation collects on the frigid cooling coils), which is the starting point for the air that passes through a car's ventilation system.

With the build-up of dust, dirt, pollen, and such, the evaporator case can soon breed up to 12 different types of fungi. In most cases, the core contaminants continue to grow over the life of the car. If you were ambitious enough to clean the core, it would require disassembling much of the dash to remove and clean the unit. In years past, if an OEM dealer performed the work you'd likely be charged a steep price—perhaps \$1000 or more.

Now, a new system known as DWD2 offers

vehicle owners an inexpensive, easy way to clean the core and vents. With the DWD2 system, a $\frac{3}{16}$ -in. hole is drilled between the evaporator case and the blower fan assembly. A small probe with directional nozzles is installed, a flexible plastic hose is attached between the probe and a DWD2 aerosol can, and then the DWD2 cleaning foam is injected. Not only does the DWD2 foam clean out bacteria, mold, fungus, and spores, but it makes the vent system's air fresher-smelling, with a slight hint of citrus. Seasoned do-it-yourselfers can install DWD2 at home, or it can be done at many new-car dealer service departments (currently available at about 1500 dealerships, and growing) throughout the nation.



If you're tired of having your vehicle's heating/air-conditioning/vent system mimic a bacteria-laden Petri dish, contact DWD2 at 877/438-3932 or see your local dealership for pricing (\$80-100). You'll likely breathe easier—and may even stay healthier.

Even with a new car, the vent system evaporator core assembly can quickly turn into an unhealthy, moldy mess (top photo). The DWD2 cleaning system (bottom) is an easy, inexpensive way to remedy the problem.

DVJC TECH SESSION AND BOARD OF DIRECTORS MEETING
11/11/00

28 people were present. A list will follow the meeting notes.

The meeting was held at Cloverleaf Auto Service on Bridgewater Road. Jeff Dement made the opening introductions and Ralph Steinberg began the session on restoration. Before we got into the meat of the subject, Ralph offered our collective thanks to all the veterans present, since this was Veterans' Day.

Ralph explained that there are basically two types of restoration. One is a concourse restoration and the other is a driver's restoration.

In the case of a concourse restoration, everything comes off the car, gets checked, gets reassembled and refinished to like new or better than new condition.

For a driver's restoration, it isn't necessary to lift the body off the frame.

One thing you will have to address is that this is not an investment business. The amount of money you put into the car has nothing to do with its resale value. It's an issue of what it's worth to you. Some people think of it as how much they have to throw away.

Ralph suggests that when you are looking for a car to restore you seek either a good engine in a rough body or a good body with a bad engine. Either of these situations could be a manageable project. It is very wise to have a qualified mechanic examine the vehicle to assist you in evaluating the project, forecasting costs and setting up timetables. It will probably save you money in the long run to go through that process. Ultimately, the decision is yours, but there may be things he can detect that would not be obvious to you. It isn't possible to look "through" the car to see any hidden defects, but some are more visible to a trained eye.

Throughout the restoration process, whether it is for concourse or driven use, the most important factor is SAFETY. The beauty and running of the vehicle is irrelevant if it is unsafe.

If you were to place a general rule of thumb on specific cars as to the cost of a restoration, it will probably cost about \$25,000 to \$35,000 for an XK 120 or 140. Keep in mind that rechroming is expensive. It can cost \$3000 and up for one car. Engine work would add about \$7,000 (add \$3,000 more if you want it concourse perfect). In determining what has to be done, you cannot expect a shop to compromise on certain parts of the work, because they have to warranty the work. It is a good rule of thumb to beware of a "fully restored" car for sale.

Ralph was asked whether he recommends any particular sources for parts. He warns that "buyer beware" is still a valid position. He recommends that we use UPS when possible. You will find lots of good resources on the internet. It seems that everybody has an oar

in the water. If you have a particular part in mind, give Cloverleaf a call. Ralph can help with parts.

A question was raised about how to improve the performance on a Mk II. Ralph suggested that you start with tires, shocks, and brakes – all as good as you need. This will cover stopping and turning, which will enhance handling in driving and racing. Tires and wheels are critical. Always be sure to get the right tire for the car. These cars were well engineered to perform with the right equipment. Shocks impact on handling and stopping. Remember that OEM means it was produced for the least amount of money to meet the requirements. Some equipment is available which is correct for the specifications, but actually exceeds original equipment in quality.

What tires are recommended for wire wheels? Michelin tires with radial tubes seem to get good results.

What about seatbelts? Be sure to install belts that are safe. Don't over belt yourself in such a way that you cannot be removed from the car quickly in the event of an accident. Also remember that shoulder harness belts are inappropriate without a roll bar.


Do safety upgrades effect concourse judging? NO. If you are ever penalized for safety upgrades, you can contest the judgment. Safety improvements are supposed to be "invisible" to the judges.

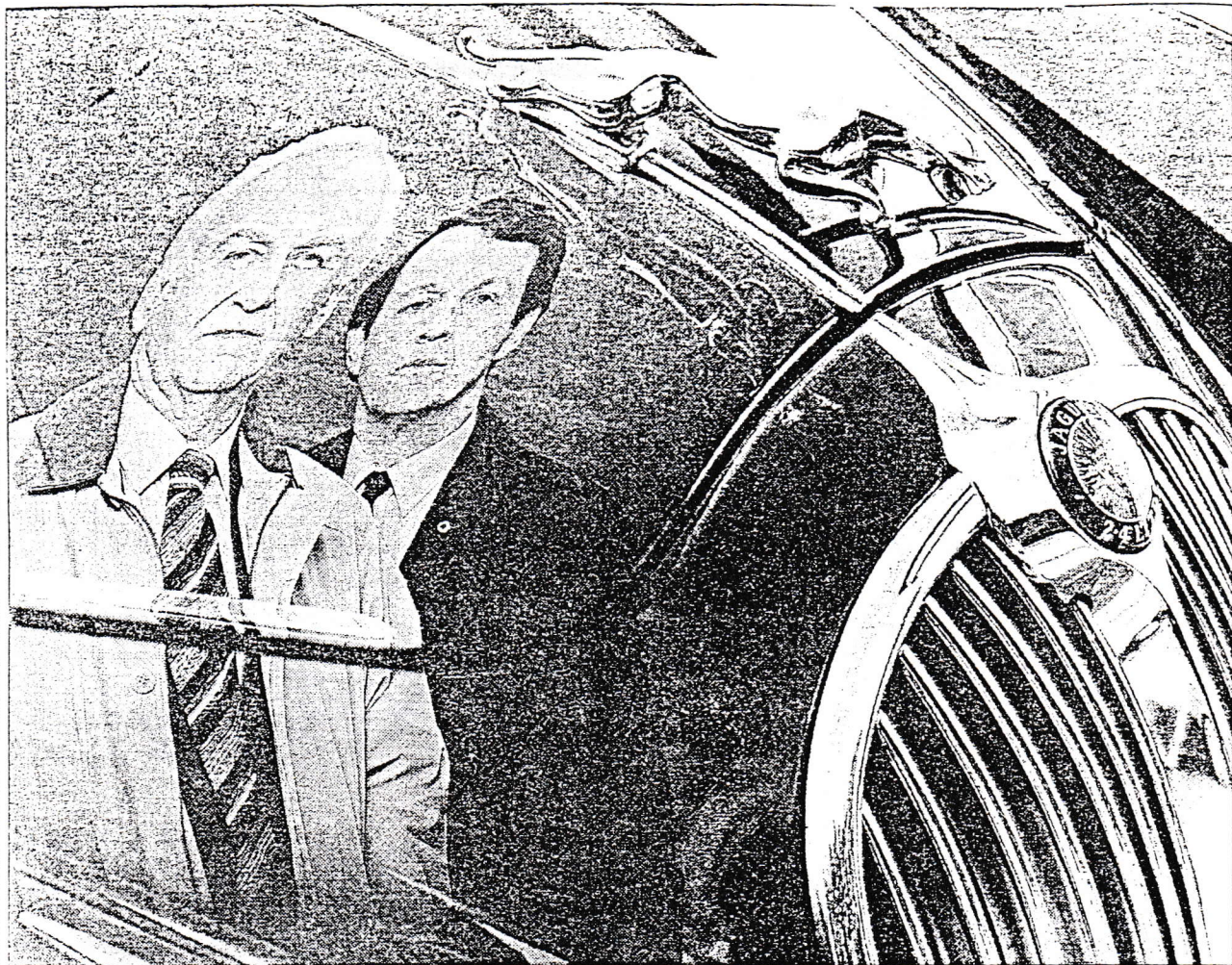
After lots of interesting discussion about specific projects, the group was invited to examine some of the restorations now in progress at Cloverleaf and to get up close and personal with the type of work required. Participants were encouraged to ask questions of the vehicle owners as well as Ralph and Jeff.

Ralph hosted a pizza lunch for all of us and then some of the members left while the others stayed to absorb the ambiance or to discuss the club election results. Details of the election results will be communicated at a later date.

Those present were: Ef Adnopoz, John Alexander, Dave Arron, Bob Costello, Lou Danzico, Ed Dean, Jeff Dement, Pattie Dement, Jack Donohue, Bill Dunn, Dan Herrick, Steve Kress, Stan Loose, Ed Mack, Doug Nickel, Charles Olson, Ann Perry, Rod Pieretti, Paul Racette, Joe Kepko, Matthew Ross, Sue Salsburg (& Gracie), Clara Saxton, Jill Schader Powell, Jon Schrock, Jim Shields, Ralph Steinberg and Mike Tate.

We thank the staff and management at Cloverleaf Auto Service for their time and hospitality in this event.

Respectfully submitted,
Clara Saxton 
Secretary



Inspector Morse (John Thaw) and Sgt Lewis (Kevin Whately) are reflected in the bonnet of Morse's red Jaguar

Last case as Morse meets his maker

NOVEMBER 14 2000

BY HUGH DAVIES
ENTERTAINMENT
CORRESPONDENT

INSPECTOR Morse was supposed to die first on ITV tomorrow night but millions in Australia saw him meet his maker two nights ago.

The final episode, in which Sgt Lewis, his easy-going sidekick, also makes a poignant exit, kissing his partner farewell and leaving for an uncertain future, was sold by Carlton to Sydney's Seven Network.

The Aussies, in their wisdom, unilaterally decided to screen his last gasp ahead of Britain.

But ITV, which has set the last two hours of Morse's life up for blockbuster viewing by putting them on straight after *Coronation Street*, was not too concerned.

A spokesman said: "Showing it 14,000 miles away will not do us any harm. If it had been screened



Morse bows out with a heart attack in Oxford

in Europe, where it could be picked up by satellite, it might have done us serious damage."

About 18 million are expected to watch his final outing. Filming the death scene, after playing Morse for 14 years, was unnerving for John Thaw, particularly after he had to be laid out on

a mortuary slab. "I was lying there, thinking: 'Let's get this over with and get the hell out of here!'"

Morse is felled by a heart attack as new evidence turns up during a year-long inquiry into the murder of a woman in Cotswold village.

Thaw, 53, who made his name as Jack Regan in *The*

Sweeney, said that when Morse began feeling ill, he too thought he was coming down with something. "A lot of it is psychosomatic."

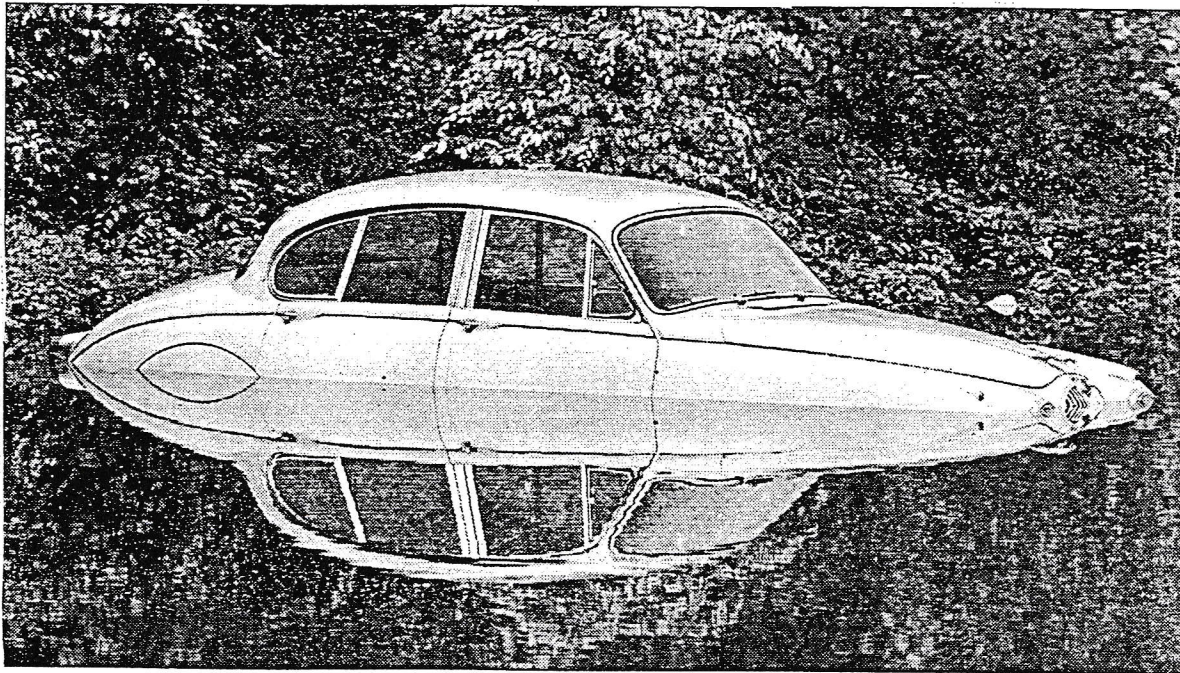
Now showing, and being continually re-run, in 50 countries, the worldwide audience for the 33-part series is 750 million.

But Colin Dexter, 69, who created Morse in 1973, had run out of ideas after murdering 81 people in Oxford. "I don't want to kill him off but I don't have anything more to say."

He dreamed up Morse on a rainy Sunday afternoon in a family holiday in Wales. Composed in his study, the pages became the first story *Last Bus To Woodstock*. Like the first tale, each has been written in longhand.

Dexter, who has made about £5 million from the character, appears in the final episode, *The Remorseful Day*, in a wheelchair.

Morse and his historic Mark 2 pass into history. I had the great pleasure of riding in this car three years ago. See photo next page.



Flooded engine: this S-Type Jaguar, from the Sixties, was swamped at a supermarket car park in Ashbourne, Derbyshire ↗

In England they have had terrible floods. This photographer must have water on the brain. This is not an S-Type....any idiot knows it's an amphibious Mark 2. Mike Tate

EDITOR'S RAMBLINGS

X - TYPE

The E-Type, S-Type and now the X-Type!!! Jaguar have tempted us with an early release of this new sedan due in the market this summer.....the 40th anniversary of the E-Type. I have included photos in this issue of Purr which indicate that the X-Type design has been modeled on the large XJ series at the front and the S-Type rear.

The car is designed to appeal to a new generation taking on the the BMW 3 series, Mercedes' C-Class, Lexus' IS 300 and the new Audi A4. It is said that Jaguar are trying to keep the price as close to \$30,000 as possible which brings them into a market segment not presently covered in their range. In 1999 Jaguar sold 35,000 cars in the USA. 45,000 sales are expected this year and predicted sales in 2001 for the USA are 95,000 with a substantial contribution from the X-Type

Jonathan Browning Jaguar managing director says " The X-Type exemplifies Jaguar's new performance spirit, offering a fresh, contemporary expression of Jaguar values in a compact , stylish sports sedan. With all - wheel drive as standard, the X-Type is also a car for the driving enthusiast"

Hopefully all this will lead to a growth and participation in the Delaware Valley Jaguar Club!!

SILVERSTONE XKR

Went to Great Britains to look at the limited edition (250 only for the USA) XKR. It's a beauty. If you have a spare \$107,000 you had better rush as they only have two available

EDITOR'S RAMBLINGS CONTINUED

YOUR OWN JAGUAR PARKING

A couple of weeks ago my wife and I visited Longwood Gardens and what a wonderful seasonal display! Just outstanding. In the conservatory I saw the following notice in the "Orangery Lawn Turf Tall Fescue" (which is just as you enter) . "Festuca Arundiacea JAGUAR 3" which is a type of grass. So you can grow your own "Jaguar 3" lawn and park your prized car on it!!!! Perhaps it will then run perfectly.

BUILD YOUR JAGUAR ON-LINE

Jaguar website (www.jaguar.com) now gives you the ability to build, see and price the Jaguar you would like. A spinning virtual car is included and you can change this car with the click of your mouse. Check it out!

MEMBER CONTRIBUTIONS TO PURR

It is very rewarding to see the growing numbers of contributors to the Purr each month. I am sure many of you have a story to tell. Perhaps we can start by profiling some of our members and their cars history. Who will volunteer start the ball rolling??? Just write your story, get a photo of the car and send it to me.

In this issue there is input from Ralph Steinberg from Cloverleaf (note their holiday specials) Paul Racette (Tech Tips), Charlie Olson (Auction Results), Jim Shields (Input to Calendar of events) Clars Saxton (Report on Tech session on Nov 11) and of course our president Kurt.

HOLIDAY PARTY

Held on December 3 there was a full house. Every seat taken. If you were not there you missed a treat. Kurt will give a full report in the January issue but make a note to be there next year.

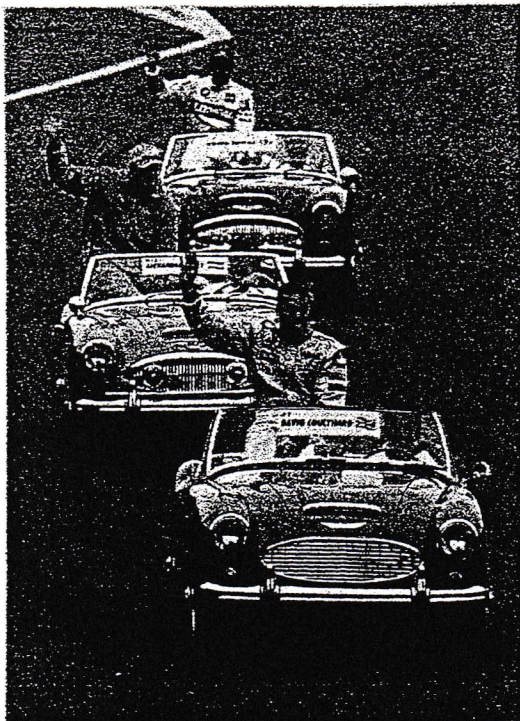
Michael
Michael Tate

The Vintage Mile

Ralph Steinberg Cloverleaf Vintage Racing

Issue No. 2

Date 12/03/00



Not Jags but still Fun as a Procession of Big Healeys takes all the F1 drivers around the track before the start of this past year's Gran Prix Race in Canada.

Note the third car back is our own Baird Foster in his 1962 BJ7 MkII

As the holidays approach and the fair weather departs it is time to look back on what we have done with our cars this past season and begin to plan for the next. I do not know about

you but we had a blast this year with our Jag. Races, rallies, auto-cross and shows. Plus just driving to and fro!

What do you plan for yours next year?

There are car shows all over from as laid back as the Linville Orchard show in the spring to Concours shows up and down the East Coast, including our own in June. Perhaps a rally, Brandywine Motor Club hosts a couple of one-day events, starting in March and ending in the fall. Do you want to really feel good in your Jag? How about bringing it to the BMC Braille Rally and have a blind navigator with Braille course instructions. Just the smile on their face when they find out it is a jag they are crawling into is worth it. The picnic at the end is nice too. A bit longer rally is the two day event out of Millville NJ each spring. Perhaps some auto-cross or do you want to go vintage racing. Or, perhaps a tour of the Skyline drive in your open top Jag! Bliss or what. Start planning now so you do not miss out next season

Stop the presses!!!

Do you know how cold it was after Thanksgiving?

Well let me tell you!

Doug Nickel, Sam Lee and myself met at my house at 4am Friday morning crawled into the race rig and headed off for Summit Point West Virginia!

Why, you may ask. For three days of vintage racing at a yearly event known as the Turkey Bowl. We arrived around 8am and unloaded the car. I left the guys on their own, as I was head tech inspector for the event. Doug was first out with an open to all practice. This included Legends, Super Cars and Vintage. Doug is a rookie and it was a real eye opener for him. The temperature was about 25 at the time. We had a brand new set of Dunlop L Vintage race tires on and took all day coming up with the right air pressure for the cold conditions and all. I never had run on Dunlops before as I normally use Engleberts so it was a learning curve day. It got up to the low thirties by the end of the day. I did the last race of the day. Do you know what the wind chill is at 100mph+ at 30 degrees? I do not either but it is cold!

Saturday we were supposed to get iced out but we did not! It did rain a little and one race I was in I had to have the wipers on! We switched one race and put Sam in my race as I had to tech cars and I took Doug's race as it was raining a bit more than I wanted him to learn

about in my car. We kept everybody guessing all weekend as guys would take the Jag in one race and get beat in the next as we switched out drivers.

Sunday dawned a little damp but quickly dried up and by lunch the sun came out. The last race of the day was a 45-minute enduro. Doug was supposed to start it drive about 15 minutes come in for the mandatory 5-minute Pitt stop and I would finish the race. Well just before the race started Sam was giving worker rides and the starter gave up. Ok, we can push start the Dragon {our car's nickname and a different story} Doug can drive around the paddock and form up as the cars start to pull out. The dragon dies! Quickly realize the condenser has packed it in and I run back to the trailer for a new one and tools. Sam gets some hand cleaner and towels. The race starts! 2.5 laps down, about 7 minutes, and I clean my hands jump in the car and take off. A few whacks with the hammer get one more start out of the starter. The track is the best it has been all weekend. Dry and the air temp is 50. Can I make up any time? I would like to say I got my laps back. I picked up about $\frac{3}{4}$ of a lap but I had a blast. I made the 544 Volvo work real hard to get by me in Wagon Bend. Man that ain't your mother's Volvo! Doug did not get to drive, as I never got out of the car. We still all got about the same amount of time on the car and put about 200+ miles of racing on her in a long, cold, glorious weekend of racing. Can not wait to next season!

Ralkh.

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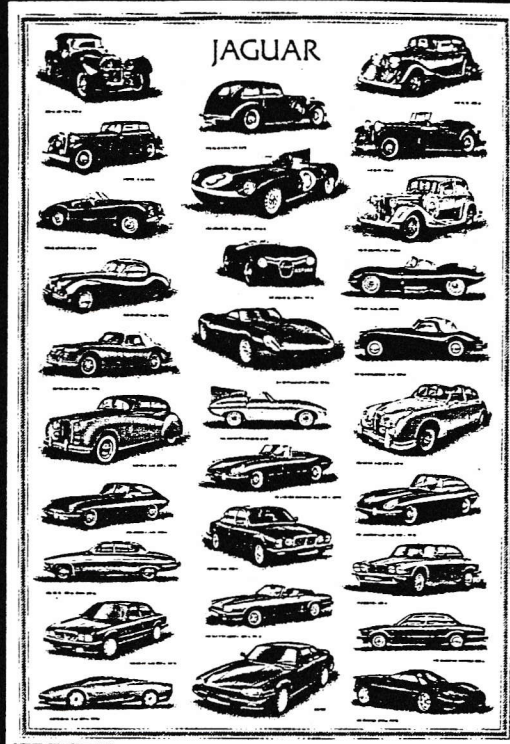
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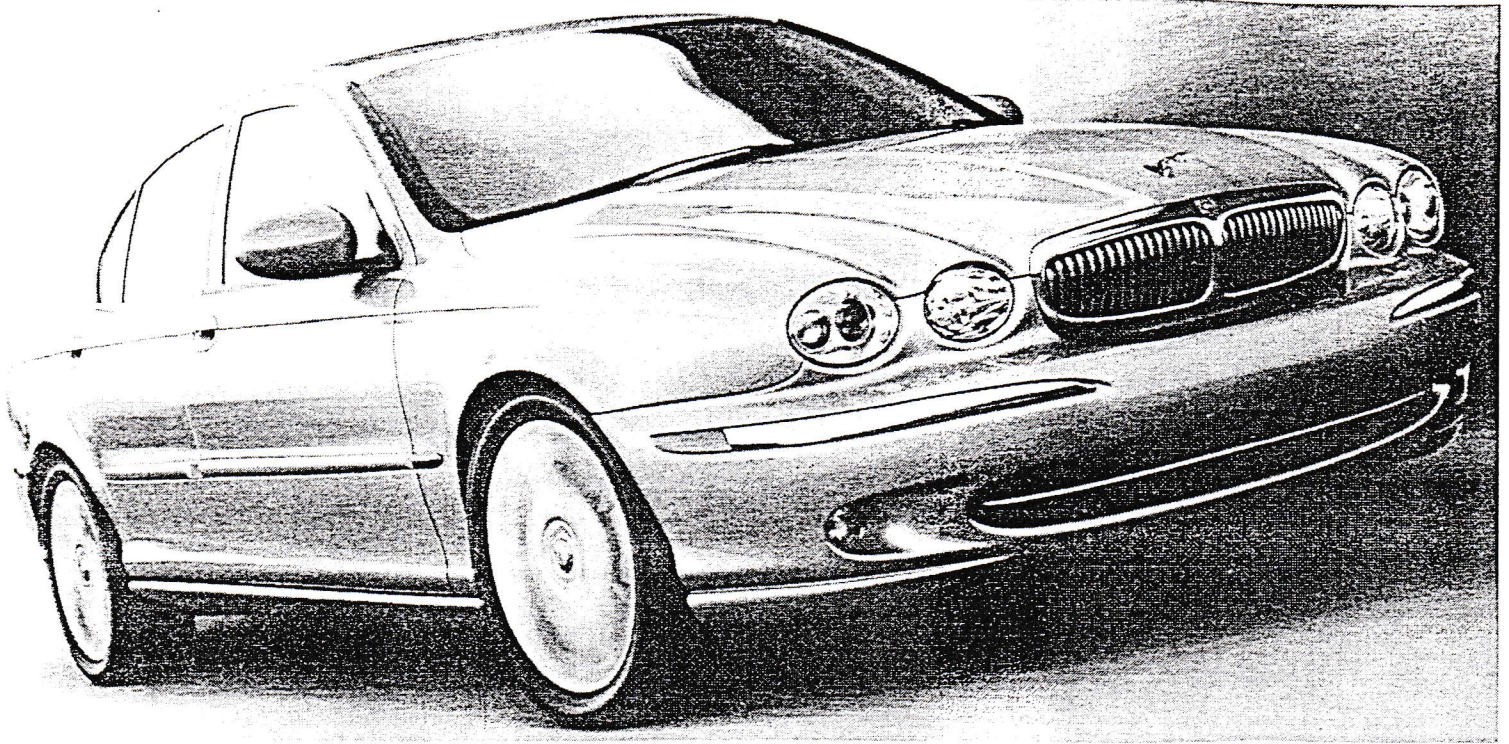
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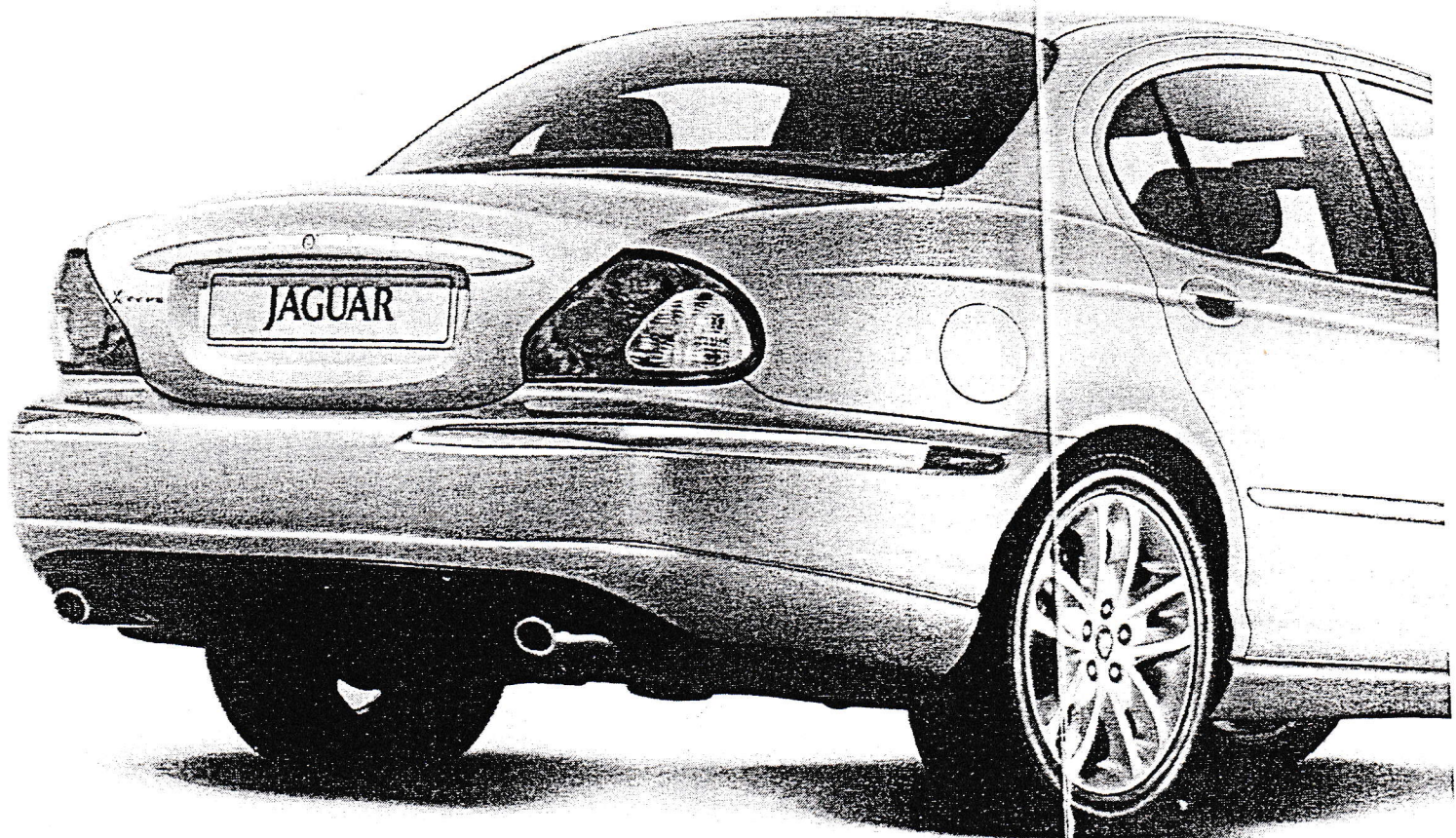
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THE NEW 2001 X-TYPE FRONT END



THE NEW 2001 X - TYPE BACK END



AUCTION RESULTS IMPERIAL PALACE –LAS VEGAS
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There were 500 cars of which 11 were Jaguars. The two best were a professionally restored 1956 XK140MC and a 1965 XKE OTS. The reserve on the XK140 was 85K but the top bid was only \$67,500 so no sale. The XKE attracted a lot of attention as it was in excellent condition with a new hood. It had a red and black interior and under the bonnet was all original and in good order with no oil or coolant leaks in evidence. Mileage was 67,000. It sold for \$57,500 Other cars were as follows:-

Year	Top Bid	Disposition	Condition
1974 E-Type	18,250	No sale	#3
1974 E-Type	37,500	Reserve 45K NS	#2
1969 E-Type	23,250	NS	#3 Modified carbs
1987 XJS- V12	11,500	Sold	#3
1989 XJS- V12	10,000	Sold	#3
1965 XJ 6C	20,000	Sold	#2
1990 XJS	11,250	Sold	#3
1974 E-Type OTS	37,500	Sold	#2

(Editor - These seem pretty good prices considering the stated condition)

In addition to the auction the Imperial Palace has an outstanding collection of cars featuring part of the Harrah collection. If anyone gets to Vegas, I would recommend seeing this exhibit

Charlie.
Charlie Olson

Tip Top Tech Tips

CHANGING A CLUTCH ON AN E-TYPE

I had to change the clutch in my 67 E-type FHC. Get the manual. It says remove the bonnet as shown in section "N". Section "N" reads, '...mark the position of the hinges on the bonnet to facilitate refitting' then goes on to read '...remove the four setscrews and washers securing the left-hand hinge to the bonnet.....and slide the right hand hinge off the mounting pin...'

In practice, you should be able to remove the mounting pin bushes without having to remove a hinge. This makes refitting the bonnet much easier since you do not disturb the hinge adjustment. You will need a friend to help.

I then followed the many steps in the manual for engine removal. A few comments for the uninitiated....They discuss removal of the torsion bar reaction tie plate. They make it sound easy...it's a **pig** to do in practice, especially if you are alone and if you do not have a lift.

They do not suggest that you remove the radiator. As you remove almost everything else on the car, removing the rad is little extra effort and frees up access to all of the front end. As the instructions call for removal of the lower crankshaft pulley complete with the crankshaft damper, removal of the rad gives much better access to this. With the rad in situ, it is very difficult to remove the damper. I bought the puller for this which cost only \$13.00 or so at Pep Boys.

They then suggest that you lift the engine and transmission out. An alternative is to remove the intake side of the engine along with the engine mount brackets and drop the engine out from the bottom which I feel is much less difficult. With the rad off, you can access all of the intake nuts with ease. You lift the body off of the engine and then slide the engine forward.

Now that the engine is out and you have huge access to the front end, have a look at your ball joints and drag links while you are at it. Doing these afterwards is a much harder task.

I have always been bugged that the car sat lower on the driver side than the passenger side. Of course, you have the driver, petrol tank and even the exhaust all on this side, so over the years that side sags compared to the other. You can make the adjustment now while you have access. I would warn that I followed the book exactly on setting the height and found that the driver side was still lower. You will have to experiment and, as mentioned, the torsion bar mounting is a pig.

A final suggestion while all is out. We all know how hot it gets in an E-type in summer, especially a fixed head coupe. I added a layer of heat reflective material to the tunnel and firewall which reduces the cabin temperature noticeably. You can buy this material at a speed or custom shop.

Clutch removal is not for the faint hearted, but is quite doable by an enthusiast. A friend and a case of beer make the job all the more enjoyable! Happy Jaguaring.....

Paul Racette 28/20/00

Paul

Classified

"I didn't know how stressful it was running the company, until I wasn't doing it anymore."

Former Jaguar North America president Mike Dale

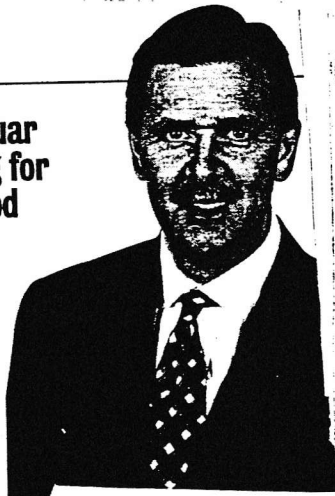


"I was in a hotel room in Sweden at one in the morning bidding on eBay for Packard. I bid a million dollars, but I guess I didn't get it."

Dr. Wolfgang Reitzle, president of Ford's Premier Automotive Group.

"Any year at Jaguar you're not fighting for survival is a good year."

Typical British understatement from Mike O'Driscoll, president of Jaguar Cars North America. Jag sales will be up 30 percent for 2000.



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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For sale. Disassembled Series 1 XJ6 1972. All parts available Paul 215 654 1806 (NOV)

Wanted Jaguar Mk1X with manual transmission in driveable Condition. Call John Sloane at 610 323 2200 Ext 2408 work Or 610 705 0458 home or e-mail at Jagess 1@uno.com (NOV)

For Sale. 1969 XKE Roadster- Silver/black top and interior-interior completely restored-new exhaust system-65K miles garage kept - excellent condition - chrome like new - tires run 2k miles \$29,500/solid financing - call Rod at 302-475 4147 (h) or 302 - 363 - 1082 (cell) (Dec)

Wanted XJ12 C in good condition

David at 704-632-2475 (Sep)

Wanted XKE Series 11 2+2 Auto. No rust

516 473 7226 (SEP)

Media-crity

Good thing they didn't call it a 720

Bob Tullius was driving exhibition laps in the Jaguar XK180 concept car in damp conditions at California's Willow Springs racetrack when he spun in a half-circle. Said a wet press wag standing in pit lane, "So that's why they named it the 180!"



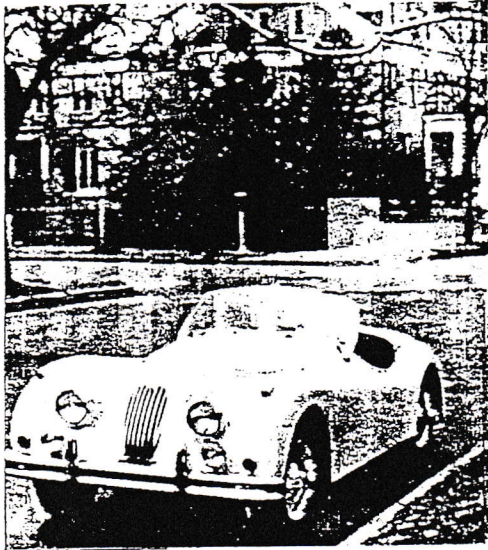
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LOOKING FOR MY OLD JAGUAR!
DOES IT STILL EXIST?



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 to George Miller Chevrolet, on Gravois, St. Louis, MO.

I'm the original owner of the car, having bought it from Clayrich Motors in July, 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.

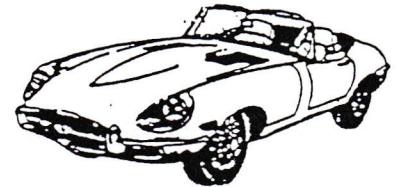
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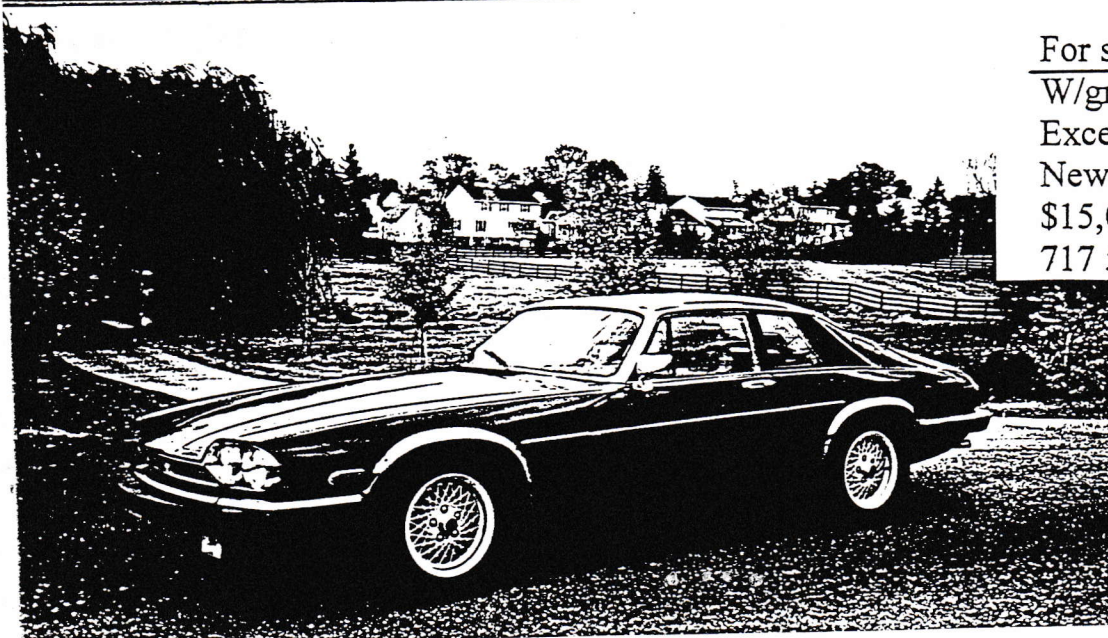
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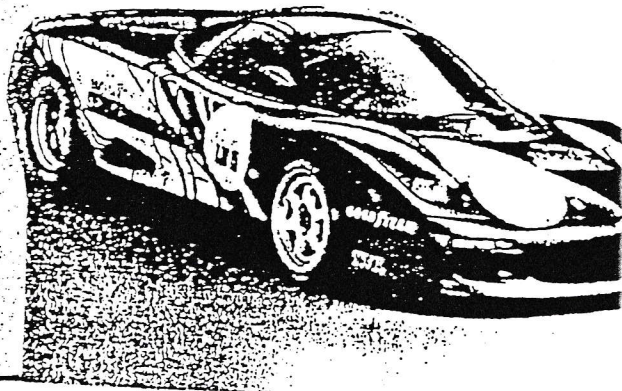
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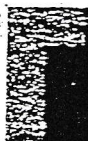
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Published by:

Delaware Valley Jaguar Club

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Box 627

Gwynedd Valley, PA 19437



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3954 Spring Valley Road
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