

**Last chance  
For dues.**

**no payment by  
end February no  
membership and  
no Purr in March**

# **The Jaguar's Purr**

**FEBRUARY 2001**

## 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

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MEMBERS CONTACT HIM RE VISIT TO

WATKINS GLEN





I just removed the staple from an issue of the Jaguar Purr and damn near had a stroke doing it! Nice work Mike ! Where did you get the new staple machine, an upholstery shop? A funny story – the first month Editor Mike put out the Purr I received a call from one of our D.V.J.C. buddies in New Jersey.....no name ....ok. He was very unhappy because he pulled the wrong staple and the entire issue self-destructed!!!!

Our Directors Meeting was held in the snow at Steve and Betty's neat house in Holland. All the clubs officers followed the alphabet plan for covered dishes , and Steve and Betty did the main course – thanks a million for the fine food and hospitality.

We completed our Annual Planning session and Clara Saxton's minutes are included in this edition of Purr for your information on our plans. If anyone has comments or suggestions please let me know.

Enclosed in this Purr is a reservation form for our first event this year.....a Spring Brunch from 1.0 to 4.0 pm on March 25<sup>th</sup> at the Corinthian Yacht Club and by then the ice and snow should be less likely to interfere with our taking the cats out of the barn. Be sure to put camphor inside the car with windows up, stuff a rag in the tail pipe, and treat the mice to a box of De-Con under the car. It is wise to run the Jag at least once a month during the period of winter lay up. Run the car long enough to get all the fluids up to temperature plus 5 minutes, and be sure to have adequate ventilation. A trip around the block is also advised as long as the streets are dry to bring lubrication to the drive train parts which dry out while standing. At any rate, whatever your routine is with your Jaguar, at least bring it to our Spring Brunch at the Corinthian Yacht Club on March 25<sup>th</sup>

The very next weekend (March 31<sup>st</sup>), we as a club have an opportunity to attend a Tech Session with V.S.C.C.A. at "Cloverleaf Vintage Racing and Rallye." The topic will be "distributors", the kind that distributes your spark to all the right places - on time. The affair will have a minimum cost, as the feed bag will be different than our normal Tech Sessions. Since extra costs are associated with this program, it will be necessary to RSVP Patty at Cloverleaf (610 364 – 3800) so they can prepare for the numbers attending. Also they have a parts swap Garage Sale at the same time. If interested, bring your spare "D" Type windshield (I need one), put it on your card table, and make someone else extremely happy.

Pat and I are planning to attend the Rolex 24 – Hour Race in Daytona. If any other Club member is there give me a call on 904-253-2100. Please leave a message if I don't pick up. I watched a tape of the 1956 24 hours of Le Mans. #1 "D" Jag really gave the 300 Mercedes RSK a run for its money. As you remember, the "D" Jag led until the last lap changing the lead every other lap with Hawthorne and Moss brilliant. If anyone would like to copy my tape let me know.

During the Directors Planning Meeting we had a discussion about the week long calendar associated with the A.G.M in Nashville, (see the January/February issue of the Jaguar Journal for details) The one thing Pat and I have learnt is that you get very tired if you attempt to participate in every planned activity. We have pretty much decided to only do

the Rally and the Concours with our Class 18 preservation XKE.. It will be interesting to see if any other class 18 trailer queens show up.

I would like to see a lot more XK 1950's cars show up at our events....ladies and gentlemen they are built to run. Please don't let them sit idle and at least get them to the Concours. I know that there are at least 50 Concours examples in our club and remember the driven class where the "boot and bonnet" are not raised. Also we have started a FREE display class., if anybody wants to display a "before restoration" car we can do that.

Please refer to your "Annual Dues Invoice" enclosed in this issue for the last time this year. We have started to collect members e-mail and fax numbers to facilitate improved communications among the membership. Our six area Membership Coordinators will be able to coordinate communication with the members in their area much better with this information available

Happy motoring in the New Year!

*Kurt.*

Kurt Rappold  
President

The devastating Fire at Browns Lane factory  
44 years ago this month on February 12.  
Damaged 270 cars and cost Jaguar \$5million





---

## Calendar of Events

In the January Purr we gave you the first six months of the Formulae 1 events to be seen on Speedvision. Please use that for your future reference.

### February

- 3 - 4 Rolex 24 hour race at Daytona
- 9 Atlantic City Auction at Atlantic Convention Center

### March

- 11 200 mile motorcycle classic at Daytona
- 18 MG Club British Car Flea Market. Norristown PA
- 25 D.V.J.C. Champagne Brunch. Corinthian Yacht Club
- 31 Tech Session at Cloverleaf Auto with Vintage Sports Car Club of America Also Parts swap. RSVP Patty 610 364-3800

### April

- 21 Vintage Sports Car Club day. Pocono Raceway

### May

- 4-5-6 Great Race -Cloverleaf Rally. Millville N.J
- 20 H.C.C.P. Spring Car Show Linville Orchards

### June

## **2 D.V.J.C. Concours Brandywine**

- 17 Great Race starts Atlanta GA
- July Jaguar Clubs of North America AGM
- 24 JCNA AGM Nashville. Jack Daniels Tour
- 25 JCNA AGM Rally Nashville
- 26 JCNA AGM Delegates Meeting
- 27 JCNA AGM Tour Grand Old Opra
- 28 JCNA AGM Concours and Banquet

### August

- 11 - 12 New Hope Auto Show

### September

- 9 Franklin Mint Annual Car Show
- 15 Buckingham Township Concours Dinner
- 16 Buckingham Township Concours
- 16 Radnor Concours

### October

- 14 Covered Bridge Tour
- 21 Delaware County Community College Car Show

### November

Tech session.....to be advised

### December

- 2 Annual Holiday Party
- We will add further events for the year as we are advised.

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

[WWW.JAGUAR RESTORATIONS.COM](http://WWW.JAGUAR RESTORATIONS.COM)

E-Mail us at [JAG RESTORE@aol.com](mailto:JAG RESTORE@aol.com)

# 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

**NOTE ! NEW FORMAT ON FACING PAGE INCLUDES FEBRUARY CONTENT**

## 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 \_\_\_\_;

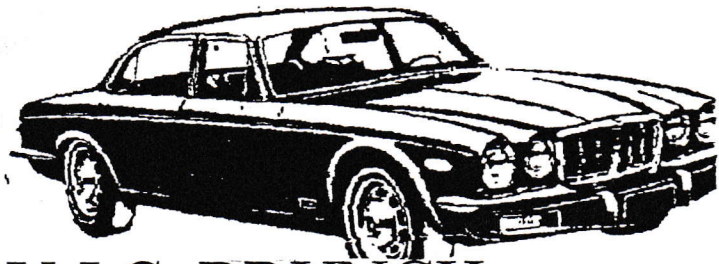
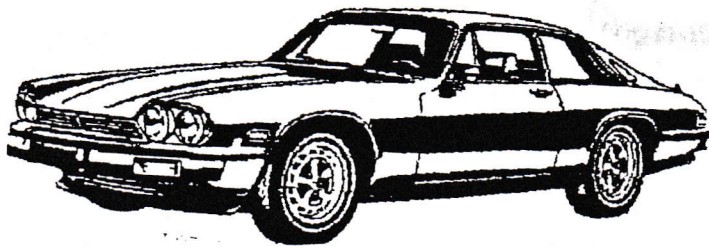
Other Events ?

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

Please enter your favorite Delaware Valley Jaguar Leader:

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





# ANNUAL D.V.J.C. BRUNCH

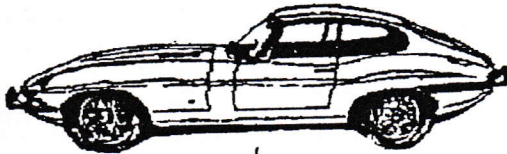
## MARCH 25, 2001

### 1 to 4pm

# CORINTHIAN YACHT CLUB

(2.7 mls nth of I-476 off I 95 at exit 9. 420 east to Delaware River)

# WELCOME NEW MEMBERS



PRIVATE-SAFE JAGUAR PARKING ON LAWN

DIRECTORS MEETING 12 - 1 PM. AREA COORDINATORS ATTEND PLEASE

# COME & ENJOY THIS FRIENDLY PRIVATE CLUB

BEAUTIFUL VIEWS OF THE RIVER AND IT IS SAID THIS PLACE IS A SAILING ENTHUSIASTS PARADISE

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### The DVJC CHAMPAGNE LUNCH RESERVATION

Please send checks for \$25 per person made out to D.V.J.C to 116 Governor Markham Drive, Glen Mills PA 19342

Name..... No of people.../...Ck number & 6606 amount..... Phone number.....

ONLY SPACE FOR 90 JAGUAR ENTHUSIASTS AND THEIR JAGS. LETS HAVE A PARTY , SEE THE JAGS AND CHAT TO OUR FELLOW CLUB MEMBERS. IT'S THE FIRST MEETING OF THE YEAR. LETS CIRCULATE THE OIL AND TEST THE POWER.



# Soccer star survives Jaguar horror crash

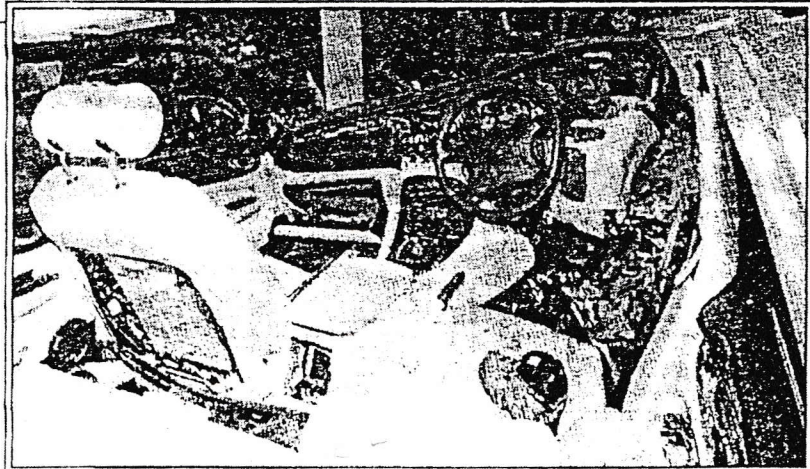
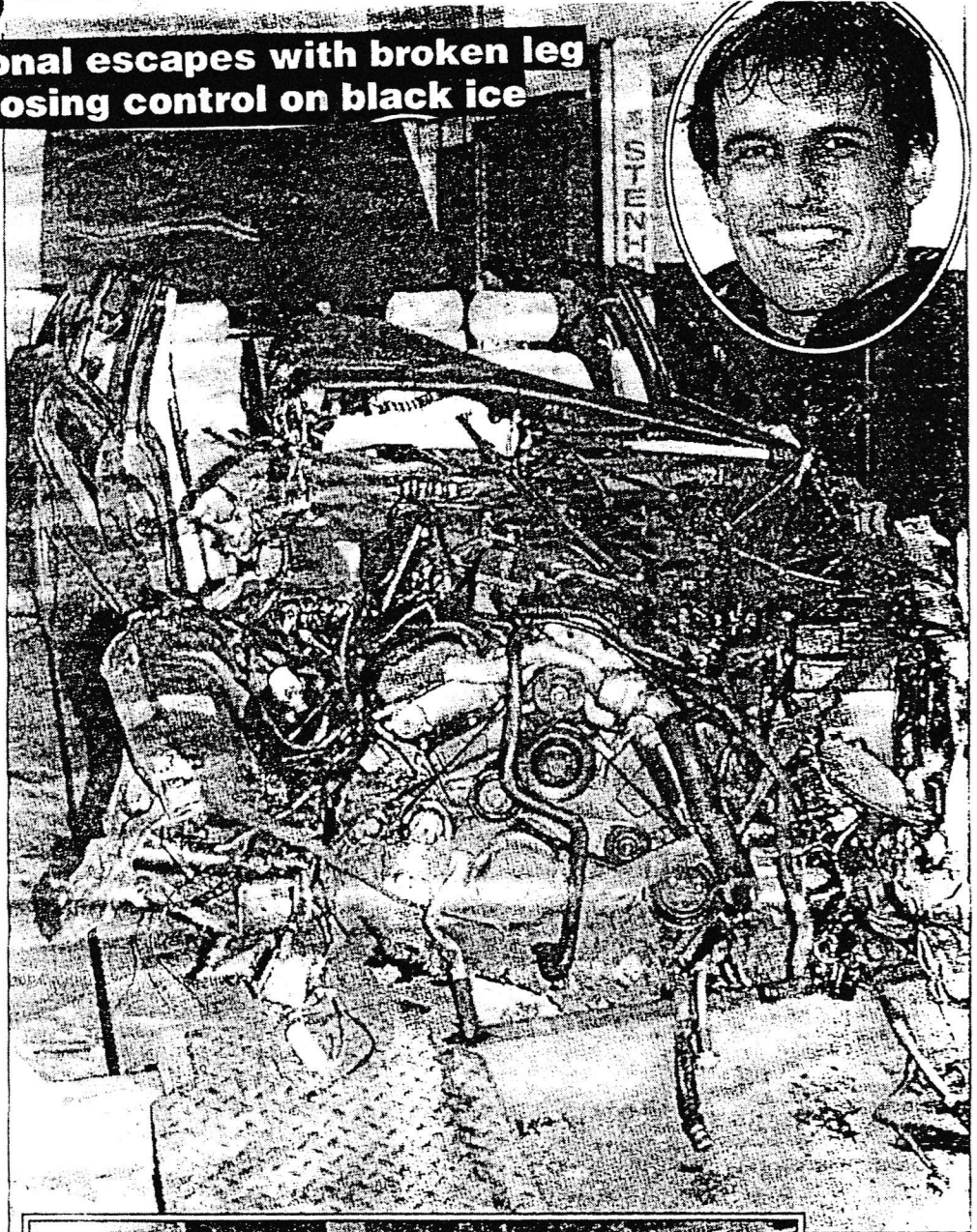
**International escapes with broken leg after losing control on black ice**

**"I used to worry about my cholesterol and all. Last week while I was flying a small plane into Southern California, I went into an inverted spin and couldn't correct it. I finally let go of the controls and it sort of itself out but I'd lost 4000 feet of elevation. Well, I was able to land at Orange County Airport... and I went straight to the airport restaurant and ordered a double cheeseburger."**

—Former Jaguar boss Mike Dale, at the Motor Press Guild holiday dinner, on the notion of healthy eating

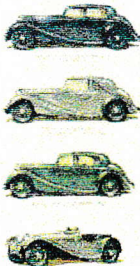
**"My scariest rides have all been with journalists."**

—Mike Dale describing life in the right seat



The tangled wreck of Coleman's Jaguar, inside (left) and out (above). Witnesses said the player (inset) would have died if he had not been driving such a big car

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### ALPINE TRIAL

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### ALPINE CUPS

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Full parts service OEM, aftermarket, performance



Vintage Race & Rally preparation & support  
custom fabrication

Vintage tires

Wire Wheel Service



JAGUAR F-TYPE CONCEPT





## EDITOR'S RAMBLINGS

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**HELP.** I am hopeful that someone in our membership can help us. In the past few months the costs of producing the Purr has substantially increased. The reasons for this are threefold:

1. We have increased the number of pages with information we hope is interesting to you. One way of cutting cost is to again reduce the content. We do not want to do this as the Purr is our main communication vehicle and reflects the spirit of the club
- 2 In January postal costs increased. We believe we can do something about this by using the Postal Services bulk rate for non profit organizations.
- 3 The main cost is reproduction. Staples have just increased our costs 20%. So with the increase in the number of pages and the 20% increase we have a major problem. We send out 280 Purr's a month each with an average of 10 double sided pages.

SO HAS ANYONE GOT ANY SUGGESTIONS HOW WE REDUCE THIS PRINTING COST OR CAN OFFER A PRINTING FACILITY

**STAPLES.** I was greatly amused by the comment in the "PREZ SAYS" regarding the member who had the time available to phone and complain how he had removed the wrong staple and the Purr had fallen apart. With such time to spare to make such a call I am happy to offer the person a few drinks so that he/she can come and help me insert the 560 staples required to get Purr out each month. It takes about a week of my time to produce the Purr each month!!!! Any help would be appreciated. I have also had comments how difficult it is to remove the staple from the bottom of the Purr yet only this week I had a very polite request for another copy of the January issue from one member as he had only received the address page!!!! Any advice on how to get it right would be appreciated.! Although I get these staple comments I have had no offers to give me an article on one of your cars. There we go...life is life

**JAGUAR CALENDAR.** There are various calendars issued by Jaguar each year. One is the calendar issued by the UK Head Office. Another is the one that comes from Jaguar Inc USA. If you call on your local Jaguar Distributor you can very likely get one of the USA issues On the reverse side of the front page of this issue there is a picture of our very own Dave Millings' SS100 together with Dave and Ralph Steinberg competing in the Great Race sometime in the mid 90's It' a real action shot of the car

**TECHNICAL SESSION.** You will note that in the "Calendar of Events" we have a very good opportunity of meeting fellow car enthusiasts from the Vintage Sports Car Club of America at Cloverleaf on March 31st. Please note that you should inform Patty at Cloverleaf if you are going to attend,

**S-TYPE SPORT** Aimed at the younger driver Jaguar have released the S-type Sport at the Bologna Motor Show in Italy. It has a fully color coded exterior in a choice of 5 metallic paints extended to cover the grille, bumpers and rear number plate plinth. The interior offers leather sports seats plus darker veneers and upper fascia mouldings.. The car looks clean and mean.

Michael.

## NUTS! WHITWORTH!

Ah, the dreaded Whitworth hardware. "I thought all foreign cars used metric bolts & nuts." "How come my metric wrenches won't fit most of the bolts and nuts on my vehicle?" It is obvious that much confusion and misinformation exists concerning the types of bolts and nuts found on our British cars.

Before the Second World War Britain, and most of Europe, used Whitworth thread forms for all types of machines. My understanding is that the British decided, sometime during the war, to convert to American thread forms and sizes. The idea was that if any Allied equipment was captured the enemy would be unable to repair or use it because their tools and hardware wouldn't fit. The cars that were built immediately after the war, like the MG T-types, still used the British Standard sizes since they were pre-war designs. By the late forties most of the cars were being built with American (SAE) hardware sizes,

therefore most of the hardware on our British cars is SAE. The notable exceptions are electrical (read Lucas) and SU carburetors.

The Whitworth thread form was originally proposed by Sir Joseph Whitworth in 1841 and was

adopted as the standard of British automotive industry a few years later.

The difference between Whitworth and American thread forms is minor but significant. On WHITWORTH fittings, the angle formed by the "V" between two adjacent threads is 55 degrees, while on American hardware, this angle is 60 degrees. On WHITWORTH threads the top (crest) of each thread and the valley (root) between threads is rounded off, while on American National and SAE threads, the crest and root are flattened off. Also, the number of threads per inch on bolts of the same diameter will be found to be very different when the British and American forms are compared.

The British adopted another thread form in 1903 and called it the British Association (BA) thread.

The crest and roots of BA threads are rounded, as in the WHITWORTH form, but the angle formed between adjacent threads is only 47 1/2 degrees. You will find many BA machine screws and nuts used where bolts smaller than 1/4 BSF are required.

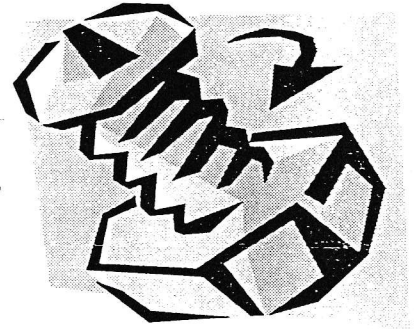
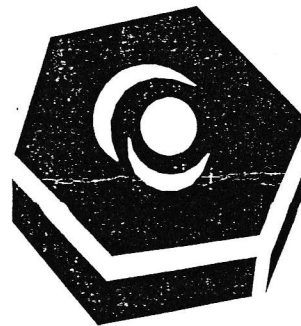
Just to add variety, some fittings, like the winged screws that secure the top to the windscreen on MGT types and MGAs, are British Standard Cycle. Also, most plumbing fittings, like those on oil, brake and fuel lines are British Standard Pipe threads (Straight-BSP or Tapered BSPT). Isn't hardware interesting?

Some American wrenches will loosely fit some British bolts and some metric wrenches will loosely fit others, but neither type by itself will fit all British fittings. And, since none of the wrenches fit properly the bolts and nuts usually get rounded off and then you look for the vise-grips!

British Standard and Whitworth wrench sizes correspond with the diameter of the bolts they fit rather than the size of the bolt head or the distance 'across the flats'. In other words, a 1/4 BSF or 1/4 BSW bolt is turned by a 1/4 BS wrench; however, if you are using wrenches with WHITWORTH size markings only, the same 1/4 inch bolt will be turned by a 3/16 WHITWORTH

wrench. The reason for this is a bit obscure, but it has something to do with the fact that the hex head sizes originally used on WHITWORTH fasteners were once somewhat larger than they are now.

A final word about tools. The British call this tool a 'spanner', a tool to securely span the fastener and loosen or tighten it with care. The Americans call this tool 'wrench' a tool used to twist and wrench off the part you are fighting with. Happy Spannering,



# **CLOVERLEAF VINTAGE RACING & RALLYE**

invite you to

## **2001 NORTHEAST OLD CAR RACE RALLY 'ROUND THE HOLLY**

### **WHEN:**

#### **Friday, May 4, 2001**

1:00 pm - 6:00 pm registration and technical inspection

6:00 pm - 7:00 pm Parade and Car Display

7:15 pm - 9:30 pm Rally School with snacks provided by local hosts

#### **Saturday, May 5, 2001**

First car out approximately 8:00 a.m. There will be a hosted morning Pit stop and a hosted lunch.

First car is due back around 4:30 pm. There will be a "Dutch Treat" dinner.

#### **Sunday, May 6, 2001**

First car out approximately 8:00 a.m. First car due back around 12:00 noon at a hosted awards lunch in Millville.

### **WHERE:**

Millville, New Jersey is our host town again. The COUNTRY INN WHEATON VILLAGE of MILLVILLE, NEW JERSEY is race central again. The rallye is a cloverleaf rallye, meaning we will start and stop at the same place each day.

The event is open to any make, model, or year of motor car or motorbike. We have three classes of competition, so everyone has a place to race. Prizes galore, event T-shirts and posters, goodie bags and more. Plenty of things to do for the non-ralliists during the day with the historic glass works at Wheaton Village to Cape May . . . or catch the ferry to Lewes, Delaware . . . or from there, catch the trolley to the outlet malls of Rehoboth Beach.

FOR MORE INFORMATION, please call Ralph at 610-364-3800 or

check us out at [www.cloverleaf.com](http://www.cloverleaf.com) OR

call Sister at 800-989-7223 or check out [www.greatace.com](http://www.greatace.com)

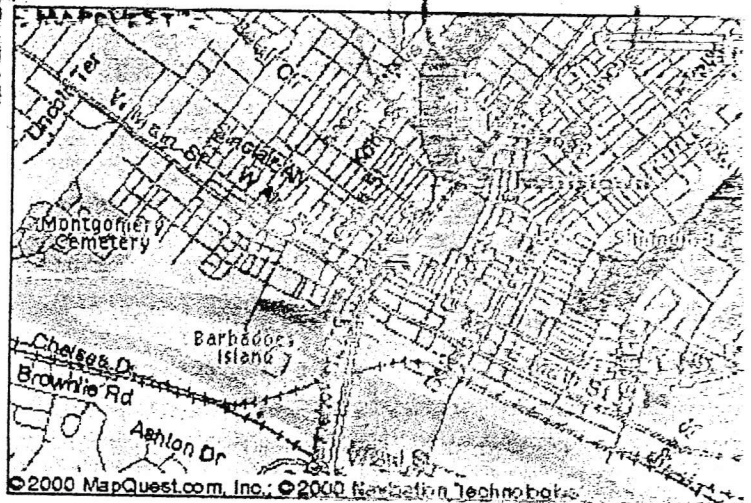
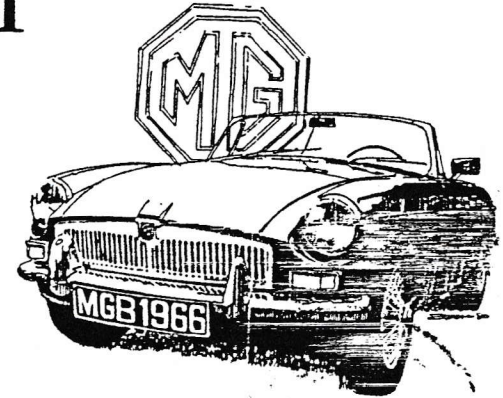
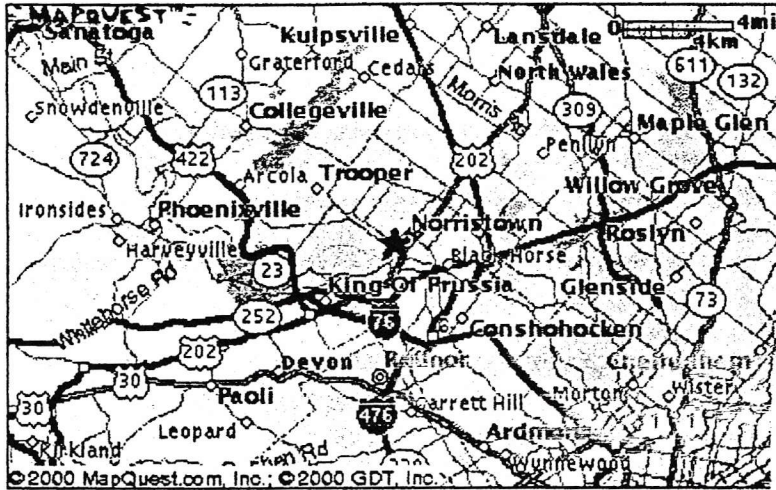
FOR MOTEL RESERVATIONS, please call the Country Inn Wheaton Village at 800-456-4000 or the direct line (I always seem to have more luck with this) at 609-825-3100. Make sure you mention the GREAT RACE NORTHEAST OLD CAR RACE, RALLY 'ROUND THE HOLLY for your discount. Rooms book early.

The most fun you can legally have in your car! Meet great people, see neat cars, tell tall tales. This rallye is J.C.N.A. sanctioned to enable the Jaguar enthusiasts to accumulate national points status and is covered by our event insurance policy.

Discount fees for early registration.

**THE PHILADELPHIA MG CLUB  
PRESENTS**

**THE 2001 BRITISH CAR FLEA  
MARKET**



**DATE:** Sunday March 18th, 2001; Snowdate: March 25th  
**TIME:** 10 AM to 2 PM; Vendors at 9 AM

**PLACE:** Former site of WRIGHT'S SALES & SERVICE  
638 Markley St., Norristown, PA  
(Look for "Land of Pizza" & "Diamond Auto Glass" signs)

**ADMISSION:** \$1 at door; \$10 per vending space

**FOOD & REFRESHMENTS:** Donuts & Coffee

**INFORMATION, DIRECTIONS & SNOW UPDATE:**  
Fred Wright at 610-356-4409



# SEX AND THE OLDER CAR

BEFORE I BOUGHT BACK MY OLD 356 Porsche from my friend Stan Rosow in California last month, Stan warned me with a lowered voice, so I would have no false illusions, that the 356 was "generally invisible to women."

Not a babe magnet, in other words.

"Men notice the car right away and want to come over and look at it when you stop at a gas station. But most women don't pay much attention to it," he confided.

Interesting observation.

And one I would agree with, having previously owned the same car for two years. I thought back to my many trips, and I could recall no incident in which a person of the female sex cast anything more than a passing sidelong glance at the car. Generally speaking, the look contained no more passion than one would expend upon the subliminal awareness of an abandoned shopping cart.

This is not true of all women, of course. My wife, Barbara, loves 356 Porsches and encouraged me to buy one. When we lived in California, she considered buying one for

herself and commuting with it. Our dental hygienist had a nice blue 356C that she used to park in the dental clinic parking lot (I was always trying, unsuccessfully, to buy it from her), and there are many women who belong to the 356 Registry, most notably Barb Skirmants, who handles club membership and subscriptions to the newsletter. And even Jane Fonda, in the movie *Coming Home*, bought herself a Speedster while her husband was in Vietnam.

But if you take that vast part of the public whose car awareness is not so exalted, I would say that Stan is right. Among women who aren't normally enthusiastic about cars, a 356 barely registers in the subconscious.

But I don't think this was always the case.

I seem to recall that, back in 1963 when I was a sophomore in high school, the Porsche 356 was a symbol of both affluence and good taste (as a new 911 Turbo might be right now), a car for the ambitious young man on the way up, or one who had already made it. My teen-aged sister, Barbara,

used to point them out, in approving tones, when we were on a family road trip. After all, James Dean had owned one, and what could be better than that?

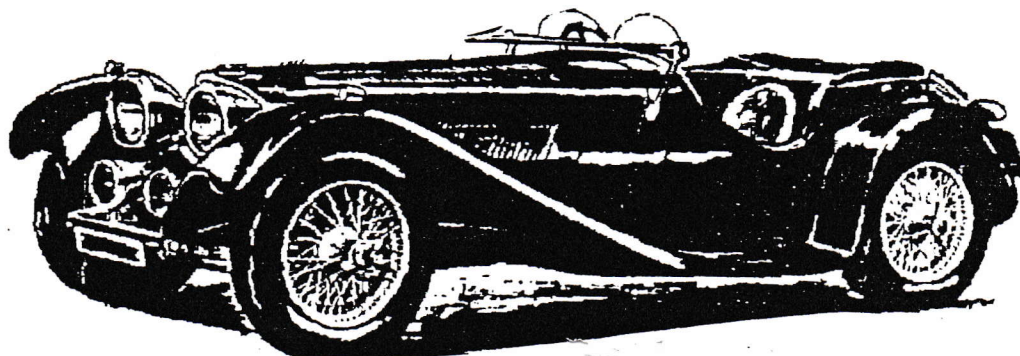
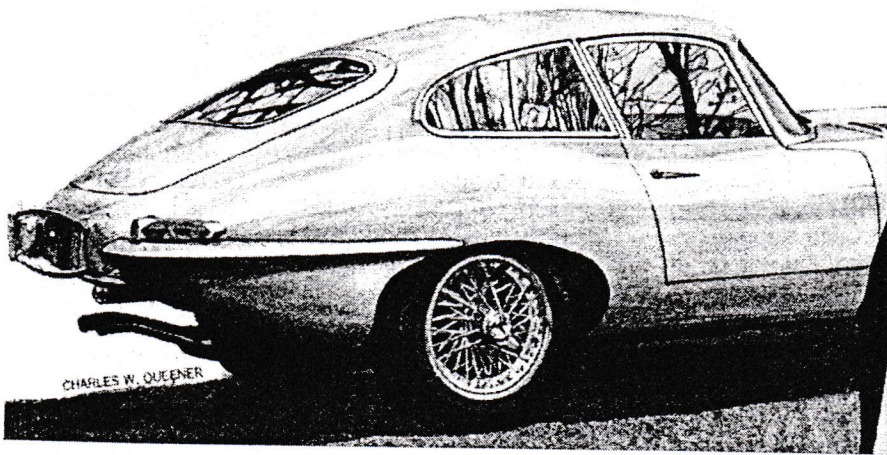
Generally speaking, the 356 owner was likely to be a spirited man of substance, perhaps a dentist or a film director on his way to a ski resort.

Nowadays, the 356 owner could be anybody. I think the car still shows a certain level of discernment (or so I like to tell myself, and anyone else who will listen), but it no longer necessarily reflects a mood of boundless ambition and ever-expanding financial frontiers. The car has taken on a slightly bohemian caste, so the modern 356 owner is just as likely to be a beatnik as a dentist—possibly even a dentist with the soul of a beatnik. Maybe women sense this, and are afraid the car owner might try to read Kafka to them, instead of going skiing.

In any case, the 356, as it gets older, becomes more attractive for its own craft, history and personality than

**"It's absolutely gorgeous.**

Could I," she asked imploringly, "just run my hand along the roofline?"



Road & Track  
February 2001

# As a conversation starter, a Jaguar E-Type is probably more effective than a Saint Bernard with a tragic limp.”

its symbolic power. Not hot selling points in a singles bar. (Perhaps I should exempt Speedsters here; they have a trans-generational cult following and cost a lot of money, but the coupes seem to fly just under the public status radar.)

In any case, I never seriously believed—even when I was in high school—that a cool car made a huge difference in your attractiveness to women. Guys with athletic skill, good looks and flamboyant personalities seemed to get a lot more dates than guys with chromed lug nuts and dual Hollywoods. Most of the dedicated hot-rodders I knew were loners who cruised the night, shy people hoping for the best.

If you were already popular, it probably didn't hurt to have a neat car, but having a neat car didn't make you popular, as far as I could observe. It just made you broke. The prom kings and homecoming kings usually drove their parents' Biscaynes or Fairlanes and put in a buck's worth of gas once in a while.

On the other hand:

Flying in the face of this observed truth and logic during this very same era (the 1960s) was Henry N. Manney III's famous comment that the Jaguar E-Type was "the greatest crumpet collector known to man."

Was there really anything to this?

I had my doubts.

Henry, to be sure, was a charming man with no serious defects of visage or form, but he had a bushy beard, chewed tobacco and was hardly any better-looking than I am, and I have never been confused with either Cary Grant or any of the six or seven actors who have played James Bond. And I don't think Henry was, either. Yet his celebrated pronouncement suggested the E-Type might send women flocking his way.

My own feeling was that a Sean Connery or Roger Moore might have gotten lucky with an E-Type, but they would also have gotten lucky with a Fiat Topolino. Henry and I, meanwhile, would be cast in the unfortunate role of Charles Martin Smith

and his borrowed '57 Chevy in *American Graffiti*; we'd drive around in an E-Type and people would say, "What a waste!"

But then I bought a 1967 E-Type coupe a couple of years ago.

Drove it around for a whole month or two before I disassembled

the entire car on my way to fixing a slipping clutch. During that brief halcyon period, I took it to Borders Books one sunny autumn day and parked it directly in front of the store.

When I came out, there was an attractive woman in her mid-30s admiring the car from many different angles and explaining the car to her young son. "Is this yours?" she asked.

"Why, yes," I answered modestly.

"It's absolutely gorgeous. Could I," she asked imploringly, "just run my hand along the roofline?"

Being a gentleman, I had to say yes.

A moment later, another young woman parked a Volkswagen convertible nearby, jumped out and walked toward the store, saw the Jaguar, did a double take, grabbed her heart and came staggering toward the car with her hand outstretched, like someone dying of thirst. "Oh, my God!" she said. "This is my favorite car on earth." She looked it over for a few minutes and then said, "Would it be asking too much if you could open the door, so I could look inside?" I opened the door and then she asked, "Could I, please, just sit in this car?"

Before I could leave the parking lot, another woman came out of the store, spotted the Jag and deflected herself toward it, as if bouncing off an invisible pinball bumper. She, too, wanted the door opened, "to breathe the smell of all that leather."

And so on. It was crazy. I practically had to call a police escort to get out of there, so I could go home and read my new book on walleye fishing.

Now, I am a happily married guy (for almost 30 years) and I was not looking for a date then, nor am I now. But if I were, the E-Type would certainly have been a fine ice-breaker. ("Perhaps you'd like to go for a ride sometime? To dinner, perhaps?")

All I can say is, if I were a single man looking to improve my social life and meet women, a Jaguar E-Type just might be on

my shopping list. As a conversation starter, it's probably more effective than a Saint Bernard with a tragic limp.

So it appears to me, after all these years of doubt, that Henry is vindicated. Clearly, the E-Type still works its magic.

But so do a few other select cars. And if there is a Golden Magnet Award to go to any model of car or its owner, it should probably go to my friend Russell Beebe.

One warm night in the mid 1960s, he drove his freshly restored British Racing Green Austin-Healey 100-4, with the windshield folded down, to a large house party in downtown San Francisco. Apparently the party was quite a scene, full of local poets, hippies, musicians, film crews and other beautiful people. When Russ arrived and began to mingle, he found a lovely blonde woman in huge sunglasses holding a drink and gazing out the window at his car, which sat under a streetlight.

"That your 'ealey?" she asked.

"Yes it is," Russ said.

"How about giving me a ride in it?"

"Sure," he replied cheerfully.

When they got in the car, she took off her sunglasses and Russ realized the woman was Julie Christie.

And off they went, for a short spin through the neighborhood hills.

A green Healey 100-4 and Julie Christie. The mind staggers, that so much beauty and grace could be all in one place, at one perfect moment in time.

Lesser dreams have caused more than a few cars to be bought and sold, and many a fender to be carefully sanded.

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January 12, 2000

To The Editor,  
Jaguar's Purr

Dear Mike,

This past October, Susan and I were roaming around the Finger Lakes in upper New York State (regretfully, not in the E Type). After some late morning wine tasting, we happened into Watkins Glen to visit a particularly scenic park configured near a gorge at the edge of town.

Lo and behold, it was Vintage Car Day! Susan looked over at me and simply said the obvious: "You just died and went to heaven! I guess this kills the park tour."

I am sure that most of you know of the wonderful road racing history of Watkins Gen; its own international track plus the fact that many of the old races ran through town. This day was a rally of probably 2\300 cars; mainly British wheels, but interestingly, I saw only one Jaguar; a light green E Type from New Jersey; the rest were mainly MG's , Triumphs and Healys along with the usual exotics and Corvettes. In addition, there were probably 200 or 300 more classic cars just visiting. It was an amazing scene.

Apparently, after one is pre-registered for this rally, various groups are assigned to Wineries or Restaurants in the surrounding countryside. At a set time, each Group tools into town, lines up in the scenic Gorge, has lunch en masse under a tent and eventually heads out in Groups to do a couple of crisp runs through the formal race track and then zip through town. During the day, there is a concourse show going on along with a mini gymkhana which seemed to tear the heck out of the cars. In addition, the Town is geared to sell the usual trinkets with a general, festive atmosphere along the main street. One can either watch or participate. The area is beautiful with plenty of back roads and things to do.

Susan and I are contemplating taking our Jag up there next year. If there are others who may be interested, let me know. Perhaps our Club might want to make a formal excursion out of this.

By the way, the photo of the handsome couple in the last edition of the "Purr" was not us.

Most importantly, you are doing a great job with the "Purr"; much appreciated.

Ef Adnopoz



**PLEASE LET EFRIM KNOW IF YOU ARE INTERESTED IN JOINING THE SUGGESTED TRIP TO WATKINS GLEN. WE CAN MAKE IT A CLUB EVENT. IT'S WELL WORTH A VISIT**

## HIGHLIGHTS OF THE DVJC DIRECTORS' MEETING ON 1/7/01

- Considerable discussion revolved around the cost of printing and distributing the Purr newsletter. A motion was passed to cease the routine distribution of our newsletter to other clubs who do not reciprocate with a copy of their newsletters to us.
- No recent communication has been received regarding our club logo.
- When the membership application is redrafted, it will include a space for e-mail addresses of members.
- Jaguar and DVJC items available will be offered in the Purr.
- Racing and slalom events are being pursued for the club.
- Membership retention efforts will continue.
- Concourse expenditure budget was approved.
- DVJC participation in the Cloverleaf rally was encouraged.
- Advertising (in the Purr) efforts will continue.
- Purr advertising rates are being massaged to conform to the new format and incremental cost increases.
- Car show judges are encouraged to participate, including new volunteers for training in this area.
- E-mail contacts to the DVJC site managed by Larry Shear are very positive.
- Club photographer Joe Federico maintains his position with our appreciation, however members are still encouraged to take photos to give to the President for inclusion in our club scrapbooks.
- The calendar of events for the year and event chairpersons were reviewed.
- Budget appropriations were approved for delegates to the AGM in Nashville. All members are urged to participate. Cost incentives are offered to those who register early.
- The next Directors' meeting will be held in conjunction with the Spring Brunch in April.

*Clara*

Clara Saxton Treasurer

## JAGUAR NEWTERED BY THE GREAT CRESTED ONE

# Newts leave Jaguar stuck in Silverstone mud

**By Kevin Eason**

THE mud of Silverstone has again brought grief to Formula One but this time it is the tiny inhabitants of the boggy fields that have brought a halt to ambitious plans.

A colony of great crested newts is camped on a marshy car park that Jaguar had earmarked for a £200 million fac-

tory for its Formula One team. Plans are on hold while English Nature experts examine the site and decide if the newts, a protected species, can be moved safely to another part of Silverstone.

Jaguar, which is owned by Ford, is considering building two ponds for them, but the newts may have other ideas. English Nature said: "It is not

just a question of providing a pond and expecting them to live there. They need the habitat around the area because they move large distances."

Environmental concerns have become a serious stumbling block to Jaguar's plans to bring its Formula One team from Milton Keynes and the Cosworth engine company from Northampton under one

roof on a state-of-the-art site in Silverstone — and create 1,200 jobs in the process.

The company soon discovered that cars were not welcome on the already congested lanes around the circuit. Instead, South Northamptonshire District Council wants staff to be bussed to the plant.

John Townsend, the planning committee chairman,

said: "I am sure there are people in Detroit who think they can order a factory and it just happens. We want it to happen but we want everything done in the right way."

Jaguar regards the environmental demands as major obstacles and hopes to placate the local community. Whether the newts will be wowed over remains to be seen.

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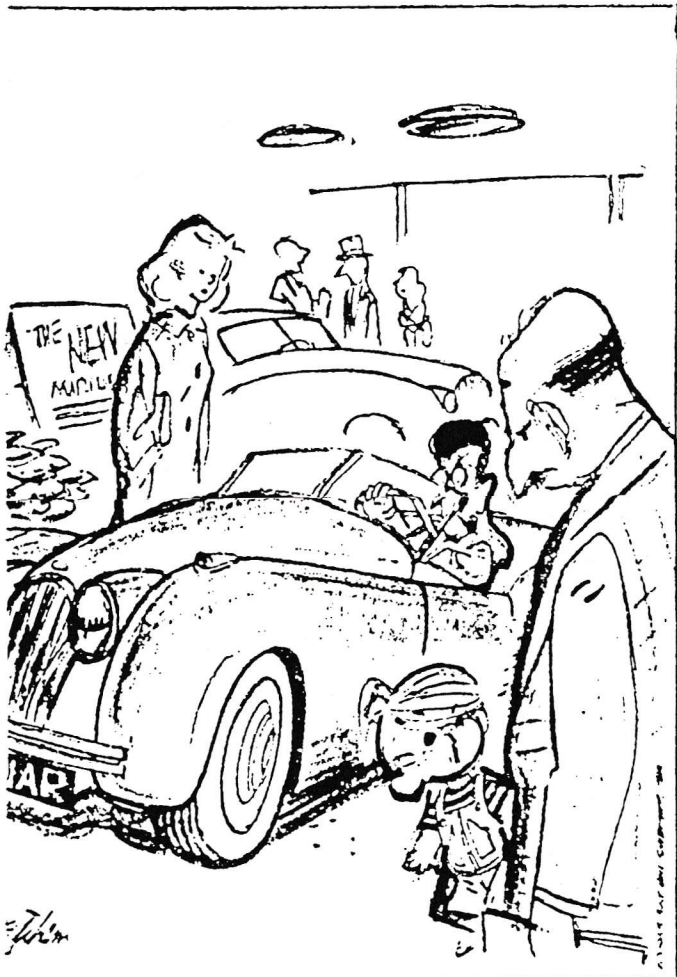
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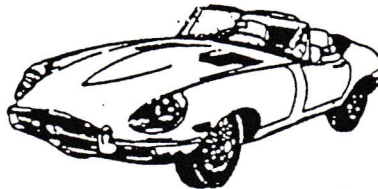
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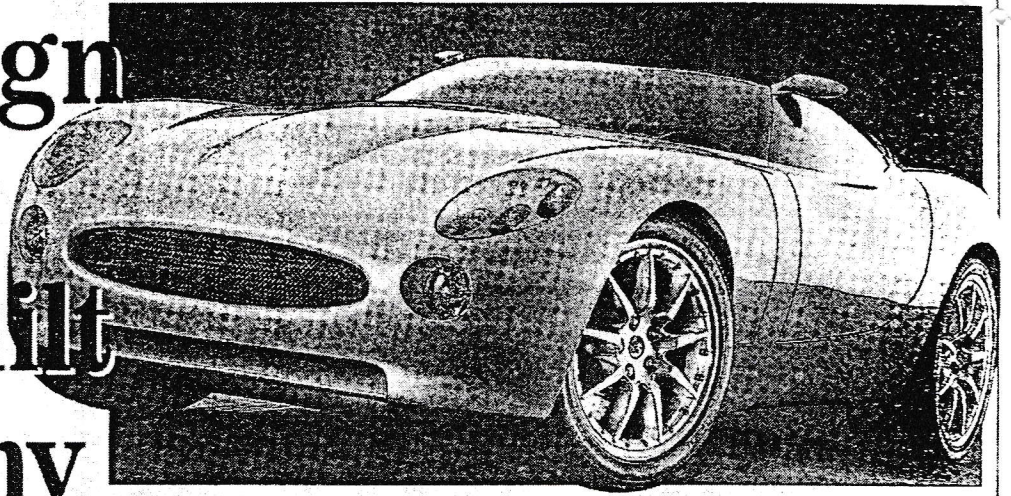
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F-Type: This sleek, £40,000 roadster could be the first Jaguar not to be built in the UK

## *THE JAGUAR'S PURR*

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