



# The Jaguar's Purr

MAY 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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Quarter page - \$85 a year / \$20 per issue

## **CLASSIFIED RATES**

Members free / non-members \$10  
Members get 3 free inserts.  
Non members get one insert for \$10

**MEMBERSHIP IS \$45 FOR 2 FAMILY  
MEMBERS OR \$40 FOR ONE**

**JCNA BADGE \$30**

**DVJC BADGE \$10**

**DVJC LICENCE PLATE \$6**

**P&P \$3**

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**PHILADELPHIA AREA**  
**THE DELAWARE VALLEY JAGUAR CLUB CONCOURS DeELEGANCE 2001**  
**36<sup>TH</sup> ANNUAL DVJC CONCOURS & CAR SHOW**  
**FEATURING 40 YEARS OF THE XKE**

This event to be held rain or shine at the Annual Strawberry Festival on June 2, 2001 at 9:00 a.m. to 5:00 p.m. to benefit the Brandywine Hospital and Trauma Center located just off the Rt. 30 Bypass 2 miles east of Coatesville, Pennsylvania. Look for the green-roofed white barn on your north side.

Featuring: 40 years of the XKE Series of Jaguar, Antique and Classic Jaguar Cars, the exciting new Jaguar XK8, Daily Driven, Class #18 for Preservation, Unrestored Vehicles and a Class #19 for the new "S" type sedans!

Fireworks, Majestic Midway Rides, International Food Fair, Kids Health Fair Hole-in-One Golf, Petting Zoo, Pony Rides, Live Entertainment featuring "The Grease Band", country atmosphere with plenty of parking.

**PLACE JUNE 2<sup>ND</sup> ON YOUR CALENDARS NOW!**

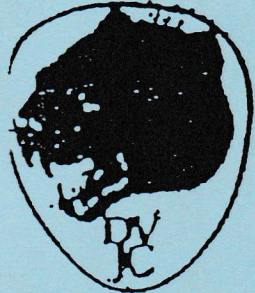
**REGISTRATION AT GATE WILL BE \$40.00**

Discount Fee of \$25.00 expires May 15, 2001.

Any 50-year-old Jaguar or 1961 XKE types are free for display.

Call ahead if you wish to participate in judging, or for local Holiday Inn accommodations nearby.

**Contact: Kurt Rappold, DVJC President at (610) 358-4055**  
**e-mail: Twincam@voicenet.com**



**D.V.J.C. Concours & Show**  
**Saturday**  
**June 2, 2001**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone No.: (     ) \_\_\_\_\_

J.C.N.A. No.: \_\_\_\_\_

**JAGUARS TO BE EXHIBITED**

Serial #	Model	Year
_____	_____	_____
_____	_____	_____
_____	_____	_____

Please check one:

[     ] Champion                      [     ] Driven

Revised 2001

J.C.N.A. rules of judging will be followed.

2001 Head Judge:

Jeff Dement, D.V.J.C. member and certified judge

J.C.N.A. official trophies to be awarded.

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Certified and retrained judges.

New Car Display by Phil Penn Car Co.

Best in Show trophy presented by Jaguar Cars

Custom-made trophy for Longest Distance

Driven to Show

**Make checks payable to:**

D.V.J.C. c/o Kurt Rappold

116 Governor Markham Drive

Glen Mills, PA 19342



**Release Statement**

I hereby agree to enter the car(s) described in the Concours DeElegance on June 2, 2001. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, Concours Committee, D.V.J.C. Club, and Brandywine Hospital and Trauma Center from any and all liabilities for injury, damages, or loss arising from my entry, attendance, or participation in these activities.

Signed: \_\_\_\_\_

Dated: \_\_\_\_\_

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## CALENDAR OF EVENTS

---

- May  
4-5-6 Great Race -Cloverleaf Rally. Millville N.J...see flyer  
12 Willow Grove Lions 20th Auto Show & Flea Market 9-4pm Upper Moreland High School. 15 classes/46 awards  
20 H.C.C.P. Spring Car Show Linville Orchards  
20 Northeast Regional JCNA Slalom. Springfield. MA. ...See flyer  
20-25 New England 1000 Lake Placid NY [www.vintagerallies.com](http://www.vintagerallies.com)  
26 Delaware Triumph Club Hope Lodge Fort Washington  
All British Cars  
26 AirEXPO 2001 The Patuxent Vintage Foreign Car Club . NAS  
Patuxent River 0730-1600
- June  
2 **D.V.J.C. Concours Brandywine**  
**See flyer**  
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  
7- 9 Watkins Glen Grand Prix Festival. For info  
[www.watkinsglen.com/gpfest](http://www.watkinsglen.com/gpfest) also member Ef Adnopoz  
9 Franklin Mint Annual Car Show  
15 Buckingham Township Concours Dinner  
16 Buckingham Township Concours  
16 Radnor Concours
- October  
5 - 7 20th Annual Fall British Car Festival, Waynesboro, Virginia  
In the beautiful & historic Shenandoah Valley 540 943-1236  
14 Covered Bridge Tour  
21 Delaware County Community College Car Show
- November  
3 Tech session.Anti lock brakes/winter care/new cars
- December  
2 Annual Holiday Party



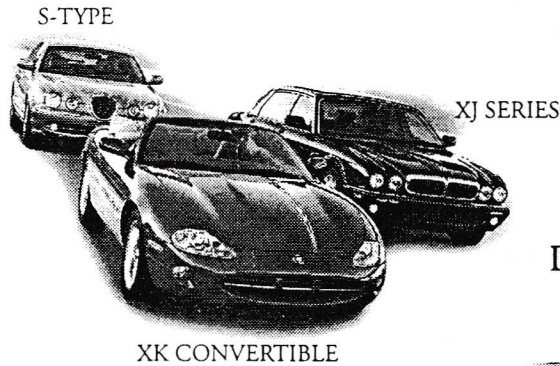
THE JAGUAR FAMILY. The XK Series,  
the XJ Series and the S-Type. Powerful AJ-V8 engines.  
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## THE PRESIDENT SEZ

I am very pleased to see our Jaguar Dealers begin to take an interest in our monthly newsletter and advertise their services with us. I visited Phil-Penn in Bryn Mawr this week and requested two new Jaguars for display at our June concours and Mr Hueber, the owner, will be very happy to supply them from 9.0am to 5.0pm. The Great Britains Dealership, which is already sponsoring a full page advertisement in the Newsletter, is going to put on a technical session on November 3<sup>rd</sup>. Please plan to attend both events and patronize all of our advertisers.

Many thanks to Ralph and Candy Steinberg for the tech session in their shop the last day of March. Those VSCCA people are very nice and I hope a similar session can happen again. Candy looks very good and I hope and pray she continues to get better. The auction netted me a very fine book on English cars which I was proud to include in my collection of fine motorcar books. It joins others, the first of which was a signed gift from my deceased friend, Dr Dan Shuster, past DVJC member and Jaguar lover.

Many thanks to Mike Wolf, long term member of DVJC and Jaguar lover for spearheading the VSCCA vintage race at Pocono Raceway visit April 21, 2001. This began with a cool flyer which was handed out personally at the Cloverleaf Tech Session and included in the April issue of the Purr.

The trip to Pocono began in the rain with a nice motor tour up Rt 611. The lovely roar of all that British iron through the hills of N.E Pennsylvania was fun. We started off with two groups, the first of which was led by Mike Wolf, top down in the heavy dew. We had a 150 pick-up truck in our group towing a fishing boat as trout season was opening. The route below Easton along the Delaware River was very picturesque with stone walls along both sides of the road. We arrived at 11.30am and we had traveled a total of 111 miles.

Mike's route instructions were very good with much detail, all 6 pages of it. Once at the venue our group moved through the beautiful new garages to the track. The garages were loaded with exceptional cars, one of which was a pre-war Alfa Romeo, said to have been driven by Manual Fangio himself, the value of which must be very high.

We concentrated on watching the vintage cars run the track and at the same time a Porsche group and motorcycle group were all running on other sections of the course. I started hearing the enthusiastic group saying different things and as I drove home I recalled some of the statements thinking that some are quite quotable :-

"I had a ride in that car round Lime Rock and also owned one"...an Ace Bristol

"I'm going to put my basket case T.C. back together, this looks like fun"

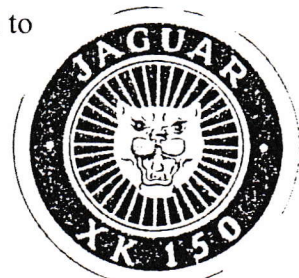
"The revs are too low in that turn to get it into the next gear"

"I enjoyed myself and the car so much to day that I took a victory lap"

"I'll call you back about that complete Drive Train you want to give away for a Crosley Racer"

"Goodness! I haven't seen you since the day you got thrown out of the Sebring Vintage Pits for trying to tell Sterling Moss the wheels were bad on a Ferrari he was about to take a hot lap in."

I thanked Don Natress for inviting our club plus the free admission to Pocono for all to enjoy. He and his wife are past DVJC members and they campaign a blue XK120

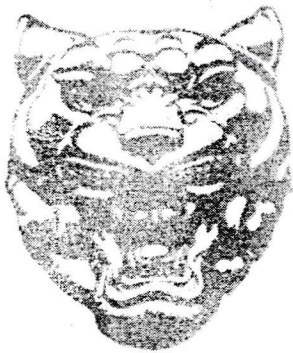


Roadster in VSSA.. Mike Wolf did a great job of planning, leading, organizing and controlling our motor tour. His effort and attention to detail is appreciated....thanks Mike.

JCNA is having the Challenge Championship Biennial again this year. The venue is Franklin, Tenn.,near Nashville on July 24 to 28. We will also conduct the yearly A.G.M at this time. Pat and I expect to represent the DVJC as your delegates for this weeks activities. Anyone in the club interested in attending and/or participating can find the registration package in the January/February Jaguar Journal. I would like to see our club represented in the concours, rally and Slalom. If you plan to attend please let me know as it is a two day drive to get there and I may run a support vehicle in case someone needs it.

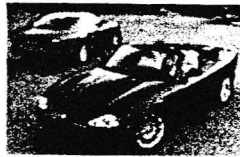
Happy Motoring

Kurt Rappold



### 2001 Jaguar XK8

By Eric Peters



Cars like the Jaguar XK8 are all about charisma and style; practicality and cost issues are clearly distant considerations. What counts is whether other people eye you with envy, whether the car gets respect from the valet at snooty restaurants. Will it get parked out in front? Or does it go around back with all the others?

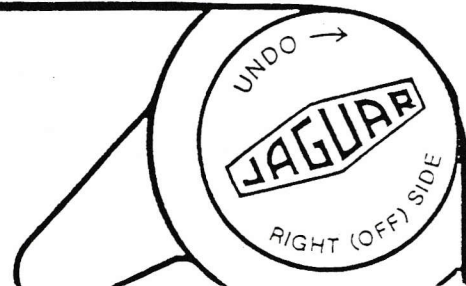
**"When you look at Jaguar nomenclature over time, there's never been any organization to it. [So we decided,] let's keep it that way."**

Nick Barter, director of product development at Jaguar's Whitley Engineering Centre, who has been with the firm 15 years. He, of course, speaks of the new baby X-Type.



# JAGUAR

## MODEL CLUB



THE CLUB IS FOR COLLECTORS OF JAGUAR SCALE MODELS. YOU WILL BE AMONG FELLOW COLLECTORS FROM MANY COUNTRIES IN THE WORLD. WITH MEMBERSHIP YOU RECEIVE A QUALITY MAGAZINE AND WILL FIND OUT ABOUT THE NEWEST JAGUAR SCALE MODELS WORLDWIDE FIRST.

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## 2001 NORTHEAST REGIONAL JCNA SLALOM

- LOCATION:** Smith & Wesson Co.  
2100 Roosevelt Avenue  
Springfield, MA
- DATE:** Sunday, May 20, 2001 **RAIN OR SHINE!**
- TIME:** Registration & Tech Inspection: 9:00 – 10:30 AM  
Slalom : 10:30 AM – 2:00 PM
- FEE:** \$20.00 JCNA Members, \$25.00 Non-JCNA Members  
Please pre-register. Mail checks made payable  
to: JANE, C/O Gary Hagopian, PO Box 410  
Sunapee, NH 03782
- CLASSES:** A through L for all models of Jaguars  
01 through 04 for all non-Jaguars
- APRES SLALOM:** We will proceed directly to a local restaurant  
for an early dinner.
- HOTEL:** Plantation Inn, immediately adjacent to MA turnpike  
Exit 6 and/or at the end of I291. (413) 592-8200
- CONTACT:** Gary Hagopian (603) 763-3093  
e-mail: [hagopian@mail.tds.net](mailto:hagopian@mail.tds.net)

**NEVER SLALOMED BEFORE?** Most of us are beginners anxious to have a little fun in this low stress, low speed competition, one car at a time. We'll show you by walking the course for instruction.

**No helmet?** JANE will provide helmets!

**Don't worry about Tech Inspection.** As long as you have brakes, seat belts, a firmly mounted battery, and no "excessive" leaking, you'll pass!

**DIRECTIONS:** Exit 6 of the MA Pike – left at traffic light onto I291. 2<sup>nd</sup> exit onto Rte 20 West for 500ft to the traffic light at Roosevelt Ave. – left turn, proceed ¾ mile to Smith & Wesson entrance on the right.  
**Route 91 to Springfield, MA** – I291 east about 2 ½ miles. Exit onto Rte 20 West – 500 ft to light at Roosevelt Ave – turn left and proceed ¾ mile to Smith & Wesson entrance on the right.

**LAST MINUTE INFO ON DAY OF SHOW: 413-537-8427**

# The Brits Are Back!

at Hope Lodge



**Saturday, May 26, 2001**

*(Rain Date - Saturday, June 2nd)*  
Hosted by Delaware Valley Triumphs Ltd. (DVT)  
and The Friends of Hope Lodge and Mather Mill

### Spectator Admission

*Includes On-Site Parking, Show Festivities, and a Tour of Historic Hope Lodge*

Adults \$5      Seniors (60+) \$4      Youth (6-12yrs) \$2      Family from the same household \$12

### Show Car Registration Fee

*Includes Passenger's Admission, Dash Plaque and other Memorabilia*

**Pre-Registration \$10 - After May 19th \$15**

**All Proceeds to Benefit Hope Lodge**  
**Hot food and beverages available all day**

FOR ADDITIONAL FORMS, DAY-OF-SHOW INFORMATION AND RAIN DATE STATUS - CONTACT  
DELAWARE VALLEY TRIUMPHS AT [www.pond.com/~britcars/carshow](http://www.pond.com/~britcars/carshow) OR  
CALL THE DVT INFORMATION HOTLINE (610) 222-0180



## REGISTRATION FORM

The Brits Are Back at Hope Lodge

Field Opens at 8:30 am  
Judging Begins at 12:00 noon

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone: (\_\_\_\_) \_\_\_\_\_

### Show Car Registration

Marque: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_  
Award Class (see other side): \_\_\_\_\_

### Flea Market Space - \$25.00

Description of Material: \_\_\_\_\_

Hope Lodge Historic Site  
553 South Bethlehem Pike  
Fort Washington, PA 19034

**Pre-Register (\$10.00) Before May 19th - \$15.00 After 5/19/01.**

Make Checks Payable to "Friends of Hope Lodge". Send Registration Form & Check to:

Friends of Hope Lodge  
P.O. Box 294  
Skippack PA 19474

Show Information Hot Line (610) 222-0180  
Hope Lodge Information (215) 646-1595



## EDITOR'S RAMBLINGS

0 June 2<sup>nd</sup> will soon be with us and the club Concours. There is a registration form in this Purr and you have until May 15 to pre register and take advantage of the discount fee of \$25. If you pre register it helps enormously for those organizing the event....so please cooperate.

0 Last month we had Kit Racette telling us about her "Kitty". Thank you Kit. This month we have Jill Schader Powell relating how she fell in love with the E-Type. So we have the ladies leading the way in providing stories of club members Jaguars. I am not surprised as they are much more "get up and go" ! On page 4 of the current "Jaguar Journal" there is a photo entitled "a bit of history". This is a white Jaguar E-Type with a "cute passenger" but I bet it is not a patch on our Jill waving her trophy in her very own white E-Type! So who will provide the story for the June edition? Don't make me have to relate a tale on one of my cars.

0 Very sad news. The death of Michelle Albereto (44) on April 25<sup>th</sup>, who was killed while testing the 200MPH Audi Sports R8 which is due to contest the Le Mans 24 Hour next month. Witnesses said the car suddenly veered out of control on the main straight at the Lausitzring circuit in East Germany before flipping & crashing into the barriers. Albereto drove in 149 Formulae 1 Grand Prix for Tyrrell and Ferrari. He had 5 wins.

0 In Formulae 1 racing Jaguar continue to struggle despite the pouring in of resources both \$ and high powered people. In the last race on Sunday April 29 Eddie Irvine was on course for his best finish of the year when his car failed. Five races have gone and only 1 finish...eleventh in Australia to his name. Earlier Jaguar had terminated their contract with their second driver Luciano Burti and replaced him with Pedro De La Rosa who impressed last year driving for Orange Arrows. De La Rosa ended this race by clipping Hans Harold Frentzen and taking both of them out. It is a long term team effort to become competitive in F1 and Jaguar are doing all the right things to ensure this happens

0 You will recall that in last months Purr I talked about model collecting and "The Jaguar Model Club" in England. Gary Oxley the founder of the club has placed a quarter page advertisement in the Purr and I hope you will support him if you need any models especially one of your car. If you have a real interest you can join the club.

0 Though we are celebrating 40 years of the E-Type at the Concours let us not forget that in May 1971....30 years ago....the star of the New York Auto Show was the release of the Series 3 E-Type V 12. What a car...what an engine. 349lb-ft.of torque at just 3800 rpm!. Someone gave it the "Freak Test" accelerating from 400 rpm in 4<sup>th</sup> gear all the way up to 6500 rpm!!!!

0 The Rockingham Oval is to be opened in May 26-28 in the UK. For the Coys Historic Festival. It is the first banked oval circuit in the UK since Brooklands was constructed more than 90 years ago. A mile-and-a-half in length and 60 feet wide, Rockingham has a 7.9 degree banking, and was designed with the American ChampCar series in mind which will start at Rockingham in September. The Coys Festival is the opening event and in conjunction with the opening Coys are holding an exclusive auction of Jaguars termed "The Jaguar Legend" featuring competition, sports and sports racing Jaguar cars. Entered for this ground breaking sale are a feast of Jaguars so grab your check books and get in line. Look at this. 1 The Ex -works Hawthorne/Bueb 1955 Le Mans winning D-Type Chassis Number XKD 505 2 1933 SS 1 Saloon. 3 KRW 923

The ex-works, John Lyons 1950 XK 120 3. 1938 SS 100 2.5 litre. 4 1992 XJ220 from the World famous Blaton collection 5 1993 PROTEUS D-Type 6 1962 E-Type Series 1 3.8 competition car 7 XK SS by Lynx. 8 1934 SS1 Tourer 9 1976 Lister XJ12C etc etc...there must be something there for you!!!


0 I have read that Jaguar will not follow BMW, Mercedes, and Porsche into the sports/utility market. Don't forget Ford bought Land Rover so a Jaguar SUV is hardly needed. It could be that they are considering a high end luxury station wagon. Michael O'Driscoll Jaguar North America boss is quoted as saying "It is a logical place for us to go"

0 The idea of "Hall of Fame's" is being exported to Europe. The European Automotive News established a new Auto Hall of Fame at the recent Geneva Show to honor industry immortals who helped the shape of the European motor industry. A panel had a rich source from which to choose the founder members. Look at these worldwide household names they chose. Karl F Benz, Robert Bosch, Andre Citroen, Rudolf Diesel, Alec Issigonis, Enzo Ferrari, Ferdinand Porsche, Ettore Bugatti, Giorgetto Giugiaro, Louis Renault, Gianni Agnelli AND of course William Lyons. With a list of names like the above you didn't have to over extend the old brain to pick a list. Looking at the names which were mainly given to the cars/products they designed a whimsical thought crossed my mind. Jaguar may never have had the name...they could have been called Lyon!!!

MICHAEL TATE EDITOR

# AirExpo 2001

## Auto Display




Jaguar SS 100


Please join us, The Patuxent Vintage Foreign Car Club, in displaying your classic car (Foreign or Domestic) at this year's AirExpo 2001 to be held on Saturday May 26th.

Captains Choice Award trophy will be given to the car which the Skipper of NAS Patuxent River would most like to own, if only he could.

A very cool Dash Plaque will be given out to the first 100 cars to arrive.

All of our "Classic Cars" will be parked in a great spectator's position for viewing the air show. Bring your lawn chairs umbrellas, relax, show off your toys and enjoy the show.





F6F Hellcats  
May 30, 1946  
Very 1st photo of today's Blue Angels

A BBQ will take place after the show to celebrate the day's events. So bring something you wish to cook.

There is no entry fee however you must submit the following info: Car Make & Model, Year, Complete VIN#, Insurance Company and Policy #, or show proof of insurance before being allowed onto NAS.

We urge all participants to arrive between 0730 and 0830 at the main gate to beat the traffic. For more information please contact Bruce Swartz at (301) 994-9170 or (301) 342-6113 (office). E-mail info to [swartzbi@navair.navy.mil](mailto:swartzbi@navair.navy.mil)

May 26, 2001  
0730-1600

# NAS Patuxent River

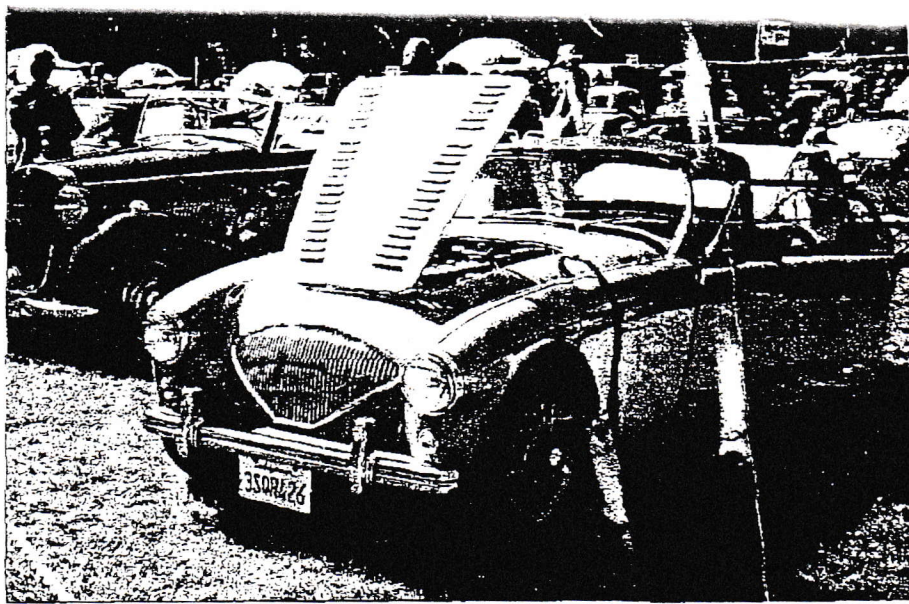
IF YOU HAVE NOT TIME TO DO ALL THIS DON'T LET IT PUT YOU OFF ENTERING. THERE ARE MANY OF US IN THE SAME SITUATION. ALSO THERE IS ALWAYS THE "DRIVEN" CLASS WHERE THE ENGINE COMPARTMENT IS NOT INSPECTED

# Prepping Your Car for the Show Field

BY GARY ANDERSON

There's something about a freshly-waxed car, glistening in the sunlight or reflecting the lights in the garage. Maybe it brings back memories of new cars in showrooms, or fondly-remembered times with Dad polishing the old Plymouth. So when we prepare our cars for the show field, it isn't just to increase our chances to add another trophy to the collection. Seeing our car looking its very best "on parade" just makes us feel good. And, of course, our rational self knows it protects the value of our investment.

But is there a "best way" to prep your car for the show or the driving season? Do the pros have any secrets? In my experience, there are three keys to doing the job well. First, there is no single miracle product that will do more than one part of the job right. There is a right product for each part of the job, though there are several good manufacturers for these products. Second, a good job takes more than a quick spritz with the hose and a once-



over with a cleaner-polish. Thorough show preparation includes a whole series of tasks. Third, it isn't done in an hour or an afternoon. If you want your car to really stand out, a good weekend of work is required at the beginning of the season. The good news is that once you've done it, you can keep up the car's appearance fairly easily for the rest of the year.

## Chassis and Engine

We'll start with the dirtiest part, the chassis, and then do the engine. There isn't an easy way to do these parts and if you've never done them before, they are going to take awhile. Put the car up on jackstands and remove the wheels. Spray underneath and in all the nooks and crannies with a good degreaser - I like Simple Green diluted about 50% in a spray bottle - brush it in, and then hose it off. You should then be able to wipe off all the remaining grease then with a rag. This will similarly work in the engine compartment, though I've found that a spray brake cleaner is sometimes needed on stubborn grease or oil spots. After you've got the engine compartment clean, dress the hoses with a rub-

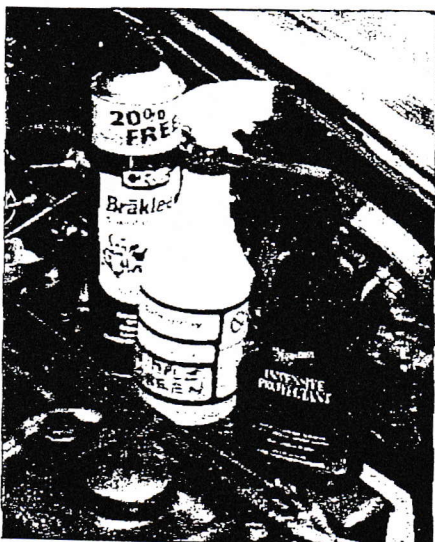
*Degreaser, brake cleaner, and rubber protectant for the engine. A great paint shine requires four or five steps. Good manufacturers make a product for each step.*

ber protectant. I avoid the name brand because of its silicone content and too-slick finish and instead use a Meguiar's rubber cleaner that buffs up to a nice smooth but not shiny finish.

Cleaning a chassis is easy to describe but is the longest and definitely the messiest job you have to do. A friend once described it as cleaning the car by transferring all the grime from it onto yourself. Since you will be working under the car to do this job, your oldest clothes and a pair of safety glasses will make the job easier. While you're under there, you can get a few other jobs out of the way by tightening all the chassis bolts and doing your once-a-season lubrication tasks. You might as well even change the oil. Do it all, and you won't have to do any of it for another year.

## Tires and Wheels

While the wheels are off, it is easy to clean them. Wire spokes are definitely easier to clean when you can





*Wheels and tires need to be carefully cleaned, then protected.*

*The interior also requires several steps with different products.*

get to the back of the wheel. Here I use a bathroom product, such as Soft Scrub, to thoroughly clean the tires, and Simple Green to clean the wheels. Follow by putting a rubber protectant on the wheels and a polish-wax on the wheels and spokes. Chrome parts, such as knock-offs take a polishing with a good metal polish, like *Wenol*, followed by regular car wax. If you have chrome wires, there are several good spray-on, hose-off products that will get them sparkling. Wax them after they're clean to protect and heighten the sparkle. At this point, throw your clothes in the trash, shower off, and do the rest of the car.

### Exterior Paint

That beautiful finish on the high-ticket show cars that looks deep enough to dive into takes some work. A four or five step process is required to get that finish, even if the car is clear-coated. You start with a gentle wash, sloshing the dust off first with water, then washing the car with a soap made for cars. Don't use dish soap or anything harsher; these were designed to get baked-on tomatoes off porcelain and will strip your finish. Use a very soft wash mitt or terry cloth for this step (run it through the washing machine after each use to make sure it isn't carrying grit that can scratch the paint) and lots of water, working from top to bottom.

Now you're ready to work on the paint. This is not a one-step process. At the very least, you need to remove old wax, smooth out the paint, then put a new coat of protective wax over the top. Meguiar's makes several different systems to do this, including a three-step set (with bottles conveniently labeled "1" for the cleaner, "2" for the polish, and "3" for the wax.) You can buy several other Meguiar's products that follow this three-step process, one in brown bottles with numbers

that is marketed to detailers and paint shops and a new high-end set that apparently uses higher percentages of the expensive ingredients. Xymol makes a good two-step system with a cleaner/polisher and a wax, available through several catalogs, that also does a good job (and smells great). In addition, several manufacturers now make a polishing block that smooths the paint as part of the cleaning process. The main point here is that your finish should be polished until it is squeaky-clean - indicating that all the old stuff has been removed - and smooth to a fingertip touch before you wax. Then you apply the wax (preferably a product with a high percentage of Carnauba) to complete the task.

A polish pad or terry cloth is good to apply the polish and wax, and a clean flannel diaper is good for rubbing it off.

Yes, this system takes some time, and yes, there are products that say they allow you to do everything in one step. I do use these products when I'm on the road or in a hurry, or want to remove road tar or bird droppings before they harm the finish, but when I have time, I prefer the full wash/clean/polish/wax process.

Just before the car is judged, or when I'm photographing it, I go over the whole car with a Meguiar's product called "Quik Detailer" and a soft rag to remove dust and add a little polish. If the car isn't too dusty, a treated cloth made by Kozak also works well, as do the big floppy treated brushes.

### Chrome and Glass

The secret with chrome is to use a high-quality metal polish to clean it and remove any light corrosion, exhaust oil and dirt, then follow it with car wax. For the metal polishing, I like *Wenol*, a European product that comes in a tube. Over that I use the same high-quality wax that I use on the rest

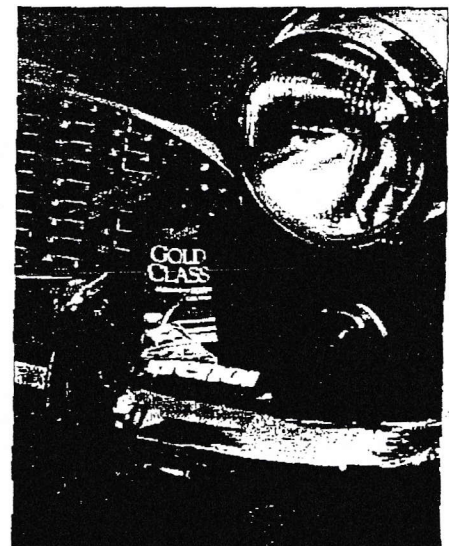
of the car. The wax really adds a glister to the chrome and covers it with a protective coating, reducing the chance for surface corrosion.

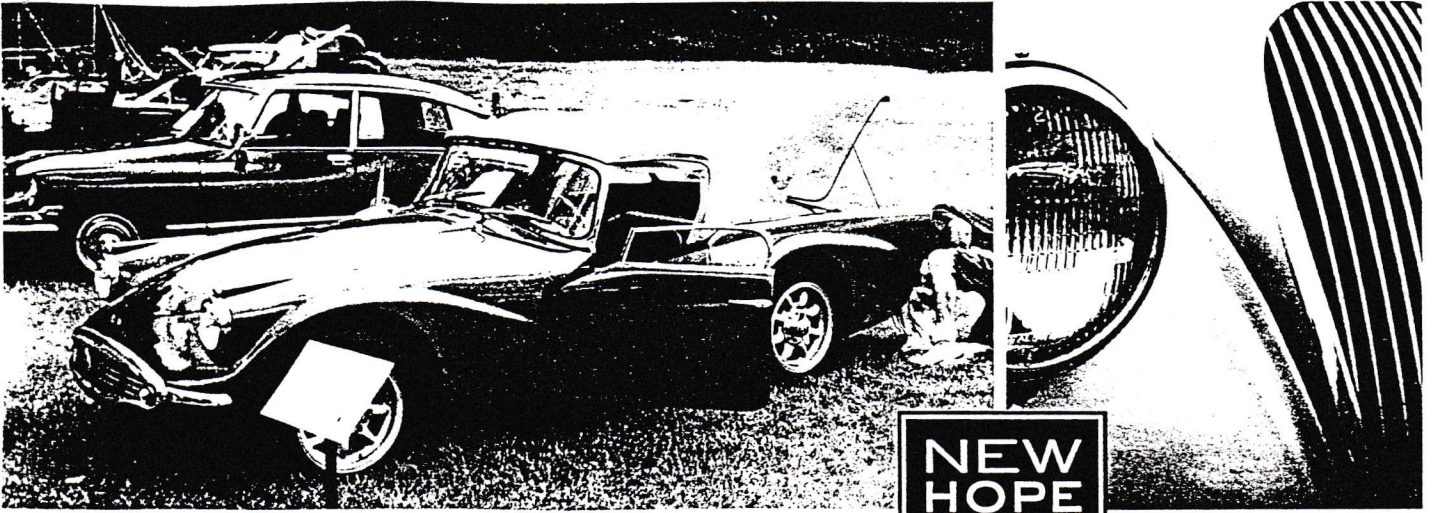
For windshield glass, I use a fifty-fifty mixture of water and rubbing alcohol with a few drops of dish soap, applied with a lint-free rag, and use a Meguire's plastic polish for the soft-top window.

### Interior

Finally, after showering again, I do the interior and soft top. First I vacuum thoroughly to remove dust and dirt, especially down into the grooves on the seats and in the corners of the carpet. At least once a season I clean the carpets with a household spray-on, vacuum-off rug cleaner. Then I clean and condition the leather, using two products by Lexol. Finally, I clean and treat the vinyl panels and top. I use a Lexol vinyl product, but there are several other good vinyl cleaners. Here again I avoid using the products that put a silicone "shine" on the vinyl.

*Chrome polish followed by car wax cleans, protects, and shines the chrome.*





**RATE SCHEDULE**

Sorry, reservations are not accepted by phone.

All show vehicles are \$15.00 each. **All show vehicles must PRE Register no later than July 31, 2001**

**REGISTRATION FORM**

Each vehicle must have a separate registration form. Please make copies of this form for additional vehicles.

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Day phone \_\_\_\_\_ Evening phone \_\_\_\_\_

E-Mail \_\_\_\_\_

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Body type \_\_\_\_\_

National winner \_\_\_\_\_ JR \_\_\_\_\_ SR \_\_\_\_\_

Division code \_\_\_\_\_ Day \_\_\_\_\_

Registration fee enclosed \$ \_\_\_\_\_

**PAYMENT**

Please make check payable to: New Hope Automobile Show.

Send payment to: New Hope Automobile Show - PO Box 62, New Hope PA 18963

SATURDAY AUGUST 11, 2001

Division Code

**Senior Cars:** All national prizewinners to 1973 SR  
**Cars of the Twenties:** All makes and models 1920 - 49 20  
 (Excluding vehicles which qualify for other division today)  
**Cars of the Thirties:** All makes and models 1930 - 39 30  
 (Excluding vehicles which qualify for other division today)  
**Cars of the Forties:** All makes and models 1940 - 49 40  
 (Excluding vehicles which qualify for other division today)  
**Cars of the Fifties:** All makes and models 1950 - 59 50  
 (Excluding vehicles which qualify for other division today)  
**Cars of the Sixties:** All makes and models 1960 - 69 60  
 (Excluding vehicles which qualify for other division today)  
**Cars of the Seventies:** All makes and models 1970 - 79 70  
 (Excluding vehicles which qualify for other division today)  
**Auburn - Cord - Duesenberg:** All models and years. ACD  
**Austin Healey:** Models 100 - 4, 100 - 6, Mark I & II, AH  
 3000 and Sprites. B  
**Bugatti:** All models and years.  
**Chrysler Products:** All models through 1976 including CP  
 the 300 series - all Imperials FM  
**Ford Mustang:** All models up to 1976.  
**Foreign Exotic**  
**Aston Martin:** All models FX  
**Alfa Romeo:** All models FX  
**Ferrari:** All models FE  
**Fiat and Lancia:** All makes and models up to 1976. FL  
**Lamborghini** FX  
**Lotus** FX  
**Maserati** FX  
**Pantera & Detomaso**  
**Late American High Performance Production:** HPP  
 (Documentation and picture should accompany entry.)  
**Hot Rods:** All models through 1948. HR  
 (Documentation and picture should accompany entry.)  
**Corvette:** All years through 1976 (strictly stock; K  
 including paint and trim).  
**Lincoln Continental, Lincoln, Continental, Zephyr:** L  
 up to 1979.  
**MG "T" Register:** Pre TC through TF MGT  
**MGA:** All models to 1962 MGA  
**MGB:** All models MGB  
**Morgan:** All models M  
**Porsche:** All models through 1976. P  
**Pierce-Arrow:** All years and models. PA  
**Professional Cars:** Livery vehicles including those altered PC  
 for Coaches, Rescue Vehicles and Ambulances through 1979. T  
**Thunderbird:** 1955 - 1966 TR  
**Triumph:** All years through 1976, TR-6, TR-7, TR-8 VA  
**Vintage Antique:** All makes pre 1900 - 1919.  
**Vintage Racing Cars:** Vintage and contemporary, VR  
 custom and stock designed for road and track racing WD  
 through 1976.  
**Woodies:** All makes and models.



SUNDAY AUGUST 12, 2001

Division Code

**Senior Cars:** All national prizewinners to 1973 SR  
**Antique Motorcycles:** All makes, domestic and foreign, AM  
 3 wheelers and scooters (including Whizzers) through  
 1976; strictly stock.  
**Antique Trucks:** All antique commercial vehicles, AT  
 fire engines, buses and trucks through 1976.  
**Classic:** Only those automobiles recognized by the C  
 Classic Car Club of America.  
**General Motors:** All makes and models through 1976 GM  
 (except Chevrolet).  
**Hot Rods:** All models through 1948. HR  
 (Documentation and Picture should accompany entry.) J  
**Jaguar:** All models through 1976. MA  
**Model "A" Fords:** All model "A". MB  
**Mercedes Benz:** All models through 1978 including SLs.  
**Nash:** All years and models recognized by the Nash Club  
 including Nash Trucks, Ajax, Hudson, Jeffrey, LaFayette, N  
 Metropolitan, Nash Healey and Rambler. PA  
**Pierce Arrow:** All models.  
**Production Ford:** All makes and models through 1976 PF  
 (no Mustangs or Thunderbirds). PK  
**Packard:** All models.  
**Plymouth:** All models 1928 - 1976 PL  
 (no military vehicles). RR  
**Rolls-Royce/Bentley:** All models  
**Sports Cars and Exotics by decade:** 2-seat and GT models  
 of marques judged on Saturday are eligible to compete in  
 these open divisions.  
**Sports of the Forties:** 1940 - 49 S4  
**Sports of the Fifties:** 1950 - 59 S5  
**Sports of the Sixties:** 1960 - 69 S6  
**Sports of the Seventies:** 1970 - 79 S7  
**Studebaker:** All models, including all Avantis and Larks. SB  
**Shelby-Cobra:** Cobras 1963 - 67, Shelby Mustang SC  
 1965 - 70, GT 350, 350R, 500 & 500KR.  
**Vintage Chevrolet:** All models 1912 -1976. VC  
**Vintage Ford:** All model "T" VF

## Pre-Registration is a must for the 2001 auto show.

In an attempt to better organize the arrival of show cars on the days of the event, **we have decided to limit admission to only those cars who have pre-registered for that day's event.**

By requiring all show cars to pre-register, we hope to alleviate some of the confusion and long waiting lines that clog up the roads into the show. This effort will also speed the show cars onto the field in a much more orderly fashion.

So, if you're considering showing a car this year, be sure to get your registration in early. Our registration form is also on our website so you can register online, from the comfort of your home computer.



# 1954 Jaguar XK120

Maybe more cars could act their age

BY BILL MCGUIRE

**Patina and provenance:** two high-hatting words borrowed from the fine arts, now heard in the skinned-knuckle world of collector cars. The terms sound snifty and pretentious when you first hear them applied to automobiles, but actually they're a perfect fit.

Richard Neff's 1954 Jaguar XK120 was last repainted in 1975. Twenty-five summers have mellowed the once hard, bright finish, and now it gives off a buttery glow. When the upholstery began to show its age, instead of replacing the upholstery Neff redyed it. The green leather is creased and a bit polished in the pocket, like your favorite baseball glove.

"It will never win a show like this," Neff says. "But I don't care. I love the car just the way it is. It's interesting to look at. It has character. Besides, with a perfect paint job I couldn't drive it anymore. I'd have to worry about every little stone chip. What fun is that? I love to drive this car. It likes to go fast, and so do I."

Now don't go thinking that Neff's Jag is a beater: It's beautiful. You would be proud to drive it anywhere, and it would easily take you. The body-on-frame construction is still tight, and the 3442-cc, 160-horsepower twin-cam six purrs. The car simply has... character is the word Neff chose.

And now we hear the word patina used to describe the finish on cars like his XK120: well cared for and well driven; used as intended; in other words, enjoyed. Originally the word referred to the green oxide that develops on bronze statuary when exposed to the elements. It gradually came to include all the signs of wear and weather that any desirable object gathers over its history, which speak to its age and purpose.

The perfect cars you see at Pebble Beach have no patina—they could have been built yesterday, and often, for all intents and purposes they were. They are marvels of the industrial arts, but in a very real way, they've ceased to be cars. They can't be driven, at all. And their condition is unstable: Even kept in their velvet boxes, they quickly fade from concours contention. Their beauty is futile, fleeting and a little sad. After all, as the man said, the idea was to build a

meaningful relationship with one's car, not with one's restoration shop.

But apparent age is no proof of anything—even the ancient Greeks could fake patination. Neff purchased his XK120 from a reputable Jaguar broker who supplied provenance, proof of the car's history with references and documentation. The roadster was owned since new by an Ohio doctor; there were no mysterious gaps in its past. Neff could know that his Jaguar wasn't pieced together from a set of wrecks, or salvaged from a swamp. Restorers work miracles, but too often the signs of their witchcraft resurface later, when patch seams erupt in supposedly original body panels, or when the correct replacement parts never quite fit.

The whole problem with the worship of old cars is this: Anything that can be manufactured can be duplicated. All it takes is for the equation between supply



Bill McGuire

Though this Jag has seen 25 summers without a paint job, the accompanying authenticity is part of its allure.

**The perfect cars you see at Pebble Beach have no patina—they could have been built yesterday.**

and demand, greed and lust, to come into balance. Every spring another "lost" Ferrari or Alfa magically issues forth, as the marigolds. And if you put all the world's Bugattis in one pile and weighed it, Molsheim's portion wouldn't account for 60 percent of the mass.

Since Jaguar built 12,078 of them, and solid restorables bring less than \$30,000, it simply doesn't pay to fabricate XK120s from scratch. But XK parts have been used to re-create the rarer Jaguar competition models, which fetch prices that reward any level of artifice. In the car collector world, authenticity itself is a relative concept, and those who think they know it on sight are skinned regularly. The buyer's only real guarantee is a verifiable provenance. ■

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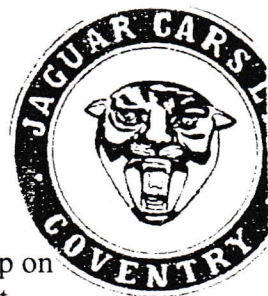
# **Jaguar**

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## A WOMAN IN A MAN'S WORLD

When Mike wrote me a little note in my Jaguar's Purr last month requesting a write up on my 1967 XKE, I first thought how could my story be any different than any other. But with the encouragement of my husband Jeff, I thought about it and decided to tell the story.

I have been to many shows and events with the Jaguar club over the last few years and to this day am astonished by the number of people who walk up to, look at and admire my XKE only to turn to my husband and begin to ask him all the usual questions – year, model, etc. I would then admonish him for standing there and taking all the credit for owning such a breathtaking car. I must say its not all his fault (he did help edit this) as I am pretty much the exception to the rule in being one of the few female owners of a classic car in the area that I know of or see around here. So how did I end up being enthralled with beautiful cars and playing in such a male dominated game?

Since I was 16 years old I was fascinated by antique cars. I was fortunate that my father was interested in cars and dragged the family each summer to some antique car show. I liked the antique cars but after a while, to a child they all looked the same. Until I was a teenager, when I fell in love with the 1967 XKE Jaguar. What a beautiful car with its sleek long front and low to the ground, and it did not look like any other car. It looked so elegant and such a fast car!

As time went on, each time if I saw one on the road I'd swoon over the automobile. One day I was driving on I 95 around Miami and saw an antique white 1967 XKE, with a biscuit top and knew that was the car and combination I wanted.....one day.

In 1988 I purchased a 1984 XJ6 Jaguar, knowing that the 1967 XKE just wouldn't be a car that would be fitting for my needs, a car that would transport several people at one time, it was my daily car. So I would just have to wait until I had the financial ability and lifestyle that would warrant driving a 2 seater.

As we all know we can wait a long time to justify such an acquisition. In 1996 I had sold my Interior Landscaping business of twenty years and said this is the gift and reward I will give to myself for such hard work for such a long time.

Lou Ottaviano from Lindley Restorations went looking for a body for me. I had met Lou on the dance floor around 1980, and when he told me that he restores Jaguars, we started a long lasting relationship, both dancing and car talk, which continues to this day ! Since I had wanted a specific color combination and specific car, 1967 with covered headlights, we decided to start from scratch rather than trying to find one already built and change it to what I really wanted.

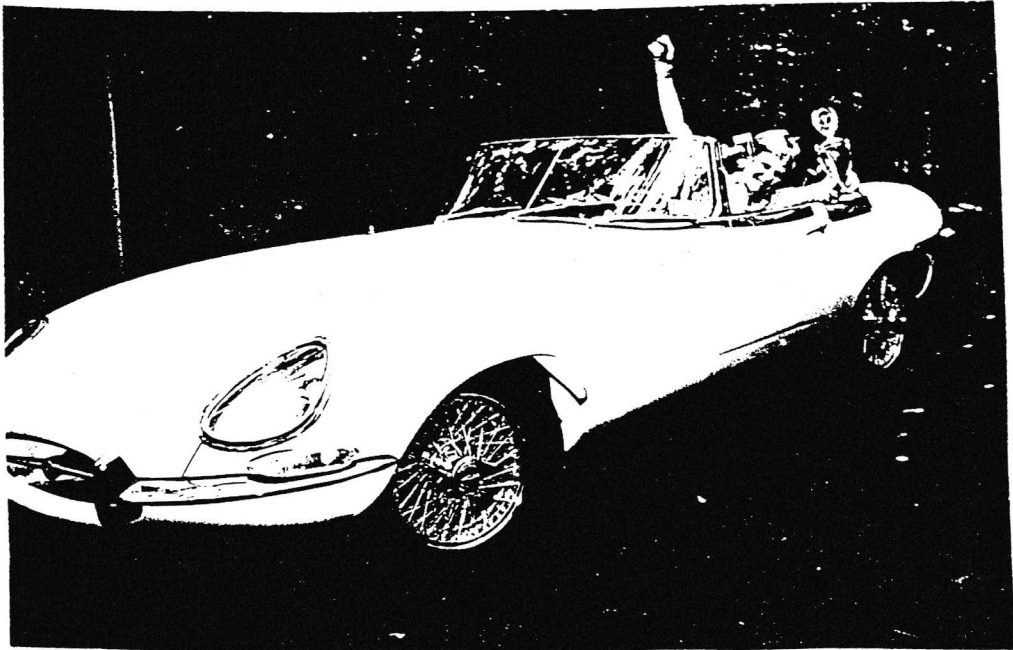
Finally after many possibilities, Lou found a 1967 XKE with covered headlights, with little rust, but not much else. It took approximately 2 years to do a complete restoration. I choose the early '67 because I wanted the covered headlights with a synchronized gear shifting. The series one always appealed to me most.

During the restoration I spent many a day helping with the basic chores at the garage and getting an understanding of how this machine works, including helping put the rings on the pistons and placed the pistons in the appropriate cylinder block, and bead blasted and painted the exhaust manifolds. It took many manicures to get all the oil out of my fingernails. But I loved every minute of it. I still love to get under the hood and give it a good spring cleaning for cruising and showing. I'd keep it in my living room, if I had the space and drive in doors! It truly is a piece of art.

My husband jokes that if there was a fire at my house the order for me would be my daughter, my XKE and then I would wake him to bring the dog and cat out.

See you at the next show or event. Happy crusin'

Jill Schader Powell



JILL IN HER "WHITE ONE" WAVING A TROPHY

## Tech Tip

### **Shudder, Shake & Shimmy**

Brake problems? Is your brake pedal "pulsating" when you try to stop or does your car shudder, shake and shimmy when you step on the brakes?

Before you consider completely rebuilding your front and rear suspension, read on: More often than not, pulsating of the brake pedal is caused by a warped brake rotor. Now, the next question, "Is it a front or rear rotor that's warped?" One way to determine this is to drive down the road SLOWLY and apply the emergency brake. Please remember to do this slowly (less than 20 m.p.h.) and on a dry road or you may find yourself doing a "bootlegger's turn"!! If you find that your car is shuddering or lurching as it slows down, then you most likely have a rear brake rotor that's warped.

In my case, my XJ6 slowed down evenly with the emergency brake applied which directed my attention to the front brakes. I removed the front rotors and brought them to my local auto parts store for resurfacing. Sure enough, one of them was warped badly enough to cause the problem which was easily remedied for less than \$25.00.

One other note, many of the larger auto parts stores now sell "loaded" rebuilt calipers meaning that they include the pads as well. I was able to find these for \$89.00 (each) at Foreign Autopart in Willimantic, CT. They have many locations in Massachusetts as well as stores in East Hartford, Groton, North Haven and Waterbury. They'll be opening new stores in Danbury, Middletown and Norwich within the next year.

*\*Thanks to Bill Jenkins for contributing this tech tip to our newsletter. We welcome similar contributions from any of our members. Simply email them to the editor.*



# REVISED VALUES – 2000/early 2001

THESE PRICES ARE IN UK POUNDS. MULTIPLY BY 1.5 TO CONVERT TO \$

Model	Year	Concours	A+	A	B	C
1½ ltr	45/49	16,000	13,000	10,500	5,500	2,500
2½ ltr	45/49	20,000	16,500	14,000	7,000	3,000
3½ ltr	45/49	27,000	22,500	18,000	11,000	5,000
<b>DHC models</b>	<b>Add</b>	<b>8,000</b>	<b>5,000</b>	<b>3,000</b>	<b>2,500</b>	<b>2,000</b>
Mk V 2½ ltr	49/51	21,000	18,000	13,500	7,000	3,000
Mk V 2½ ltr DHC	49/51	32,000	28,500	23,500	15,000	7,000
Mk V 3½ ltr	49/51	26,500	21,500	17,500	11,500	4,000
Mk V 3½ DHC	49/51	37,000	32,500	27,000	17,500	7,500
Mk VII/VIIIM	51/55	21,000	16,500	12,500	6,500	2,000
Mk VIII	56/59	19,000	14,500	10,000	5,500	2,000
Mk IX	58/61	22,000	17,500	12,500	6,500	2,500
Mk X 3.8 ltr /420G	61/70	11,500	9,000	6,000	2,500	1,750

*Automatic transmission and manual models Mk VII to 420G of similar value.*

Mk I 2.4 ltr	55/59	16,000	12,000	8,500	5,500	2,500
Mk I 3.4 ltr	57/59	22,000	16,500	11,500	7,000	3,000
Mk II 2.4 ltr	59/67	17,000	13,000	9,500	6,000	2,500
Mk II 3.4 ltr	59/67	27,000	21,500	15,500	9,000	3,000
Mk II 3.8 ltr	59/67	31,500	26,000	19,500	11,000	4,500
240	67/69	15,000	11,000	8,500	4,500	2,000
340	67/68	20,500	16,000	11,000	6,000	2,000
S-type 3.4 ltr	63/68	18,000	13,500	9,500	5,000	2,000
S-type 3.8 ltr	63/68	21,000	16,000	11,000	5,500	2,250
420	66/68	16,500	11,500	7,000	3,500	1,250
Daimler 420 Sov	66/69	16,500	11,500	7,000	3,500	1,250

*Auto transmission models on above up to £1,000 less on top three values and £500 less on lower values.*

Daimler V8 2_	62/67	17,000	12,500	10,000	3,500	1,750
Daimler V8 250	67/69	16,000	10,500	7,000	3,000	1,750

*Manual transmission versions worth up to £1,500 more on top two values and £500 on lower values due to rarity*

XJ6 S1 4.2	68/73	11,000	7,000	4,000	2,100	1,000
XJ6 S1 2.8	68/73	8,500	5,000	3,000	1,750	750
XJ12 S1	72/73	9,000	6,000	4,000	2,000	750
Daimler Sov S1 4.2	69/73	11,000	7,000	4,000	2,000	1,000
Daimler Sov S1 2.8	69/73	8,500	5,000	3,000	1,750	750
Daimler D6 S1	72/73	9,500	6,000	4,000	2,000	1,000

*Vanden Plas models worth up to £1,000 more on top two values*

XJ6 S2	73/79	10,000	6,500	4,000	2,000	750
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*3.4 ltr cars worth up to £1,000 less on top 3 values*

XJ12 S2	73/79	8,000	4,500	3,000	1,500	750
Daimler Sov S2	73/79	10,000	6,500	4,000	2,000	750
Daimler Double 6 S2	73/79	8,000	4,500	3,000	1,500	750

*Vanden Plas models worth up to £1,000 more on top two values*

Model	Year	Concours	A+	A	B	C
XJ6C	74/77	13,500	9,500	5,500	2,500	1,500
XJ12C	74/77	13,000	9,000	5,500	2,500	1,500
Daimler XJ6C	74/77	13,500	9,500	5,500	2,500	1,500
Daimler Double 6 C	74/77	14,000	11,000	6,000	3,000	1,500

XJ6 4.2 S3	79/82	9,000	6,000	3,000	1,750	750
XJ6 4.2 S3	83/86	10,000	7,500	4,000	2,000	750

*3.4 model worth up to £1,000 less on top three values; Jaguar Sovereign models worth up to £1,000 more on top three values; Daimler models worth up to £500 more on top two values where appropriate.*

XJ V12 Sov S3	79/83	7,500	5,500	3,000	1,500	1,000
XJ V12 Sov S3	84/86	8,000	6,000	3,500	1,500	1,000
XJ V12 Sov S3	87/88	11,000	8,000	5,500	2,500	1,500

*Daimler models worth up to £1,000 more on top two values*

Model	Year	Concours	A+	A	B	C
XK 120 Roadster	50/54	56,000	45,000	33,000	23,000	13,500

Lightweight models worth up to £15,000 more on top two values and at least £5,000 more on lower values.

XK120 DHC	53/54	50,000	41,500	31,000	21,000	12,500
XK120 FHC	51/54	47,000	37,000	25,500	15,500	11,500
XK140 Roadster	54/57	52,000	43,000	33,000	24,000	14,000
XK140 DHC	54/57	53,000	42,000	31,500	21,000	12,500
XK140 FHC	54/57	33,500	24,000	17,000	13,000	8,000
XK150 Roadster 3.4	58/60	51,000	41,000	31,000	21,000	12,500
XK150 DHC	57/60	52,000	42,000	31,000	22,000	12,500
XK150 FHC	57/60	35,000	27,500	20,000	15,500	9,000

3.8 models worth up to £5,000 more on top two values and £2,000 more on the lower values; S models add approximately £8,000. XK140/150 auto models similar value due to rarity.

E 3.8 Roadster	61/64	44,500	35,000	29,000	20,000	13,500
E 3.8 FHC	61/64	34,000	26,000	20,000	14,000	8,500
E S1 4.2 Roadster	64/67	44,500	35,000	29,000	20,000	13,500
E S1 4.2 FHC	64/67	34,000	24,000	19,000	13,000	8,000
E S1 2+2	66/67	26,000	19,000	16,000	10,500	7,000
E S1 Roadster	67/68	42,500	34,000	26,000	18,500	13,000
E S1 FHC	67/68	32,500	25,000	19,000	12,000	8,000
E S1 2+2	67/68	25,500	19,000	15,500	9,000	6,500

Roadster models converted from FHC and LHD converted RHD worth at least 10% less. Models converted from LHD to RHD but retaining other USA spec may be worth up to 25% less.

E S2 Roadster	68/71	42,000	32,500	25,500	18,500	12,000
E S2 FHC	68/71	31,000	23,000	17,500	10,500	7,000
E S2 2+2	68/71	25,500	19,000	15,500	9,000	6,500
E S3 Roadster	71/75	43,000	35,000	28,000	20,000	14,000
E S3 FHC	71/75	27,500	20,000	16,000	10,000	7,500

Automatic transmission models worth £1,000 less on top two values; Roadsters with original Work's hard top worth at least £500 more.

XJS 5.3	75/81	7,500	5,000	3,500	2,000	500
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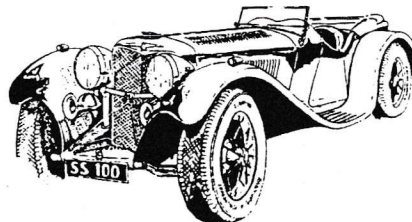
Factory manual transmission models worth up to £2,000 more on top three values.

XJS HE	81/85	7,500	5,000	3,500	2,000	500
XJS HE	86/89	8,000	6,000	4,500	3,000	1,500
XJS HE Cab	85/88	13,500	10,000	7,000	5,000	3,000
XJS 3.6	83/86	7,000	5,500	3,500	2,500	1,500
XJS 3.6	87/89	7,500	6,000	4,000	2,000	1,000
XJS 3.6	90/91	9,000	8,000	6,500	4,000	3,000
XJS 3.6 Cab	83/88	12,500	10,000	7,500	6,000	3,250
XJS Convertible	88/89	11,500	9,500	8,000	6,500	5,000
XJS Convertible	90/91	13,000	11,000	8,500	7,000	5,500

THE ABOVE PRICES ARE IN UK POUNDS AND CAN BE CONVERTED TO DOLLARS BY MULTIPLYING BY 1.5. THE SAME VALUES MAY OR MAY NOT APPLY IN THE USA

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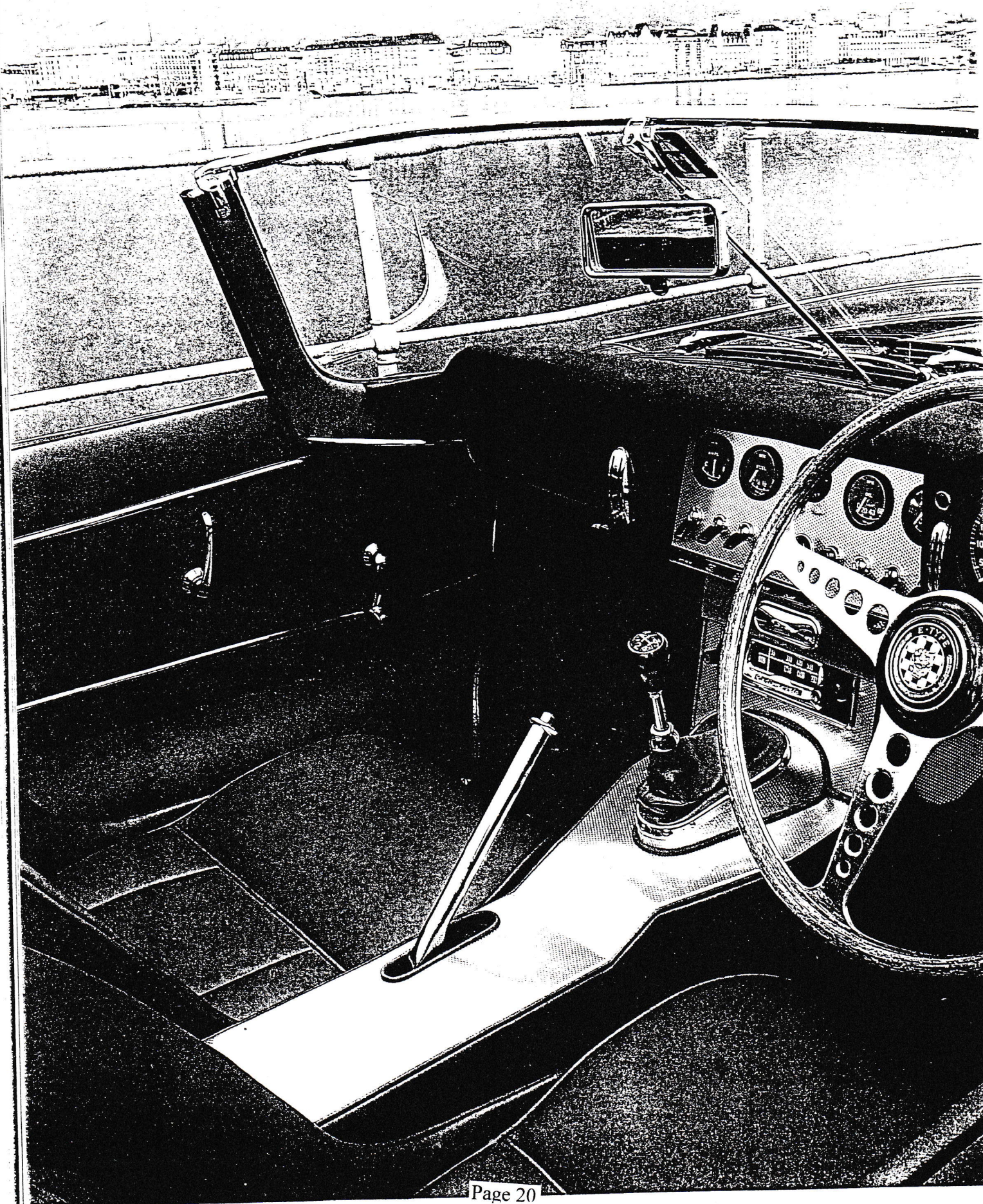
Repairs &  
Restorations

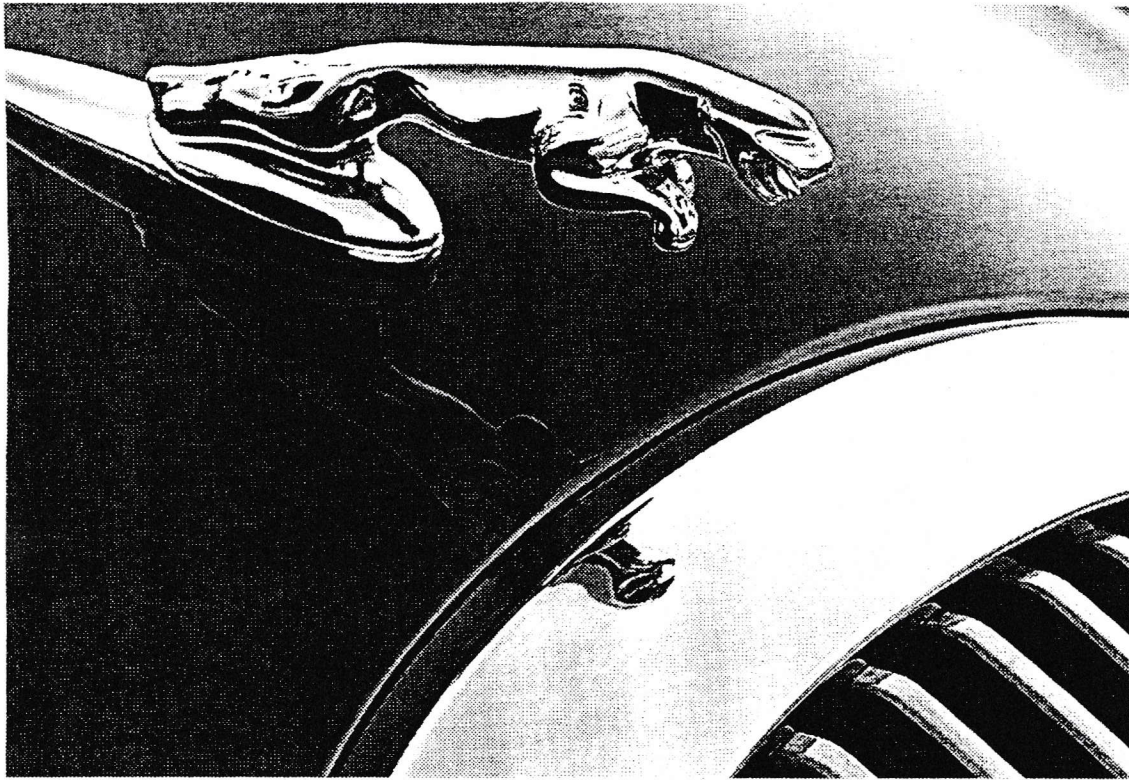


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At RAGTOPS & ROADSTERS we are always interested in talking to people with an interest in working on these classic cars. If you have experience with any phase of automotive restoration or repair, mechanical, paint, and body work, upholstery, etc., we would like to consider your application for employment. We offer pleasant working conditions and a friendly staff with a shared interest in classic cars. We have a comprehensive insurance package with life, medical, dental and eyeglass coverage as well as a full retirement investment plan. If you are interested please contact Mike (M-F 9-5) at 215-257-1202 for a personal interview. (MCH)

FOR SALE. Issues of E-Jag magazine from 1979 until it folded. All in good condition. \$200 OBO. Call Jack 610 853-0853 (MCH)

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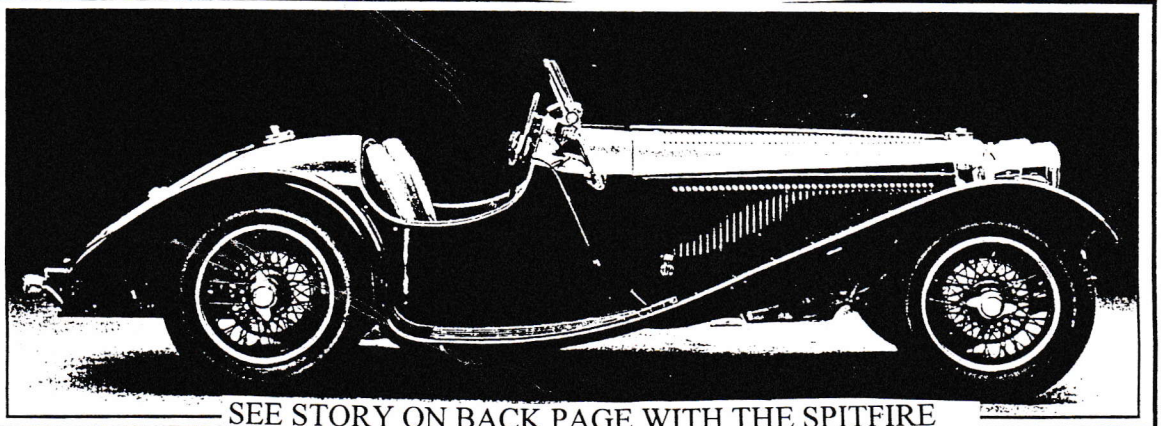
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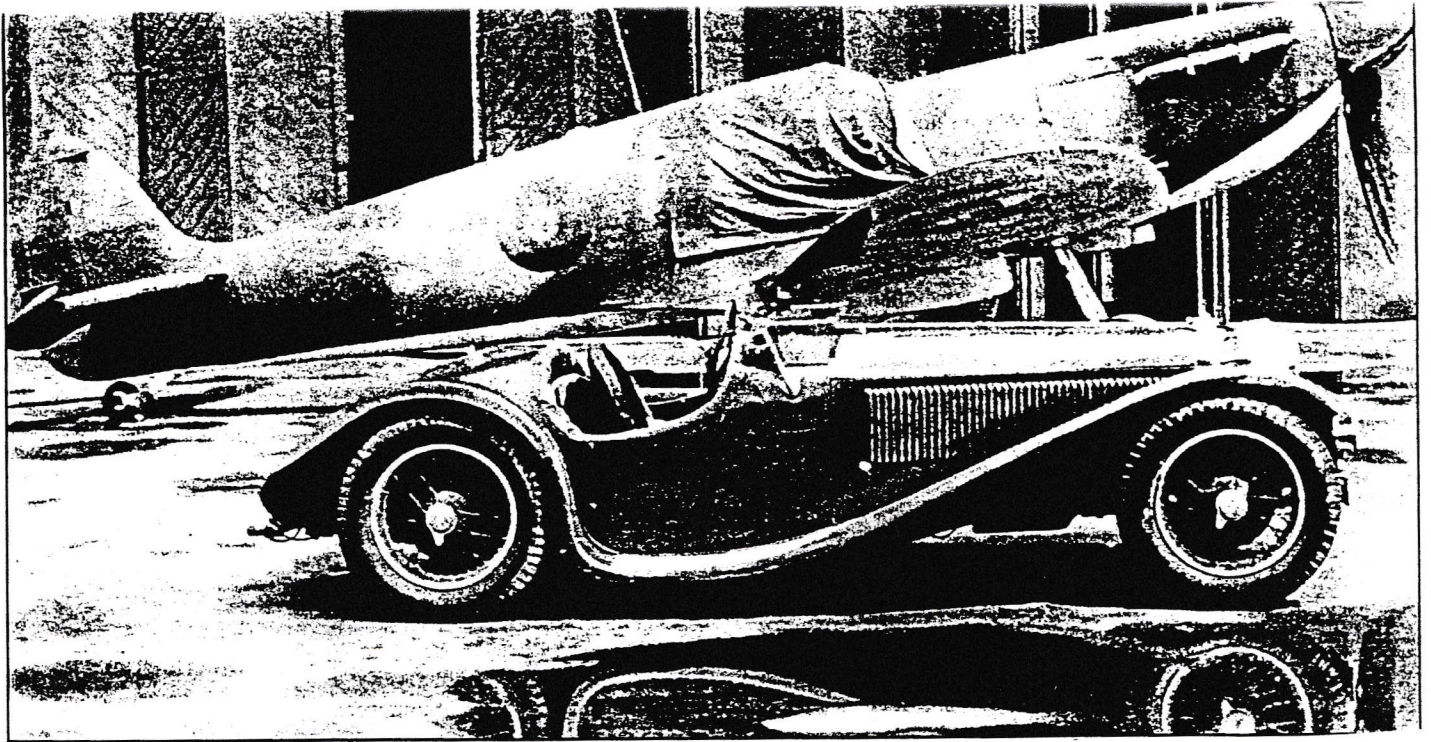
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(PHOTOS COURTESY OF JAGUAR TRIBUNE - JDC SWITZERLAND)



SEE STORY ON BACK PAGE WITH THE SPITFIRE

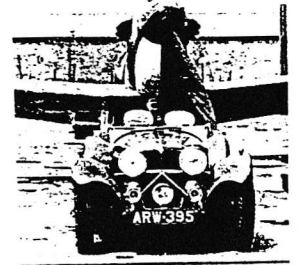


## FICTION AND FACT

I HAVE long held a romantic association between the SS90s and 100s and the Battle of Britain. The archetypal mount of the young Spitfire or Hurricane pilot fighting in the skies over England during the late summer of 1940, his sports car sometimes a silent and fleeting reminder of an owner

destined never to return. However this photograph is no romantic notion, neither is it a modern reconstruction. It shows ARW 395, the SS 90 prototype, in 1938 when owned by Hugh Kennard, then a young fighter pilot with 66 squadron at Duxford, when his unit was one of the first to be equipped with the new Mark 1 Spitfire shown alongside.

Hugh Kennard fortunately did survive the war and rose to the rank of Wing Commander.



THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

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