



The Jaguar's Purr

JULY - AUGUST

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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Non members get one insert for \$10

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JCNA BADGE \$30

DVJC BADGE \$10

DVJC LICENCE PLATE \$6

P&P \$3

JULY - AUGUST CONTENTS

Calendar of Events
The President's Message /Concours
Knighthoods /Franklin Mint Show
New Hope Auto Show Flyer
Buckingham Township Concours
Sports Car Touring Days
Hagley Car Show
Bryn Mawr/HCCP Antique Car Show Flyer
Jaguar Auto Group Rally & Show// X-Type
Jags New Baby// Jag miss Newey
Tech Tips/ Editor's Ramblings
Doug Nickel tells all
SS solves Traffic Problems/ Classified Adverts



CALENDAR OF EVENTS



AUGUST

- 11 - 12 New Hope Auto Show. Jaguar Sunday the 12th
26 A Taste of Britain British Car Show and Polo Match
Rothsville PS.

SEPTEMBER

- 7 - 9 Watkins Glen Grand Prix Festival For info
www.watkinsglen.com/gpfest also member Ef Adnopoz
9 Sports Car Touring Day, Virginia
9 Franklin Mint Car Show, Franklin Center, PA
15 Buckingham Township Concours Dinner
16 Buckingham Township Concours
16 Radnor Concours
16 Hagley Antique Car Show Wilmington
23 Bryn Mawr Rehab/Historical Car Club of PA Show

OCTOBER

- 4 - 7 Carlisle Fall Show
5 - 7 20th Annual Fall British Car Festival , Waynesboro, Virginia
In the beautiful & historic Shenan doah Valley 540 943 - 1236
6 23rd Jaguar Auto Group Rally and popular Vote show. Chubb
Park, Rt 24, West of Chester, NJ
7 The British Car Club of Delaware New Castle
10 - 13 Annual Hershey meet at Hershey PA
14 Sports Car Touring Day, West Virginia
14 Covered Bridge Tour
21 Delaware County Community College Car Show

NOVEMBER

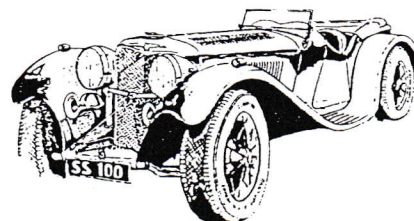
- 3 Great Britains Tech Session. Anti lock brakes/winter care/

DECEMBER

- 2 Annual Holiday Party

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THE CLUB CONCOURS D'ELEGANCE

The early morning rain and weather forecasts on June 2nd affected the final number of cars that attended this years Concours. Happily over 30 members came out and braved the early conditions with their cars and were rewarded by a day clear of rain ,excellent socializing and a feast of outstanding Jaguars

As you will see from the placings in both the "Champion" and "Driven" Divisions we had a fully representative range of high scoring exceptional condition cars with SS 100's, a 1947 3.5 mk IV DHC, XK120's/140's, MKX, E Types, XJ6's, XJS's, a Daimler Majestic, and to days range was represented by XK8's, an S-Type, an XJ8 and the Supercharged 2000 XJR. A wonderful variety which was complimented by Phil Penn having two new editions of the latest Jags on display bright and early at 8.30am. Thank you Hueber Brothers!!

Scores between the cars you will see were very close and the "Best In Show" with a score of 99.99 points was Amos Kunkle's beautiful black 1963 XKE Roadster. Congratulations from us all Amos!!

I wrote to the following automotive suppliers and requested their support for items to include in our information packets provided to each participant and for our raffle:- American Collector's Insurance, Franklin Mint, Harvard Industries, Cloverleaf Auto, XK Unlimited, * Eastwood Auto Products. Our Advertising Manager and President Emeritus, Jack Sanft, also contacted our Purr Advertisers and had donations from *Phil Penn (Jaguar Jacket) *Ragtops & Roadsters (2x Calafornia Mini Dusters) Jaguar Restoration (Set of E-Type Resonators) Jaguar Jack (2X color changing Jaguar mugs), *Eddies Antique car restorations (Jaguar hat & cup). We therefore had a great array of items which resulted in \$250 profit for the club. Thank you to all those who generously contributed to this success.

I wrote the above paragraph just prior to an emergency visit and subsequent stay in hospital with the loss of vision in my right eye. Jack Sanft also wound up in hospital and is presently recovering. Neither of us made it to the Concours and consequently those items marked * plus my private contribution did not make it to the raffle. It is my proposal to use these items at the club's Annual Holiday Party.

I must thank everyone for picking up the pieces and successfully running our Concours. Many people showed up from the club to help and V.P & Concours Chief Judge, Jeff Dement, stepped right up and took over. That's what 6 years in the Marine Corp's as an E.O.D does for you. My daughters Sue and Patty and Clara Saxton managed the Registration, Raffle and the winners trophies which thankfully were completed before my hospital stay. Also thank you to the Judges, Photographer Joe Federico, past Director John Alexander for tabulating the results.

Continued

RESULTS AND SCORES

CHAMPION DIVISION

Class	Owners Name	Vehicle	Place	Points
1A	Vitto Gatto	38 SS 100	1	99.98
1A	David Milling	38 SS 100	2	98.09
1B	Wade Farrior	47 Mk 1V	1	81.70
2	Fred Mack	53 XK120OTS	1	99.21
3	Ray Puzio	57 XK140OTS	1	99.84
5	Amos Kunkle	63 XKE OTS	1	99.99
6	Jame Shipe	70 XKE OTS	1	99.91
6	Bill Beiswinger	69 XKE OTS	2	99.84
6	Devon Siesholtz	68 XKE OTS	3	98.45
7	Lou Ottaviano	72 XKE OTS	1	99.27
10	Jack Donohue	71 XJ6	1	99.82
11	Dave Hershey	76 XJ6L	1	99.22
12	Charles Olsen	87 XJ6	1	99.31
14	Jack Bednarski	95 XJS V 12	1	99.89
17	Ron Musselman	97 XK 8	1	99.95
17	Chris Biddle	98 XK 8	2	99.94
17	Richard Ervin	97 XK 8	3	99.87
18	Kurt Rappold	67 XKE OTS	1	99.71
19	Noe LaFramboise	2000 S-Type	1	99.94

DRIVEN DIVISION

D- 1	Stanley Loose	53 XK120	1	9.949
D - 2	David Dubel	65 XKE	1	9.998
D - 2	Raymond Puzio	64 XKE	2	9.994
D - 2	Barry Malone	64XKE	3	9.897
D - 3	Ed Dean	69 XKE	1	9.996
D - 3	Fred Van Ryan	68 XKE	2	9.992
D - 5	Jim/Helen Phillips	65 Mk X	1	9.998
D - 7	Michael Tate	2000 XJR	1	9.999
D - 7	Russell Tate	98 XJ8	2	9.990
D - 7	Bill McDowell	90 Daimler	3	9.987
D - 8	Michael Tate	92 XJS V 12	1	9.990

BEST IN SHOW AMOS KUNKLE 1963 XKE OTS 99.99 points

Furthest Driven Award Russell Tate Michigan 598 miles in his recently acquired 1998 XJ8

All individual Concours score sheets were mailed June 22 to participants. The Brandywine Hospital has already invited us back for next year's Strawberry Festival the first weekend of June 2002.

Continued

New Members

We attracted a new member at the Concours. His name is Barry Malone who showed up at the show in a beautiful 1966 XKE OTS. & joined the club on the spot. Great!! We are also delighted to welcome seven other new member families to the club :-

Richard Irvine Jr 1997 XK8 Warminster PA 18974

Bruce and Christie Harris 2001 S - Type Langhorne PA 19047

Patrick and Susan Kelly Harrisburg PA 17112

Robert & Mary Jane Messinger Palmerton PA 18071

Kimberly Houser & Robert Mobilia Jamison PA 18929

Thomas C Revelle 3rd New Castle Del 19720

Gus V Sermas 1986 XJC. Centerville Del 19807

I hope each of you will contact your area membership Coordinator who is listed on page 2 of our newsletter

Our July activity involves a trip to Nashville, TN For the annual General Meeting. I have just been informed that the National Organization President Eric Shoemaker has resigned and I am sad to hear this as we voted for him and he appeared to be a dynamic young man with many good ideas.. We wish him well and hope that he still continues with the Jaguar hobby. I have already called Vice - President Judy Ferring and offered her our clubs full support. Many important issues are on the agenda in Nashville and activities galore are planned for the whole week. Pat and I plan to be there to represent D,V.J.C. If any other club members plan to be there please let me know your schedule. It is usually very hot in Nashville the end of July so plan on that weather knowledge. OK ?

The Calendar for Sept 16th gets ever more crowded. In addition to the Radnor and Buckingham shows the Hagley show is now added (see flyer) . Our calendar shows the various car shows taking place. Our only sanctioned J.C.N.A show was the Concourse on June 2. All the rest are interesting non-J.C.N.A shows We list them as a reader service, You pick the ones to attend. All the Sept 16th shows are great events. Too bad they can't coordinate the dates somehow! The reason you do not see any any other J.C.N.A shows listed in our Calendar is that we have not received any flyers on these events. If you are interested in other J.C.N.A events please refer to the Calendar in the Bi Monthly Jaguar Journal

Two other shows you should note are the New Hope Show on Saturday August 11th and Sunday the 12th. This year they have moved Jaguar back to Sunday which is where it has been as long as I can recall. Pre Registration is required and there is a registration form in this issue. Arrive early as the crowds are un-believable. The second show is a good "British Car Club of Delaware" event in New Castle Delaware on October 7th. This is held in a very relaxing and picturesque setting on the banks of the river. Last year 25 of our member cars showed up for this event

The Air Bag Article on Page 18 of the June issue of Purr is worth sharing with your families, especially the panic part. If people understand what is happening they maybe less likely to become hysterical after an accident in which the bags deployed. Mike, our editor, took this article from a sister clubs magazine and we appreciate this input from Chuck Pipich of JCP

The year is either half gone or half to come, depending on how you look at it. We hope the Delaware Valley Jaguar Club Membership has a Happy and safe "Second Half "

Happy motoring

Ford's Scheele in line for No2 job at Detroit

The European boss is being tipped for global stardom, writes David Parsley

IT has been a good year for Nick Scheele. For a start he should now be addressed as Sir Nick after receiving a knighthood in the Queen's birthday honours yesterday.

At 57, Scheele can hardly be described as a rising star. Nevertheless he is in the ascendant in the Ford hierarchy. Already credited with turning round Ford Europe, he is now being lined up as Ford's global No 2, below only Jac Nasser, the group's respected chief executive.

Nasser's position has been under pressure in recent months after the Firestone tyre disaster. He has faced calls from his own board to dilute his all-powerful role and fill the vacant position of president of automotive operations. This is where Scheele comes in.

The Sunday Times has learnt that Nasser has asked Scheele to join him in Detroit to work the same magic he has delivered in Europe. If Scheele accepts the offer, it will place him as high as any British motor executive has ever gone. For Nasser, it would add a loyal ally to his senior ranks. It is a decision the Essex-born Scheele should not have to mull over for too long.

One colleague said: "Nick is an impressive character. He is well-liked throughout the Ford empire and it is not at all surprising that he has been offered such high office."

Scheele has Ford in his blood. He was born within a stone's throw of the group's British headquarters at Brentwood, and he began his career under the famous blue oval 35 years ago, straight from Durham University.

After more than 20 years of creating good impressions in various middle-management roles in both Britain and America he got his first big job in 1988 when he became president of Ford in Mexico. However, his biggest challenge was just four years off.

mid-1990s Scheele's chairmanship was not being questioned. New models and, more important, reliable models were making Jaguar a highly desirable brand once more.

"He turned Jaguar around," says a leading motor-industry analyst. "The company now has cars that compete and often beat rivals from BMW and Mercedes. Scheele certainly steered Jag in the right direction."

His reward for the triumph at Jaguar came in 1999 when he was given his current position as head of Ford Europe — though reward may be the wrong word. Ford Europe was bleeding red ink.

It was established in 1967 to rationalise the group's frag-



Scheele: newly knighted

mented operations on this side of the Atlantic. Initially, things went well and by the end of the 1970s, Ford Europe was bringing in 40% of the group's worldwide profits.

This success did not last. Poor plant management combined with overcapacity in the market meant that by the time Scheele took over, the word "profit" was almost a forgotten term. The European operation had lost \$1.2 billion (£850m) since 1991. Scheele's task was to turn it round.

Arise, Sir Nick

Britain's Nick Scheele lines up for Ford's No 2 slot

page 10



In 1992, after Ford's purchase of Jaguar, Scheele was parachuted into Browns Lane in Coventry to revive the once-revived British marque. Jaguar was in a mess. Its cars were viewed as unreliable and uninspiring. A colleague says: "Nick knew this was one hell of a challenge. He didn't want to turn down such an opportunity but realised that it could turn very sour for him. He knew he had to take it on and, as it turned out, he loved every minute of it."

Scheele took over a plant that was among the worst outside the Eastern bloc and his first few years at Jaguar did not show much success, but by the

He embarked on an ambitious restructuring of the business that led to the demise of Dagenham as a carmaker. Scheele also revamped the dull range of cars. Now, with the award-winning Focus and new Mondeo models, the reputation of Ford cars has been turned round.

The finances look better, too. Ford is expecting to cut costs in Europe by \$2.25 billion by the end of the three-year programme early next year. Scheele is expecting the group to break even by the end of this year. Last year it made a loss of more than \$1 billion.

Scheele will not admit he has completed the task. His colleagues in America think otherwise. Now he has to go and sort out Detroit.

Stewart knighted

Jackie Stewart became a Sir in the Queen's Birthday Honours List 2000

11:06, Today



Sir Jackie joins Stirling Moss and Jack Brabham

Grand Prix racing legend Jackie Stewart has been awarded a knighthood in the Queen's Birthday Honours List. The 63-year-old triple world champion described the honour as more important to him than any of his racing triumphs. "This is more important than my first win or winning the world championship," he said. "A knighthood is something that remains important to you for the rest of your life."

Stewart, born in Dumbarton, won 27 of 99 Grands Prix in his racing career, taking the Formula One world championship title in 1969, '71 and '73. He retired from racing in 1973 and turned to team ownership, with his son Paul, building and promoting teams in the F3000 and F3 racing series'.

This 'staircase of talent' culminated in the formation of the Stewart Racing F1 team in 1997. The Milton Keynes-based squad took their one and only Grand Prix win in 1999, when Johnny Herbert won at the Nurburgring, before being taken over by Ford and undergoing a metamorphosis, to become Jaguar Racing, in 2000.

I am writing to personally invite you to attend a very special event...
The Franklin Mint's 15th Annual Car Show.

Once again, we are pleased to offer an exclusive Special Event Edition, "The 1939 Maybach Zeppelin." This edition will only be available at the Pebble Beach Concours D'Elegance, August 17-19, 2001, and at our Festival in Pennsylvania on September 9, 2001.

Quantities are strictly limited to just 3,500!

We hope to see you at the show, and know you will want to acquire your very special hand-numbered Limited Edition model. To do so, please present the enclosed Advance Registration postcard at either show. If you cannot attend, simply complete and mail the postcard, and we will place you on a waiting list. If any models are available after the shows, orders will be filled to this waiting list pending availability of the models following the shows.

The featured marque at the Concours D'Elegance this year is Mercedes, the world-renowned automobile manufacturer, who, by the way, is in the process of reintroducing the Maybach.

What better way to mark this history-making occasion than with this superb Limited Edition model of the 1939 Maybach Zeppelin? The real automobile was created by the same men who built the legendary Graf Zeppelin -- the first dirigible to fly around the world -- this extraordinary automobile was renowned as a symbol of wealth and power, accessible only to business tycoons, industrialists and world leaders. Our superb die-cast re-creation of the Maybach Zeppelin captures all the luxury and grandeur of the original, and is a fitting tribute to the Maybach legacy.

FESTIVAL DETAILS:

DATE: Sunday, September 9, 2001.
TIME: 11:00 A.M. - 4:00 P.M.
PLACE: The Franklin Mint
Franklin Center, PA
(On Rt. 1, 1/2 mile south of the Rt. 452 intersection,
Approximately 30 minutes southeast of Philadelphia)
ADMISSION: FREE
PARKING: FREE SHUTTLES FROM THOMAS CHEVROLET ON ROUTE 1



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Dash Plaques to the First 275 Vehicles - No Judging

SUNDAY, AUGUST 26, 2001

FORNEY POLO FIELD - CHURCH STREET, ROTHSVILLE, PA
FIELD OPENS AT 12:00 NOON FOR VEHICLES

Polo Match starts at 2:30 for
"A Taste of Britain" Cup

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NEW 2001 TEE SHIRTS

See Registration Below to Order Yours Today

A portion of the proceeds are donated to local charities

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Directions: Exit 21 of PA Turnpike, South on Rt. 222, 9.5 miles to Brownstown Exit,
West on Rt. 772 for Approx. 2.5 miles, Left on Church Street .4 mi., Polo Field is on the Right.

For Further Information Call: Jim at (717) 292-0579 or Joan (717) 871-9213

Internet Jim - sh88keys@earthlink.net or Joan - Martinsmg@worldnet.att.net

Club address - Lancomg.home.att.net

PRE-REGISTRATION DEADLINE IS AUG. 16, 2001

Please PRINT Clearly

PRE-REGISTRATION DEADLINE, AUG. 16, 2001

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

YEAR _____ MAKE _____ MODEL _____

CAR CLUB AFFILIATION _____

WAIVER OF LIABILITY (MUST BE SIGNED TO ENTER, NEITHER I NOR MY HEIRS WILL HOLD LANCO MG CLUB OR ANY CO SPONSOR LIABLE FOR ANY DAMAGES DONE BY ME OR TO ME OR TO MY CAR WHILE ENGAGED IN OR TRAVELING TO OR FROM THIS EVENT IT IS UNDERSTOOD THAT THIS RELEASE IS GIVEN IN CONSIDERATION FOR PERMISSION TO ATTEND THIS EVENT)

SIGNATURE _____ DATE _____

(MUST BE SIGNED)

Pre-registration by Aug. 16
\$8.00 per vehicle (2 persons) \$

Registration day of show
\$10.00 per vehicle (2 persons) \$

\$5.00 per extra person
Children under 12 FREE \$

2001 TEE-SHIRTS \$10.00 ea.

____ SMALL ____ MEDIUM

____ LARGE ____ X-LARGE

____ EXTRA X-LARGE \$

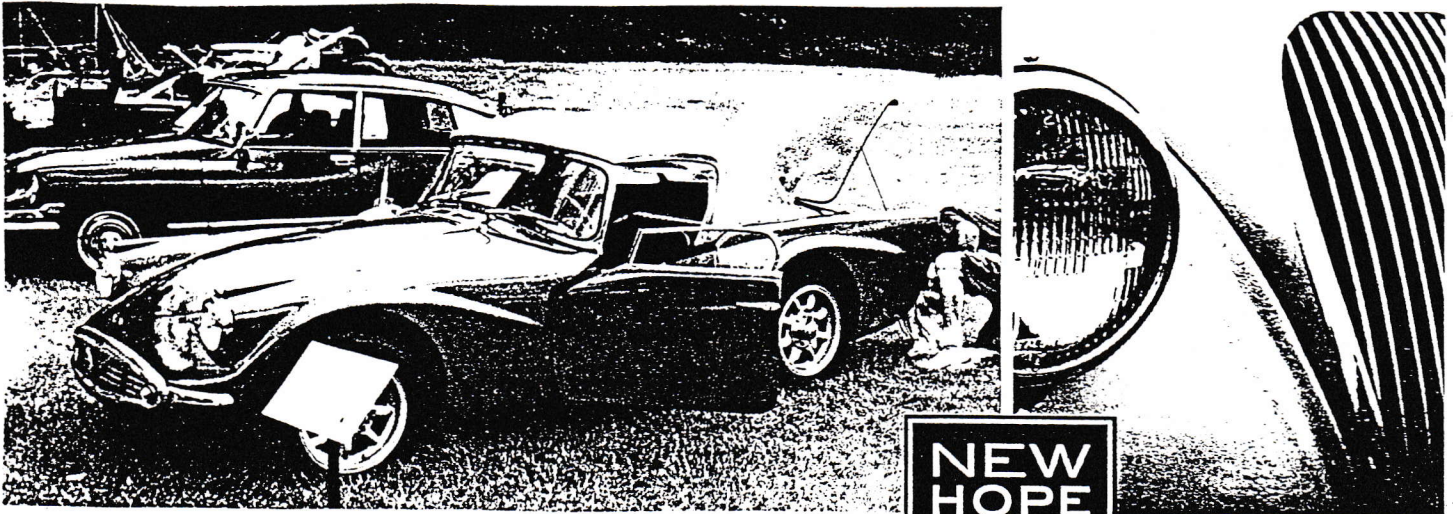
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Mail form and check payable to LANCO MG CLUB Inc. to:
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York, PA 17403





**NEW
HOPE
AUTO
SHOW**

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

Senior Cars: All national prizewinners to 1973

Cars of the Twenties: All makes and models 1920 - 29 (Excluding vehicles which qualify for other division today)

Cars of the Thirties: All makes and models 1930 - 39 (Excluding vehicles which qualify for other division today)

Cars of the Forties: All makes and models 1940 - 49 (Excluding vehicles which qualify for other division today)

Cars of the Fifties: All makes and models 1950 - 59 (Excluding vehicles which qualify for other division today)

Cars of the Sixties: All makes and models 1960 - 69 (Excluding vehicles which qualify for other division today)

Cars of the Seventies: All makes and models 1970 - 79 (Excluding vehicles which qualify for other division today)

Auburn - Cord - Duesenberg: All models and years.

Austin Healey: Models 100 - 4, 100 - 6, Mark I & II, 3000 and Sprites.

Bugatti: All models and years.

Chrysler Products: All models through 1976 including the 300 series - all Imperials

Ford Mustang: All models up to 1976.

Foreign Exotic

- Aston Martin:** All models
- Alfa Romeo:** All models
- Ferrari:** All models
- Fiat and Lancia:** All makes and models up to 1976.
- Lamborghini**
- Lotus**
- Maserati**
- Pantera & Detomaso**

Late American High Performance Production:
(Documentation and picture should accompany entry.)

Hot Rods: All models through 1948.
(Documentation and picture should accompany entry.)

Corvette: All years through 1976 (strictly stock; Including paint and trim).

Lincoln Continental, Lincoln, Continental, Zephyr: up to 1979.

MG "T" Register: Pre TC through TF

MGA: All models to 1962

MGB: All models

Morgan: All models

Porsche: All models through 1976.

Pierce-Arrow: All years and models.

Professional Cars: Livery vehicles including those altered for Coaches, Rescue Vehicles and Ambulances through 1979.

Thunderbird: 1955 - 1966

Triumph: All years through 1976, TR-6, TR-7, TR-8

Vintage Antique: All makes pre 1900 - 1919.

Vintage Racing Cars: Vintage and contemporary, custom and stock designed for road and track racing through 1976.

Woodies: All makes and models.

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MGT
MGA
MGB
M
P
PA
PC
T
TR
VA
VR
WD



Senior Cars: All national prizewinners to 1973

Antique Motorcycles: All makes, domestic and foreign, 3 wheelers and scooters (including Whizzers) through 1976; strictly stock.

Antique Trucks: All antique commercial vehicles, fire engines, buses and trucks through 1976.

Classic: Only those automobiles recognized by the Classic Car Club of America.

General Motors: All makes and models through 1976 (except Chevrolet).

Hot Rods: All models through 1948.
(Documentation and Picture should accompany entry.)

Jaguar: All models through 1976.

Model "A" Fords: All model "A".

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, Metropolitan, Nash Healey and Rambler

Pierce Arrow: All models.

Production Ford: All makes and models through 1976 (no Mustangs or Thunderbirds).

Packard: All models.

Plymouth: All models 1928 - 1976 (no military vehicles).

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

Sports of the Fifties: 1950 - 59

Sports of the Sixties: 1960 - 69

Sports of the Seventies: 1970 - 79

Studebaker: All models, including all Avantis and Larks.

Shelby-Cobra: Cobras 1963 - '67, Shelby Mustang 1965 - 70, GT 350, 350R, 500 & 500KR.

Vintage Chevrolet: All models 1912 -1976.

Vintage Ford: All model "T"

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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.

The BUCKINGHAM TOWNSHIP CONCOURS D'ELEGANCE

To benefit

The Buckingham Township Land Preservation Fund

Join us in this relaxing setting on the Holicong Park Grounds corner of Route 202 and Holicong Road, Holicong, **Sunday the 16th of September from 8 AM to 4 PM**

Rain date – Sunday the 23rd of September

Refreshment will be available on the park grounds during the day of the show. No alcoholic beverages permitted.

VICTORY LANE DRIVE THROUGH AWARDS PRESENTATION at 3 PM

A special commemorative memento will be awarded to all entrants

A large number of special category Sponsor donated trophies will be awarded

All show cars must be on the field by 11 AM

All cars entered must have valid insurance, car registration and fire extinguisher

A photograph of the car must be included with the registration form

No modifies or street rods or commercial vehicles permitted

Show cars will enter and check in the Holicong Park's side entrance off of Holicong Rd.

Check in time starts at 8 AM

REGISTRATION FEE - \$12.00 PER CAR/DAY OF SHOW - \$25.00

-----DETACH AND RETURN-----

Please print:

Name: _____ Phone: _____

Address: _____

City: _____ State: _____ Zip: _____

Make: _____ Model: _____ Year: _____

Your Signature: _____

Mail your completed registration form and photograph by September 5, 2001 to:

The Buckingham Land Preservation Fund

C/O Al Pincus

1440 Pineville Road

New Hope, PA 18938

By signing the above, the participant acknowledges that Buckingham Township, its employees and the volunteers of the Buckingham Concours d'Elegance are not responsible for any damage incurred at the car show.

All car registrants (two per car) will be the guests of our sponsors for a complimentary breakfast served on the Show Grounds from 8 AM to 10 AM. For additional tickets to the breakfast, please include \$10.00 per person along with your registration form

For additional information call:

Al Pincus at (215) 598-0882 or Ralph Tompkins at (215) 598-3740

Or check our website at www.Buckinghampa.org

YOU ARE INVITED TO THE
BUCKINGHAM CONCOURS d'ELEGANCE
TO BENEFIT LAND PRESERVATION
Sunday September 16th 2001
Rain Date Sunday September 23rd

Buckingham Township will be presenting their 3rd Concours d'Elegance car show to be held on Sunday the 16th of September 2001 at the Holicong Park Grounds corner of Rt. 202 and Holicong Road from 10:00 AM to 3:30 PM. Some of the finest Classic Cars in the country will be shown at the Concours with many examples rivaling the classic Pebble Beach Show.

The proceeds will benefit *The Buckingham Land Preservation Fund* established by the Township for the purpose of acquiring funds to purchase land and or transfer development rights from farmers and land owners offering their property for sale. Once the property has been acquired it can be placed into the Pennsylvania State Agricultural Trust and may not be developed. In this way, farm lands, open space and a way of life can be preserved for future generations.

This is your opportunity to enjoy a day out with your family and join your friends and neighbors in the relaxing setting of the Buckingham countryside. Take advantage of an up-close and personal view of the large number of prestigious award winning antique and special interest cars that will be on display.

Refreshments will be available on the park grounds during the day of the show.

Award presentations will commence at 3:30 PM with a drive through parade of cars

- A Buckingham Township trophy will be awarded
- A Peoples Choice trophy will be awarded
- The Presenter's trophy will be awarded
- The Principal Sponsor trophy will be awarded

And a large number of special category Sponsor donated trophies will also be awarded

Show entrance tickets will be available at the park entrance on the day of the show
\$ 5 per person - \$ 3 children

For additional information, please check out our website at www.Buckinghampa.org

Free Public Parking is conveniently located directly across from the park entrance
at the Midway Fire Company Grounds

December 4.2001
Autoweek Magazine
"Buckingham Show attracts among the Best"

SPORTS CAR TOURING DAY PRESENTS:

Belle Grove Plantation Southern Mansion Tour

"Battle of Cedar Creek"

&

Mountain Run 2001

"Autumn Alpen Trek"

Greetings Sports Car Enthusiasts,

Autumn's harvest is just around the corner and Sports Car Touring Day is planning its Fall drives. You don't want to miss either of these events, so mark your calendars early.

The Fall day drive is scheduled for **Sunday, September 9, 2001** (Rain Date - Sunday, Sept. 16). We will gather at 9:30 a.m. at Franklin Park in Purcellville, VA for a fantastic drive through 140 miles of the most beautiful roads in Virginia and West Virginia. Our morning rest/gas stops will be at Miles 33 and 85 and then we are off to Belle Grove Plantation (<http://www.bellegrove.org/>) in Middletown, VA for a picnic lunch and tour of this Civil War site. During the Civil War, Belle Grove was at the center of the decisive Battle of Cedar Creek. Today, the plantation includes the main house and gardens, original outbuildings, a classic 1918 barn, an overseer's house, the slave cemetery, a heritage apple orchard, fields and meadows, and scenic mountain views. The Hungry Dog Café in Strausburg, VA will deliver assorted sandwiches, coleslaw, chips, desserts, and drinks at 1:00 p.m. and at 2:00 p.m. we will tour this historic landmark. The cost for the lunch and tour is \$18.00 per person.

Our Fall overnighter, **Mountain Run 2001**, will be on **Saturday, October 13 and Sunday, October 14, 2001 (rain or shine)**. We will meet at 9:30 a.m. at Franklin Park in Purcellville, VA and drive approximately 140 miles before lunch and then another 30 miles to the Alpine Lake Resort in Terra Alta, WV (<http://www.alpinelake.com/>). There will be two rest/gas stops in the morning before lunch at the Blackwater Brewing Company (<http://www.blackwater-brewing.com/>) in Davis, WV. This Brew Pub/Restaurant serves traditional soups, salads and sandwiches, as well as German and Italian Entrees at reasonable prices. Before leaving the restaurant, you may want to carry out a liter of their home brewed beer. After an afternoon rest/gas stop, we expect to arrive at the Alpine Lake Lodge around 4:00 p.m. After checking in to your motel style room (2 double beds - \$65.00 per night), you will be faced with some tough decisions:

- Do I want to take a swim in the indoor heated Olympic-sized swimming pool?
- Do I want to take boat out on the 148 acre stocked lake and fish?
- Do I want to play 18 holes of golf?
- Do I want to relax and read a book on the lake's sandy beach?
- Do I want to take a hike and see the Fall foliage?
- Do I want to play a game of tennis?
- Do I want to work out in the exercise room?
- Do I want to play a game of pinball in the game room?

Dinner on Saturday night and breakfast on Sunday morning will be in the Lodge's restaurant. However, after breakfast on Sunday, you will again be faced with another round of tough decisions:

- Do I want to request a late check out and stay by the pool, take one more cruise around the lake, or play another round of golf?
- Do I want to stop by the Autumn Glory Festival in Oakland, Maryland?
- Do I want to visit Swallow Falls, Herrington Manor, or Blackwater State Parks?
- Do I want to go whitewater rafting, kayaking, or canoeing on the Cheat River?
- Do I want to ride the West Virginia Northern Railroad providing historic and scenic excursions from Kingwood to Tunnelton?
- Do I want to visit Arthurdale, the first depression-period homestead project initiated by Eleanor Roosevelt in the 1930's?

Our driving tours continue to be a "no fee" event and you are responsible for your travel expenses, meals, and lodging. We are open to all sports car marques and reserving a place in the group is on a first come, first served basis. Space will be limited on both of these tours, so if you would like to join us please reserve your space early. Highly detailed maps and directions are sent to all persons who RSVP.

64

The roadways we have chosen to drive are some of the best around for scenery and roadbed quality. We are particular about the road surface since we value our car as much as yours. This is our eighth day drive and our third overnighiter and we expect these events to be as enjoyable as those in the past. We hope you will join us in the Fall of 2001.

Sincerely,
Dwight and Tara

Dwight and Tara Mowery
Sports Car Touring Day
19212 Walters Ave.
Poolesville, MD 20837
(301) 916-3328
sportscartouringday@hotmail.com



BE A PART OF THE SIXTH ANNUAL
Hagley Antique Car Show
Sunday, September 16, 2001
Wilmington, Delaware - Rain or Shine

Bygone Brands will be the special feature in 2001.

Vehicles that are now **Lost Marques** or **Orphaned Brands** will be honored as Hagley continues the celebration of the American Automotive Industry.

Come enjoy this review of past makes, most of which are no longer on the road.

**DISPLAY YOUR VEHICLE IN THE GENERAL SHOW FIELD OF AUTOMOTIVE HISTORY.
 ALL VEHICLES THROUGH 1981 ARE WELCOME.**

AUTO • CYCLE • TRUCK

Hagley Museum and Library
Wilmington, Delaware • Routes 141 and 100
(302) 658-2400 • www.hagley.org
Exhibition and Vehicle Display - 10 a.m. to 4 p.m.

Vehicles must be on show field by 9:30 a.m.

PRE-REGISTERED VEHICLES ONLY, NO DAY-OF-SHOW REGISTRATIONS.

Because of limited space, advance registration is required.

There is no registration fee for pre-1920 vehicles.

Visitor parking will be at DuPont's Barley Mill Plaza on Route 141 with continuous shuttle service to Hagley. Only display vehicles admitted to show grounds.

Confirmation will be sent • No refunds for cancellations after July 31, 2001

V E H I C L E R E G I S T R A T I O N F O R M

Please print clearly • Fee is \$10 • No fee for pre-1920 vehicles

Name: _____

Address: _____

E-mail: _____

City / State / Zip: _____

Phone: () _____

Year: _____

Make and Model: _____

Circle one: Convertible Sedan Truck Cycle Coupe Station Wagon

Have you participated in a previous Hagley Car Show? Yes No If so, is this a new address? Yes No

Check here if you will bring your vehicle on a trailer Trailer length: _____ Trailer height: _____

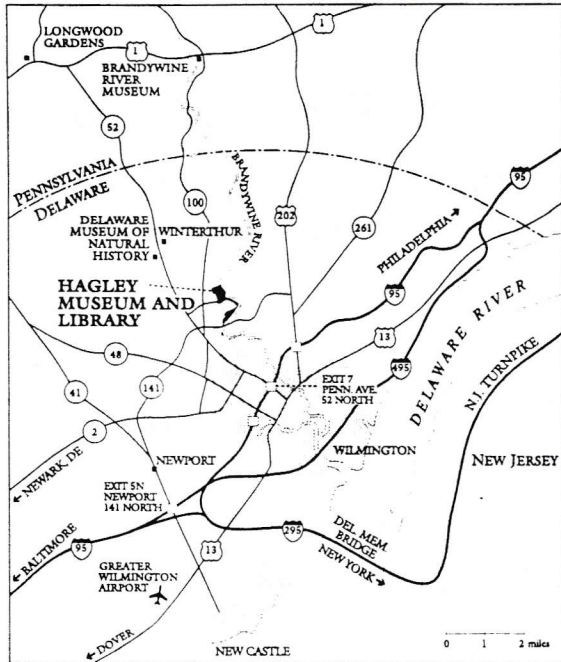
Signature: _____

(MUST BE SIGNED)

As a condition of registration, I understand that I am fully responsible for my vehicle(s) and hereby verify that I carry complete insurance coverage.

Are you willing to drive your vehicle in a parade at the Hagley Car Show if asked? Yes No

Make checks payable to Hagley Museum and Library and mail to: Hagley's Car Show • P.O. Box 3630 • Wilmington, DE 19807-0630



Limited spaces available • No judging

Free day of show admission to all Hagley Museum exhibits, historic restorations, and grounds

The Hagley Store will carry special souvenir merchandise, and will have a special sales tent next to the show field

Food Service and Music

Dash Plaque and Participation Award for all vehicles in attendance

A fully charged fire extinguisher is recommended on all vehicles

No alcoholic beverages

No "For Sale" signs • No pets

As a courtesy to others, please do not play radios or similar devices loudly

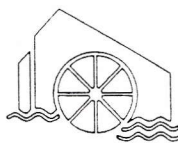
A detailed map and directions will be sent in September.

The goal of Hagley's Car Show is to assemble an array of vehicles emphasizing the history and hobby of motor vehicles in America. Trailer parking will be available on a limited basis. The registration fee of \$10 per vehicle defrays some of the expenses of the show. **Proceeds from the Hagley Car Show support the public education programs of Hagley Museum and Library, a nonprofit institution.**

Planning and show field arrangements are managed with participation from the following organizations:

Brandywine Region AACA
 Historical Vintage Car Club of Delaware
 Chester County Antique Car Club
 First State Corvair Club

Historical Car Club of Pennsylvania
 South Jersey Region AACA
 Yesterdays Chevrolet Club of Delaware, Inc.
 Philadelphia Chapter, American Truck Historical Society

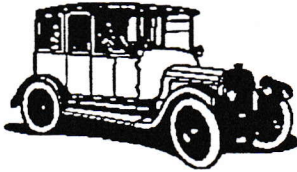


Hagley MUSEUM AND LIBRARY
 P.O. BOX 3630 • WILMINGTON, DE 19807-0630

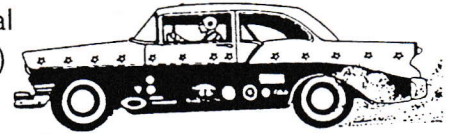
11th Annual Benefit Antique Car Show And Family Fun Day

Presented by Bryn Mawr Rehab Volunteer Association with Historical Car Club of Pennsylvania

Sunday, September 23 2001 10 - 4 Rain or Shine



on grounds of Bryn Mawr Rehab Hospital
414 Paoli Pike (between Rts 352 and 30)
Malvern, Chester County, PA



JUDGING IN 21 CLASSES - 3 awards per class

Judging begins at 1:00pm • Dash plaques to first 175 arrivals

Must be present to receive award.

All proceeds benefit patient programs and services at Bryn Mawr Rehab Hospital

Petting Zoo...Raffle...Food booth...Flea Market...Old Engines...Entertainment...Some Surprises!

Fun Attractions for kids and adults!

Special Awards to first 15 AACA National First vehicles registered and in attendance at awards presentation
Classes:

- | | | |
|------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 1. All cars thru 1930 | 10. Classic cars per AACA rules | 18. Modified Cars 1949 thru 1976 |
| 2. Model "A" Fords 1928-1931 | 11. Thunderbirds thru 1976 | 19. Commerical & Fire Vehicle thru 1976 |
| 3. 1931 thru 1940 | 12. Corvettes thru 1976 | 20. Muscle Cars 1961 thru 1974 (350 cu. in. V8 or larger, biggest engine for given year and model.) |
| 4. 1941 thru 1950 | 13. Mustangs thru 1976 | 21. Show & Shine 1976 to present (No make or model limitations. Just vehicles you think others would like to see.) |
| 5. 1951 thru 1955 | 14. Jaguars thru 1976 | |
| 6. 1956 thru 1960 | 15. Sports cars thru 1976 | |
| 7. 1961 thru 1965 | 16. Motorcycles thru 1976 | |
| 8. 1966 thru 1971 | 17. Pre-1949 Hot Rods & Modified Cars | |
| 9. 1972 thru 1976 | | |

We reserve the right to change classes if required on show day.

2001 Vehicle Registration



Make of vehicle	Model or Body Style	Year Mfg.	Class #
-----------------	---------------------	-----------	---------

Do you want this vehicle judged? Yes No

Is this vehicle an AACA National First winner? Yes No (National first car registration fee \$15 - See special awards above.)

Name: _____ Signature: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Pre-registration tax- deductible donation - \$12 per vehicle, \$15 would be welcome, if you can! _____
Amount Enclosed

Day of show tax-deductible registration donation - \$15 per vehicle

*Your donation helps support patient programs at Bryn Mawr Rehab Hospital
Make check payable to Bryn Mawr Rehab VA
Mail to Dick Upshur, 1620 Herron Lane, West Chester PA 19380
For more information call (610) 696-3464*

Your signature releases Bryn Mawr Rehab, the Volunteer Association and the Historical Car Club of Pennsylvania from any liability that is in any way attributable to your participation in the Benefit Antique Car Show.

TO REACH BRYN MAWR REHAB

FROM PHILADELPHIA: Take Schuylkill Expressway (Rt. 76 West) toward Valley Forge. Exit at Rt. 202 south (West Chester). Take to Paoli exit (Rt. 252 south). Follow to Rt. 30 west (Lancaster Avenue) in Paoli. Turn right. Continue one mile. Take turn lane as you approach Matthews Ford. Make soft left onto Paoli Pike. Proceed 4 miles to BMR on left. **OR** exit Schuylkill Expressway at Rt. 276 south (Blue Route) towards Chester and follow Blue Route directions below.

FROM BLUE ROUTE: Take 476 south from Philadelphia and north from Delaware County to Villanova/St. Davids exit. Follow St. Davids, Rt. 30 west to Paoli. Follow directions above for Philadelphia picking up after turning right onto Rt. 30 west (Lancaster Avenue).

FROM DELAWARE AND POINTS SOUTH: Follow I-95 north to Exit 8 (202 north). Follow Rt. 202 north to Paoli Pike exit. Turn left at stop sign at bottom of exit ramp. Follow Paoli Pike 4 miles to BMR on right.

FROM BERKS COUNTY AND POINTS WEST: Take Pa. Tpk. east to Exit 23 (Downingtown). Take Rt. 100 south to Rt. 30. Turn left onto Rt. 30 east and continue to Rt. 352. Turn right onto Rt. 352 south and continue to Paoli Pike. Turn left onto Paoli Pike. Proceed 2 miles to BMR on right.

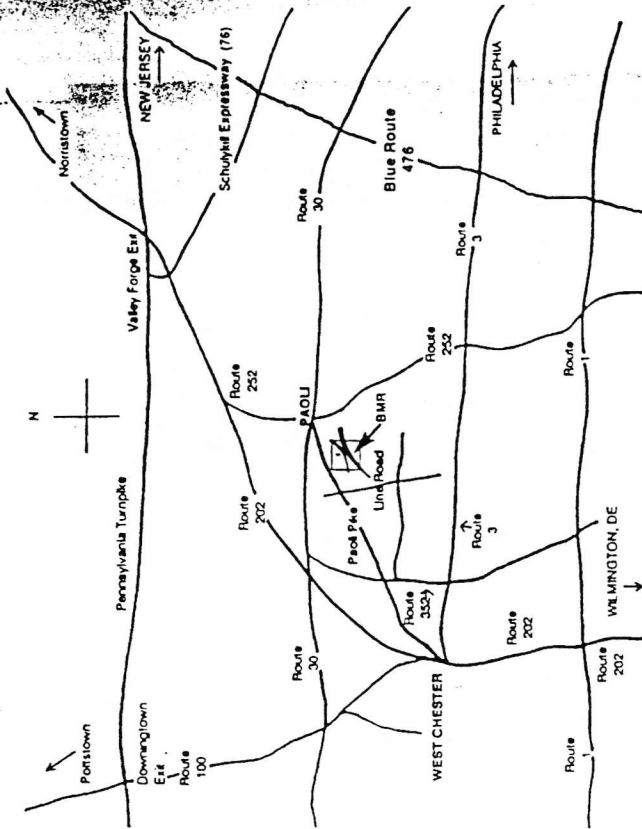
FROM NORTHERN NJ OR NEW YORK CITY AREA: Follow NJ Turnpike to Exit 6 (Pa. Tpk.). Take Pa. Tpk. to Exit 24 (Valley Forge). Take Rt. 202 south to Rt. 252 south (Paoli). Follow to Rt. 30. Turn right onto Rt. 30 west. Follow to Paoli Pike (Matthews Ford dealership). Make soft left onto Paoli Pike and proceed 4 miles to BMR on left.

FROM POCONO REGION: Take Pa. Tpk. NE Extension south, then west to Exit 24 (Valley Forge). Take Rt. 202 south to Rt. 252 south (Paoli). Follow to Rt. 30. Turn right onto Rt. 30 west. Follow to Paoli Pike (Matthews Ford dealership). Make soft left onto Paoli Pike and proceed 4 miles to BMR on left.

FROM SOUTH JERSEY VIA WALT WHITMAN BRIDGE: Take Walt Whitman Bridge to Rt. 76 west (Schuylkill Expressway). Exit at Rt. 202 south. Take Rt. 202 south to Rt. 252 south (Paoli). Follow to Rt. 30. Turn right onto Rt. 30 west. Follow to Paoli Pike (Matthews Ford dealership). Make soft left onto Paoli Pike and proceed 4 miles to BMR on left.

FROM PHILADELPHIA INTERNATIONAL AIRPORT: Take I-95 south to the Blue Route (Rt. 476 north). Take the Blue Route to Exit 4 (Upper Darby/Newtown Square) and make a left at the light onto Rt. 3 (West Chester Pike). Proceed west to Rt. 352 north and turn right. Continue to the 3rd light which is Paoli Pike. Turn right onto Paoli Pike and BMR is 1 mile on the right.

FROM DELAWARE COUNTY: Take Rt. 1 or Rt. 3 to Rt. 352. Follow Rt. 352 north to Paoli Pike. Turn right onto Paoli Pike and proceed 2 miles to BMR on right.



Bryn Mawr Rehab
Jefferson Health System

414 Paoli Pike
Malvern, PA 19355
(610)251-5400



23rd ANNUAL

INVITE ALL BRITISH MARQUES TO THEIR AUTUMN MEET

Saturday, October 6th, 2001
(Raindate Sun., Oct. 7)

at Chubb Park, Route 24, West of Chester, NJ

The Autumn Jaguar Meet in New Jersey consists of a short, pleasant Rally-Tour and an informal gathering and Popular Vote Show. Come join in either the rally or the show or both for a day filled with Jaguar fun and relaxation.

RALLY-TOUR

Registration for Rally-Tour 10:00 AM to 11:00 AM. First car off at 10:30 AM.

AWARD: Best Rally Tour

POPULAR VOTE SHOW

Registration for Show 11:30 AM to 12:30 PM
for all British Marques from pre-restoration to concours champions.

AWARDS: First, Second and Third Place in each show class.
"Best in Show" Trophy

PRE-REGISTRATION:	\$13.00
AT THE EVENT:	\$15.00

Make check payable and mail to: J.A.G., P.O. Box 613, Neshanic Station, NJ 08853

DIRECTIONS: From North and West, take Rt. 80 to Exit 27, Rt. 206 South to Chester (8 miles). At light in Chester turn Right onto Rt. 24 West. Chubb Park is a short way out on the Right side.

From East or South, take Turnpike to Exit 10. Then North on Rt. 287 to Exit 180 (Rt. 202-206 Bedminster-Netcong). Follow 202-206 North and stay Left onto 206 to Chester (10 miles). At light in Chester turn Left onto Rt. 24 West. Chubb Park is a short way out on the Right side.

IN CASE OF THREATENING WEATHER CALL 908-369-4654 or 908-879-8634 between 7 AM AND 9 AM FOR DECISION REGARDING RAIN DATE.

We're looking forward to seeing you all!

Never mind the nostalgia, it's the price that counts

THE televisual advertisement for Jaguar's new X-type is a heady cocktail of skilled editing, exquisite camera work and high production values. But there is a large flaw in the ointment.

By using Woodstocky shots of big-eyed girls in afghans, and talking about the Jag generation, they're obviously trying to broaden the appeal to include younger buyers. Saturday morning: buy the new Eminem CD. Saturday afternoon: buy an X-type.

But hang on a minute. If you were part of the Woodstock movement, you are 51 now, and that's hardly the epicentre of youthdom, is it?

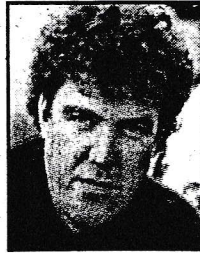
I'm sorry, but if you want to talk to the forty-somethings, there's no point harking back to the Sixties. It's not that we don't remember them because we were all stoned; it's because we were only nine when they finished. If you want us to be carried on a wave of nostalgia, give us a power cut.

This is the second time Jaguar has used memory tugs to sell a new car. The S-type, remember, had Shirley Bassey singing "A little bit of history repeating".

And I'm not sure it's a good idea, because digging around in Jaguar's past is a bit like digging around in a vat of oysters. Yes, there are some pearls, but there's an awful lot of snot too. What they want us to remember is the E-type, and all those wins at Le Mans. But we're just as likely to recall being carsick in our Dad's MkX.

Or standing around on endless hard shoulders waiting for the AA man to come out from under the bonnet and explain that someone at the factory had left his lunch box in one of the cylinders. And that spares are not available because all the staff are outside the factory gates, standing round a brazier.

Then there were the people who drove Jaguars. What the marketing



Jeremy Clarkson

men want us to visualise is a man called Fortesque Carruthers sweeping caddishly into the palace in his XK150. But we're just as likely to summon up images of Jack "Meat Cleaver" McBiscuit filling the boot of his MkII with bits of what used to be a bank manager.

So let's forget the past and concern ourselves with what the X-type is like now. Well, it was styled by Ian Callum, whose past credits include the Aston Martin DB7. He

long, hard thrash in the X-type and can report that the only thing in the world which feels less like a Ford Mondeo is a rasher of bacon.

In fact, the X-type doesn't feel like any other car on the road. Not even a Jaguar. Unlike the XJ or the S-type, you can feel the little ripples and the cracks, and this gives the impression of sportiness. It feels light and agile, but when things really start to get bumpy, the whole world goes soft and comfy. It's a very enticing combination.

The 3 litre V6 engine is the same. When you accelerate hard, it's all gruff and shouty, but at cruising speeds it retreats to a corner with its thumb in its mouth and everything goes still. Marvellous.

Throw in four-wheel drive, a 0-60 time of 6.5sec and a top speed of nearly 150mph and you have an enticing driver's car.

Then there's the price. Some say the E-type caused a sensation because of its looks. Others say it was the power. But the real jaw-dropper was the £2,000 price tag, and

Jaguar has done the same again. At £25,000, the 3 litre Sport is £1,000 less than a BMW 330 and £5,000 less than the equivalent Mercedes C-class.

And not only does it have the most comfortable and supportive seats in the world, but you can get people in the back without having to put their heads in

the boot. Unusual for a Jag.

It's not all sweetness and light. My test car had a wheel wobble, it pulled to the left, the doors shut with the sort of noise you'd expect to hear from an allotment shed and sometimes, for no obvious reason, the traction control light flickered.

Had it been an ordinary car, these problems would have earned it a savaging. But it's not ordinary. It's good-looking, good value and good to drive. It's also a Jaguar, though quite why that's a good thing I'm never really very sure.



X appeal: the handsome Jaguar X-type is no ordinary car

is as good with a clay model as Marco Pierre White is with a lettuce, so the X-type is a handsome brute. Especially from the front.

Of course there are those who will point out that, behind this comedy Jaguar false nose, the whole car is basically a Ford. It's built in a Ford factory and shares a number of components with the Mondeo.

So what? Sebastian Faulks very probably wrote Birdsong on the same sort of word processor that Roger Hargreaves used to write the Mr Men stories. I've just been for a

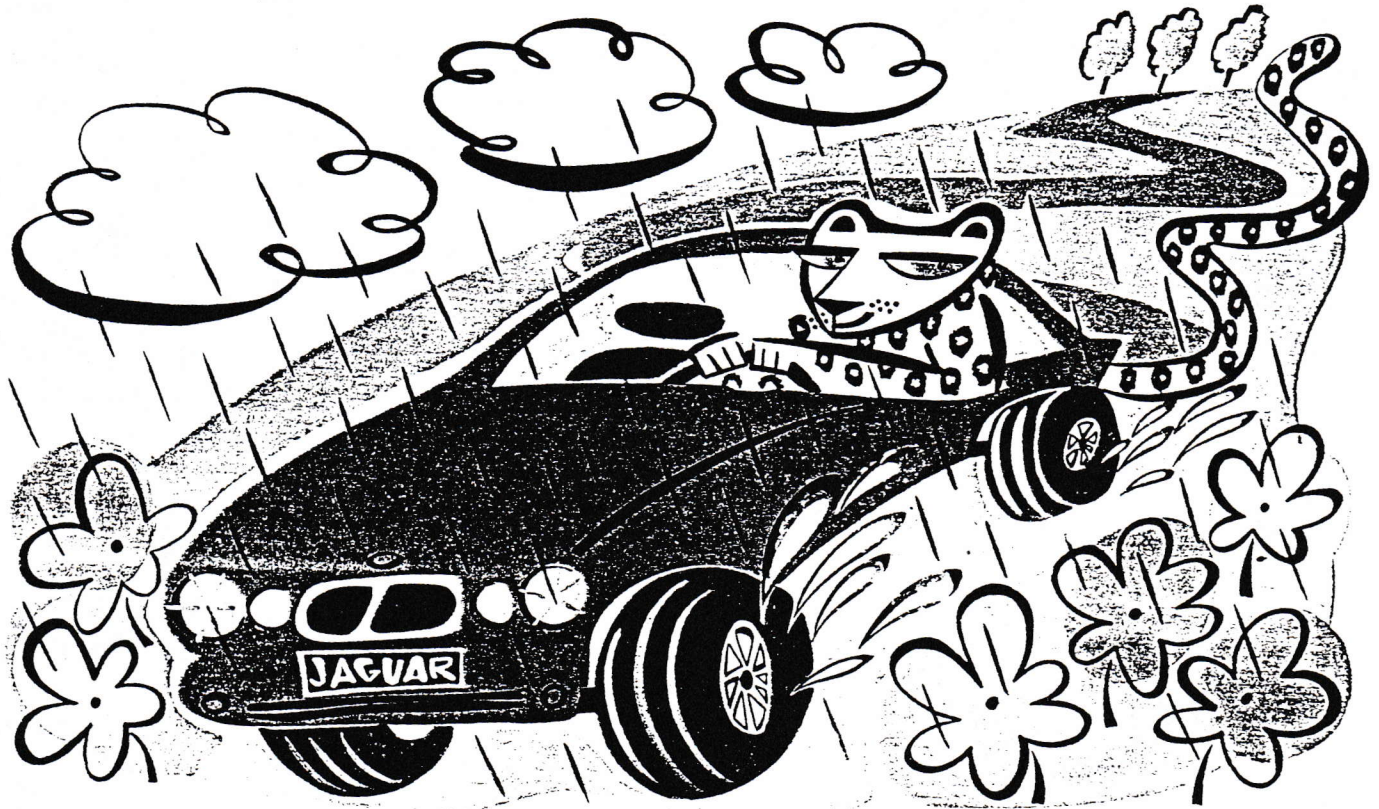


ILLUSTRATION: BOB ZINGONE

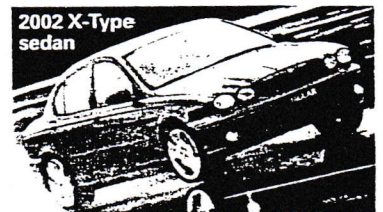
Jaguar's Affordable New 'Baby'

X-Type offers British luxury and all-wheel drive for about half the price of a full-size Jaguar.

Jaguars have always been dream cars, the kind you aspire to when you get that big promotion or make partner. An extravagant splurge to celebrate your silver wedding anniversary. Trophy cars, but not accessible. "Most people believe we're too expensive," says Mike O'Driscoll, president of Jaguar North America.

That may change with the arrival of the so-called "Baby Jaguar," a \$29,950 compact called the X-Type. If you want a luxury car but turn up your nose at snooty prices, this new sedan becomes the most affordable pick of an upscale litter. Although not as long, low, and sleek as its siblings, the X-Type is no "free to a good home" kind of feline. A hushed ride, posh Connolly leather, and bird's-eye maple veneers testify to its good breeding.

When it arrives in North America August 1, the X-Type will challenge established competitors in what automakers call the entry-level luxury segment (for a sampling of prices in this group, see *page 80*). O'Driscoll acknowledges that "all the cars in this segment are very good." So what sets the 2002 X-Type apart from the other bargain luxury vehicles?



2002 X-Type sedan

continued on page 80

Your Family Car

continued from page 78



ENTRY-LEVEL LUXURY

BMW 3 Series.....	\$28,740
Acura TL 3.2.....	\$28,880
Jaguar X-Type.....	\$29,950
Mercedes-Benz C-Class.....	\$29,950
Audi A4.....	\$30,990
Lexus ES300.....	\$31,505

Prices do not include delivery charge

All-wheel drive at no extra cost

It's the first Jaguar to get all-wheel drive. "Buyers like the benefits of safety and security," O'Driscoll says. The driver doesn't need to do anything—the system engages automatically, sending power to the wheels with traction when others begin to slip. Still, snow-country drivers might consider adding winter tires because the high-performance tires standard on some X-Types don't grip well in white stuff.

Using the best as benchmarks

Jaguar engineers used three entry-luxury cars as benchmarks when they designed the X-Type: BMW for handling, Mercedes for solid body structure, and Audi for interior craftsmanship. Comparison shoppers will find the Jaguar competitive with all three. Performance enthusiasts may give BMW a slight edge in handling, although X-Type's steering feels as crisp and responsive as the Bimmer's.

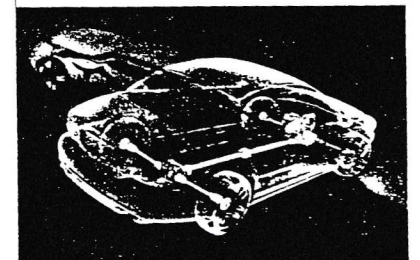
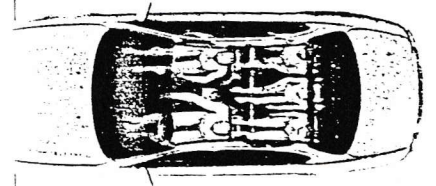
Paying attention to safety

Both front and rear seat occupants get side-curtain air bags to protect their heads in a crash. Seat-mounted side-impact air bags are standard in the front seat, as are front air bags that deploy in two stages depending on crash severity. All five seating positions get three-point safety belts, and the front seats have pretensioning safety belts with load limiters. Antilock brakes are standard too.

But it's a Jag. I'll spend a fortune on repairs, right?

"Why don't the British build computers? Because they never figured out how to make them leak oil." That old joke, a wry comment on wretched auto repair records, no longer makes Jag owners cringe. A recent long-term quality survey ranks Jaguar among the top six automakers, tied with Mercedes-Benz. X-Types that we test-drove ran flawlessly, both the base 194-horsepower V-6 engine and the optional 231-horsepower 3.0-liter version priced at \$35,950. They were solid and rattle-free. And none leaked a single drop of oil. ♠

And now for something completely different: a Jaguar with adequate trunk space (16 cubic feet). The X-Type seats five, although three adults will be more intimate than they might like in the back-seat, which is average in size for entry-level luxury cars. All-wheel drive is standard, even on the base model. It's an automatic system, no shifting required. On dry roads, 60 percent of the power goes to the rear wheels.



McLaren pay the price for keeping Newey

BY KEVIN LAMON

ADRIAN NEWEY, the most highly-paid designer in Formula One, is staying at McLaren Mercedes but it cost the team a grovelling apology and damages in an out-of-court settlement with Jaguar.

The teams were due to decide their tug-of-war over Newey in the High Court, but they thrashed out a deal at a two-hour meeting yesterday to prevent further embarrassment. McLaren and Newey both decided to apologise while a sum to cover Jaguar's legal costs plus a goodwill payment, totalling an estimated £700,000, was agreed.

Money was the least of Jaguar's concerns. Niki Lauda, the team's chairman, feared that Jaguar would suffer embarrassment around the world for a debacle that was not of the team's making.

Jaguar were celebrating when Newey, whose cars have won 12 world championships in the past decade, sign-ed a contract with them a fortnight ago. When, 24 hours later, he changed his mind and announced that he was staying with McLaren, Jaguar took out an injunction.

A long and complex court case was probably never an option as it would simply have burnt money and alienated both sides. Ron Dennis, the McLaren team principal, accepted that fact in a statement.

It said: "I would like to apologise for any misunderstanding that has been caused over what has become a confused and complex affair. I am sure that, in future, our relationship (with Jaguar) will be an excellent one and that our rivalries will be confined to on-track competition."

Newey's apology concluded: "I am sure we will all now put this matter behind us and concentrate on our common passion for motor racing."

So McLaren kept their man, albeit with guarantees. Newey will design McLaren's cars for another two years, but then it is thought they will allow him to design a futuristic yacht for the America's Cup.

Tech Tip

By Chris Bethmann

I'm sure you all know that distilled water is recommended for use in your battery, or batteries (if you're a traditionalist), but what about your cooling system? Lets think about that one for a minute. Distilled water in a battery slows or avoids the accumulation of deposits on the plates altogether. No minerals means no deposits. I have used batteries for more than 8 years with distilled water, and the plates have looked like new. Modern engines seem especially fond of aluminum heads, blocks, etc. Ever wonder why their radiators are prone to clogging up? A chemical reaction is set up by different metals according to my most mechanically inclined friend, and this reaction is especially fond of the minerals, ions, etc. available in good old (bad old depending on location) tap water. A little extra iron in your drinking water can't hurt, but it can do some bad things in your engine and radiator. Upon the advice of my very fussy mechanical friend, I conducted an experiment many years ago in a Mercedes 300 D I was driving at the time. Using extended life anti freeze and distilled water for the cooling system I found that the coolant stayed clearer for years, and tested as good as the day I installed it after 4 years. I changed it at that time, just in case, but I have used distilled water ever since. The alternative? Last year I had to replace the radiator in my 1988 Range Rover after it clogged up with tan goo. I had not replaced the coolant when I bought it second hand the year before (silly me!). This car is now on a steady diet of distilled water and Silicate and Phosphate free antifreeze, as is everything else I drive. Just for the record, the 1977 Mercedes 300 D is still on the original radiator. The first two owners had always used distilled water in the radiator. They may have been as crazy as I am, but then again, maybe not. Remember to always start with a clean cooling system. The use of distilled water will not clean out what has already been deposited. Happy motoring!

"Type A" Transmission Fluid, Early Jaguars

Borg Warner automatic transmissions in the fifties and sixties called for Type A automatic transmission fluid. Similar designs were used in many other makes besides Jaguar. In the seventies, Ford started specifying Type F fluid, and GM started specifying Dexron fluid. Then in recent history they had to quit killing whales. This affected the additive package used in automatic transmission fluids. A new fluid was produced called "Mercon-Dexron III." This fluid now supercedes all the previous Type A, Type F, and Dexron fluids.

Previous to this new fluid, I've used whatever fluid was available including Type F with no known detrimental effects in Borg Warner automatics.

Flushing Fuel Injection & Fuel System on XJ's

In attempting to start a 1976 XJ-S that had been sitting for about eight years, we needed to clean the fuel system of any bad gas. The old gas had separated the varnish and additives out of the gas and could cause the fuel injectors to stick, plus it could cause the valves in the engine to hang open and get bent when the piston hits them. Never start a Jaguar engine on old gas.

We drained the tank and the pump reservoir and removed the pump. We overhauled the pump and put the hoses back in place. Next we rigged a jumper wire for the pump from the battery with an alligator clip. Then we put in five gallons of fresh gas with a can of injector cleaner.

We then connected the pump with the alligator clip and let the pump circulate the gas and cleaner for about 20 minutes. During this time we inspected hose connections in the engine compartment. We will replace them all after we've run the engine to check its condition. After sorting the electrics and cleaning connections later in the day, we got it started and it ran reasonably well.

Cylinder Head Nuts; XK-Engines

Here's a tip for avoiding messing up the edges of 3/4" chromed acorn type cylinder head nuts. At a quid each I was eager to avoid spoiling the edges of my new ones when torquing them up. Cut about 1" from a length of standard 3/4" copper plumbing

pipe and press it over a used cylinder head nut in a vice. Remove the copper and press it into a 13/16th socket. Everything fits just right and you now have an internally soft socket.

Find the Problem

When overhauling or replacing a component, some attention to detail prevents problems later on.

For instance, a four-speed transmission that slips out of gear under acceleration will need some close scrutiny of the teeth that engage the synchro sleeve. You will probably need to replace the gear and synchro sleeve to overcome the problem. If it goes back together with the same critical parts, it will do it again. The real cause of the problem must be determined before an effective repair can be made.

The day before yesterday a Series 3 XJ6 came in on a trailer. It would not start. The engine cranks over just fine, low mileage, nice car. Checked spark— good spark at the coil, not so good at the plugs. Plugs are old, plug wires check okay with ohm meter. Replaced the plugs. Engine tries to start, but just won't quite start. Plugs were wet. It's a warm day. Unplugged the cold start injector. Car started— runs a little rough. Pulled the cold start up out of the manifold and turned the key on. Unplugged electrically it leaks fuel. Replaced cold start injector. Car starts and runs good.

A definite problem was found and remedied. Every problem has a cause. Keep looking until you find the real problem. Page 24

CONTRIBUTING CLUB MEMBERS

I talked to club member Doug Nickel after the "Rally Round the Holly" in Millville in May this year. He was parking Candy Steinberg's red racing 1954 Jagguare XK 120. I asked him how he came to be driving Candy's car and could he provide me with an article on this subject for the Purr. He said "yes" and his very professional contribution is included in this issue. Thank you Doug. For the next issue Vito Gatto has kindly provided the most interesting history of his prize winning 1938 SS 100. So we are on a roll after the ladies set the example. Who's next????

JAGUAR RACING

A recent headline said "McLaren pay the price for keeping Newey" Jaguar Racing had hired Adrian Newey, the most talented of racing car designers, but in the end lost him. See the full story in a separate section

Results on the track for Jaguar have been mixed with their best result being their first podium finish in Formulae one racing at the Monaco Grand Prix on May 27th. Eddie Irvine did a great job to finish third The next race was June 10th, which I attended, in Montreal. Old Montreal is historic and with everyone speaking French and wonderful weather it was like being in the South of France. The race track is located on an island so you travel there by Metro. Day 1 was practice and the Jaguars both looked good. Day 2 was qualifying with the Schumacher brothers taking 1 & 2 on the starting grid. The Jaguars were further back in 11 & 13th place. All was set for the race and I felt good for the Jaguar team when I came out of the San Migual restaurant after dinner at 10am to be greeted by the fine sight of new Jaguars parked on either side of the street. There was an XK 8, an S-Type and three X - Types all complete with their sales detail available to read...locked...and not a sales person in sight. It was then that I realized how like the XJ 8 the X-Type is from the front. The race next day was one of the best with a real dual between the Shumacher brothers being the dominant feature. As I am sure you know Ralph beat Michael for first place. Eddie Irvine as lead Jaguar driver had looked so good in practice but he took his car out on the second lap! So it was left to Pedro de la Rosa in the second Jaguar and he performed wonderfully finishing 6th out of 20 cars. Those Jaguar cars look really marvelous in their racing colors. We need to get one at the Concours next year.

Timing in life is everything I believe and so it was in Montreal!! The positive thing was that it was not until after the race and I was leaving the track that I tripped and severed my Achilles tendon. The Canadian medics were wonderful and the fire brigade excelled when they tore down a fence so they could carry me to the attending doctors. *It was all stitched together here in Penn Hospital and I have to wear a restraining boot and use crutches until the end of July. As its my clutch foot I can't drive these old Jags. Other results for Jaguar Racing have been in the higher numbers with 9th and 12th placings at Silverstone in the latest race on July 15th. It was very good to see that in Jaguar's home country the amount of company advertising at Silverstone. It was everywhere - the stands - the outfield - the finish line and such exposure must lead to increased sales* The Formulae one US Grand Prix is in Indianapolis on September 30th. This year the



Jaguar Association of Greater Indiana is arranging for a block of race tickets and events for the weekend to promote a bit of esprit - de - corps among Jaguar fans in the crowd. The events include a Jaguar car display on September 29th in downtown Indianapolis, a motorcade to the race and specially arranged parking at the Indianapolis Motor Speedway. Race tickets are \$75 each with a charge of \$20 for the motorcade and parking. Anyone interested should contact as soon as possible Mark Smith , 7120 Nile Ridge Court, Indianapolis IN 46236. e-mail masmits@cs.com

SIR NICK AND SIR JACKIE

Both Nick Scheele and Jackie Stewart have been awarded Knighthoods in Queen Elizabeth's Birthday Honours List (That's how you properly spell "honors") Stewart was closely associated with Jaguar Racing and Scheele was Jaguar's Managing Director from 1992 to 1999 and is credited with the companies turnaround. See details elsewhere in the Purr.

AUCTION RESULTS

Sir Elton John consigned 20 cars from his collection to Christie's for their June 5 auction. Included were 4 Aston Martin V8's, 6 Bentleys (including a 1956 S1 Fastback, 1960 S2 Flying Spur and a 1964 S3 Continental Coupe) 2 Rolls Royces, (including a 1973 Phantom V1), 1965 Jaguar E-Type Roadster and a 1993 XJ 220. His reason for parting. He is too busy to drive them and would rather they went to people to enjoy them. The estimate for the E-Type was \$37500 - \$45000 and the XJ220 with 789 miles on the clock \$195000 - \$240000. You will recall that the sensational XJ220 evolved from a similarly named coupe that was created to appear at the 1988 British Motor Show where it was greeted with universal acclaim.

The car had a luxurious interior, fabulous lines, mid V 12 engine, four wheel drive, vertically actuated scissors-type doors and the rear spoiler was electrically adjustable. Top speed was anticipated to being well in excess of 200 mph. It was not until the end of 1989 that the decision was made to put the car in production with a price tag of \$541500 with a required deposit of \$75000 indexed linked to the delivery date. This was all happening when the prices for Classic cars were going through the roof which ensured that many people wanted an XJ 220 as an investment. The car finally went into a limited production in 1992. (Classic car prices had plunged.) The V12 was replaced by the immensely powerful 3.5 liter twin-turbo charged V6 as used in the XJR-11 sports racer. Four wheel drive was replaced by rear drive and the anti-lock brakes, adaptive suspension and scissor doors succumbed to the realities of the production line. The price had now risen to \$601,500. A protracted legal dialogue ensued and Jaguar told customers they could buy themselves out of their contracts. Last production was 1994 and the total number of cars built was 275 With such a low mileage one I would believe that Sir Elton purchased his car new. At auction he got \$331000. If so he could have dropped \$270000 which is not too bad as there are similar low mileage models advertised for sale at \$190000. Must be time for Sir Elton to write another song!

At the newly opened Rockingham Motor Speedway in the UK on May 27th Coys held their auction of important Jaguars as outlined in our May issue. The D-Type XKD 505



reconstruction based round the original sub frame of the D-Type driven to victory in the ill-fated 1955 Le Mans race sold for \$588330. This illustrates that "Provenance" is everything. Because this cars complete originality is not proved it fell well below the highly original XKD 501 1956 Le Mans winner which in November 1999 sold for \$2.5 million

JWK 651, the ex works aluminium 1950 XK 120 Roadster which raced at Le Mans, Montlhery in the Tourist Trophy, the Mille Miglia. This most important competition Jaguar fetched \$346275

On the more affordable front Christies of London held an auction of interesting toys on July 12th One of the items was a rare "Dinky Toys" model from the Avengers. It is a blue Series 3 XJ6 with Stead at the wheel. Though in the Dinky catalogue for 1977 Dinky went bankrupt before its release to shops. The estimate sale price for this rare Jaguar model was \$ 3000 !!!

NEW JAGUAR DEALERSHIPS

The Philadelphia Inquirer of July 9th had a story with the headline " A VIEW OF TREES - OR OF 425 JAGUARS " It appears that it is proposed that not one but two Jaguar Dealerships are planned to be built on 6 acres of a wooded Chester County site. It says "people are revving up for a fight" I must presume that this is because they are concerned they may not get this most wonderful of views!

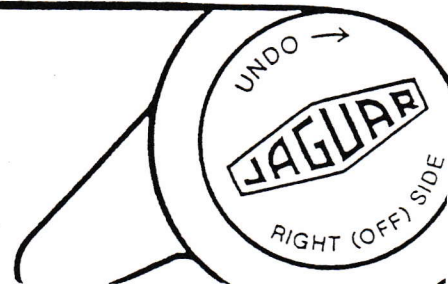
Enjoy the summer!

Michael
Michael Tate
Editor



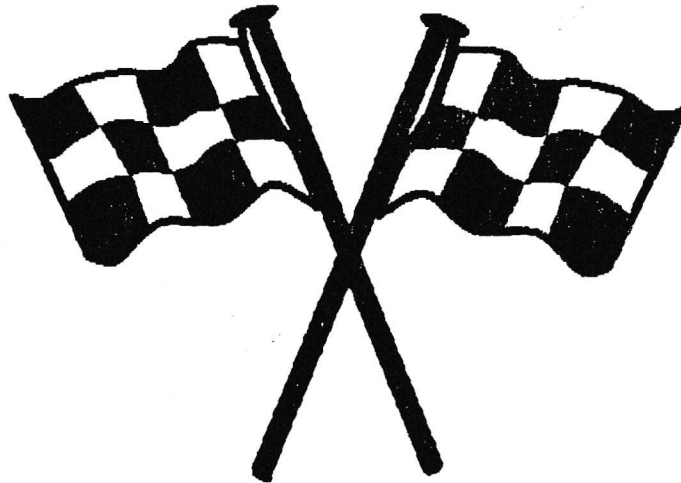
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THE SAGA OF HOW I CAME TO RACE CANDY'S JAG ON A REGULAR BASIS

By Doug Nickel

For those of you who don't know Candy Stephani, she's a saint and just doesn't know it yet. Who else would be so gracious to let her husband "lend" a classic Jag to a near stranger with no real track time. I owe much of my race track fun and "stress relief" from my day job to Candy.

Turn In, Track Out, Apex, Threshold Breaking...all new terms for a novice to the sport, but common techniques that can improve your on road driving habits and performance. My adventure to learn these and many other race driving techniques began when I bought a little green TR4 that needed "some" work that I figured would be easy for me to tackle with my shade tree mechanic skills. The TR4 was my introduction to Ralph Steinberg of Cloverleaf Auto Service and Cloverleaf Racing. While fixing the repairs I either couldn't master, or had created through my errors, Ralph listened to describe an interest in racing. Ralph suggested I explore attending a racing school to see if this interest would become a sport I would truly enjoy.

I enrolled in a Skip Barber 3-day Racing School in the fall of 1999 at Lime Rock Park in northwestern Connecticut. The school was great; it involved a combination of classroom instruction and on-track experience in a Formula Dodge open wheel race car. Class size was about 20 people, with half on the



track and half viewing the progress of the others while they were on the track. I highly recommend this school to anyone with an interest in racing, or even just improving driving skills. I learned all about Turn In (the point of entering a turn), Apex (the mid-point of the turn), Track Out (the point of exiting a turn), Threshold Breaking (maximum brake application without lock-up, no ABS in the school race cars), Heel-Toe Downshifts (use of the ball of the right foot to break and "blip" the throttle while downshifting to prevent grinding gears), The Line (the proper way to get around the course), and other racing techniques.

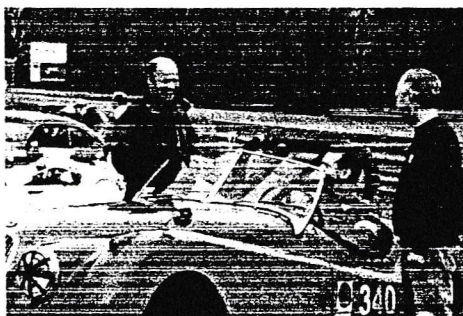
Now that I had confirmed my interest in racing, I joined the Vintage Sports Car Club of America ("VSCCA"). VSCCA appealed to me primarily because Ralph and several other "motorheads" in my circle of friends are members of this organization. Another reason for my choice was that VSCCA has no trophies, doesn't keep record of lap times at races, and encourages friendly competition where "The Cars are the Stars". The only limitation is that VSCCA's eligibility date for competition cars is December 31, 1959. The TR4 wouldn't work...so I kept it anyway.

At the same time, I began to explore the possibility of buying a race car. I consulted various people "in the know" in search of a good entry level VSCCA-eligible race car, each of whom had a different opinion. More discussions with Ralph. Over time, I decided that buying a "race

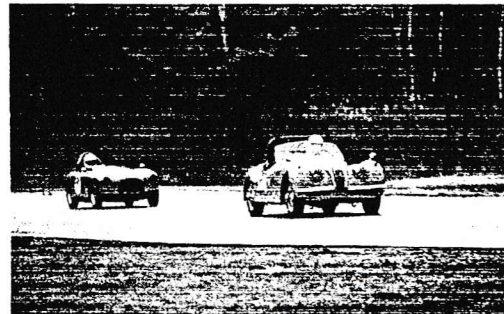
ready" car didn't necessarily mean the car was ready to race. Motors need to be rebuilt, safety equipment can be ineffective, dated, or non-existent, tires and wheels are needed, et cetera. Finally, I decided that the best plan would be to buy an old car needing restoration and build it to my satisfaction. Ralph tagged along as I went to Stephens City, VA to look at two Elva Couriers. For the non-racing among us, Elva Cars built a small two seat roadster with a tube chassis and fiberglass body between 1958 and 1964. These cars were powered by MG drive train, and were competitive on the racing scene. Mark Donohue began his competitive racing career in an Elva Courier, so I felt it couldn't be all bad if I did the same. Both "needed work" (an understatement) but offered the best potential. After some negotiation, they were mine.

But what would I race while I was building the Elva's? Neither would be race ready by VSCCA driving school in April, 2000. Again, Ralph came to my aid. He graciously offer to let me drive his wife Candy's 1954 Jaguar XK120 (aha...now that's Candy). April came and off we went to Lime Rock Park.

VSCCA Driving School...very different than Skip Barber. A brief classroom period, followed by an on track session of follow the leader by group, followed by practice sessions and a practice race on Friday. I was



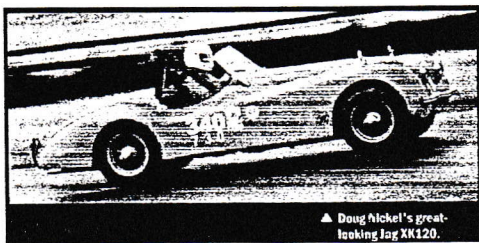
at an advantage relative to others since I had taken the Skip Barber Racing School. However, there were some who were clearly more skilled than me. The culmination of the weekend was the student race on Saturday. To my surprise, I was gridded ON THE POLE!!!!, with a Porsche 550k Spyder along side in position #2. As much as I would like to believe, that a Jag with a rookie driver can keep pace with a 550k with a rookie driver, this would not happen. The Porsche passed me coming out of Big Bend (the first turn), and I diced with a blue Turner for the remainder of the race. I held off the Turner and the rest of the field and finished 2nd. I returned home with my VSCCA driving certification.



The racing bug was biting hard. This led to more adventures. Ralph and I decided to share the Jag at the VSCCA Fall Finale in October. Off we went to Lime Rock Park again. Ralph raced in the over 2 litre group (fast) and I raced in Preservation (slow). I had a great time, and finished most races either at or ahead of my starting position. With VSCCA not keeping lap times or starting versus finishing results, the only way to measure personal performance is to rate where you start versus where you finish.

I was really starting to learn Lime Rock Park after Fall Finale. This is when Ralph asked "Do you want to enter "Turkey Bowl" at Summit Point in November? I immediately replied "Yes" with great enthusiasm. Another opportunity to race the Jag, and a new venue to boot!

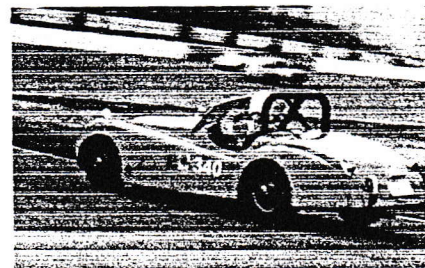
It was cold the Friday after Thanksgiving. This did not deter us, as we left in the wee hours of the morning to arrive at Summit Point by about 8 am. Did I mention it was cold? The sun was shining but the temperature reached maybe 35° by mid-day. A biting wind preceding a weather front kept us bundled up all day. Friday's practice sessions and group races kept me busy learning the track. Fortunately, Bob Schmidt sent me some in-car video of Summit Point that I spent hours viewing and reviewing in order to learn the line (or Bob's view of the line). Also, I found a web site with a description of a "hot lap" that offered advice regarding turn in, apex, track out, speeds, gear selection, and the line. By the end of Friday, I was beginning to feel a little comfortable with Summit Point. Then, the weather changed. Friday night it started to get cloudy, and all weather reports indicated a change for the worse...snow, freezing rain, sleet, rain...not the best for racing.



Saturday Morning. Overcast and cold. But we trudged on (being the

valiant race car drivers that we are – and wouldn't Sir William have wanted us to?). I managed to finish ahead of my starting position in most practice sessions and races, and had a few memorable dices. One was with a red Turner (I seem to be pestered by these little buggers). Then the weather got worse. After we left the track on Saturday, it started to rain...hard. Sunday morning I learned more about car control than any other of my prior adventures. By mid-morning, the rain stopped, but shortly after that it was time to go.

Spring 2000. The racing season begins! After a winter of disassembling the Elvas (I'm getting really good at taking things apart), Ralph asked if I wanted to go racing in the Jag. Not a hard question to answer. Our first weekend was



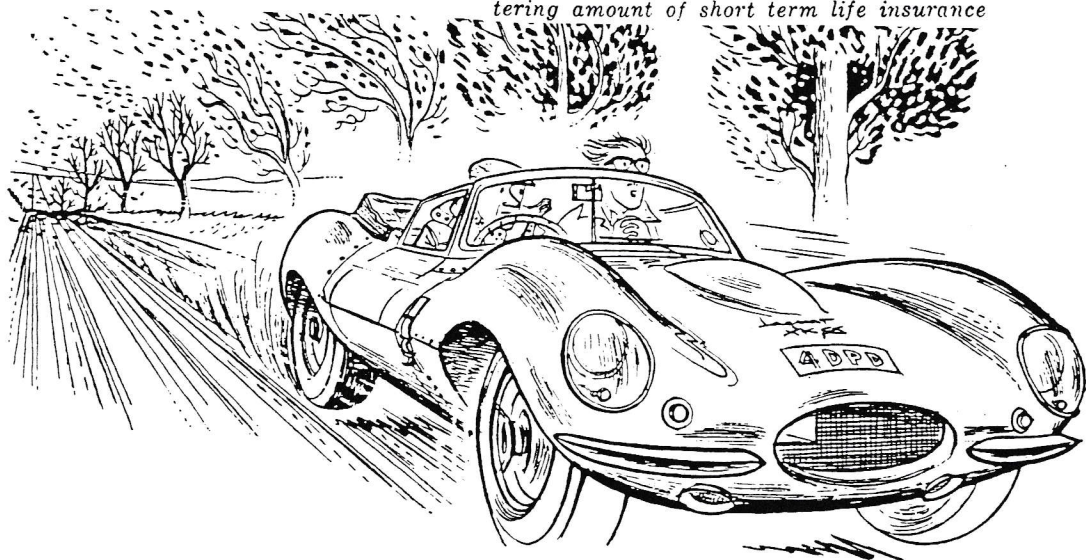
Pocono (many of you drove up to watch, thanks). This would prove to be my most interesting weekend yet. I had some adventures with various cars that kept me busy. Dan Leonard in his MG TC and I went back and forth several times. We even went as far as gridding ourselves together for some sessions to continue the battle. Buddy Coopersburg in his Porsche 356 and I had a memorably competitive session...I just couldn't figure out how to squeeze by him. After this session, Dave Milling (who was driving his

SS100) suggested I go into the first turn off the oval hotter and underneath cars before braking harder for the upcoming turn. I didn't have a chance to try this with Buddy, but it worked in gaining positions in other races. During practice sessions and group races all weekend long I kept my eye on Dave but we never had the opportunity to face off. In the last race of the weekend on Sunday I managed to sneak by the SS100 after being gridded four positions behind at the start.

Next stop - Lime Rock Park and the Jag Fest in early June. Oh, and I also competed in the Rally Round the Holly in May. That's another story that I'll save for a future article.

THE XK-SS SOLVES THE TRAFFIC PROBLEM

Speedier cars may be the answer to Britain's overcrowded highways. The faster the car, the sooner it vacates road space for others. With this in mind, Russell Brockbank and J. B. Boothroyd recently took out a Jaguar XK-SS and a flattering amount of short term life insurance



"I see the leaves are on the turn."

RESIDENTS on the test route will not need telling that we followed the line Guildford-Winchester-Salisbury. They will remember us.

There is only one of these motor cars in England, the rest having run off the edge, got stuck under milk tankers, or gone to America, where longer, wider and straighter roads, with fewer tractors towing hay wagons in the middle of them, enable short bursts or maximum speed to be achieved until such time as the police can organize road blocks ahead by short wave. As no more are to be made we had the additional satisfaction of knowing that we were testing the fastest museum piece in existence. The passenger, in particular, found such additional satisfaction welcome. He could do with some. His accommodation was grudging and limited, gouged out of the surrounding mass like a small hole in stiff, hot porridge (the exhaust system travels up his left leg before clotting on the car's left side exterior). His share of the dash cuts him sharply below

the kneecaps, or, later, when cringing sets in with the legs well drawn up, across the shinbone. The hand brake will be found to fit conveniently up his right sleeve. The driver, if his shoes aren't too wide, finds no difficulty in depressing the control pedals independently of each other, and can comfortably extend his legs to a squatting position. Over 100 miles per hour he feels the cold, and wonders if there is any quick way of transferring half a dozen hot pipes to his side of the car.

There are four hooter buttons, two of which are sited near the gearshift and tend to be sounded simultaneously with the change—just when, in fact, warning of approach is not needed. It was found wise in our case, when the passenger often wanted to hoot as well, to come to an agreement on whose fingers should fly to which button. This worked well, particularly as the driver tended to use the one in the center of the wheel, which, as it happened, wasn't one.



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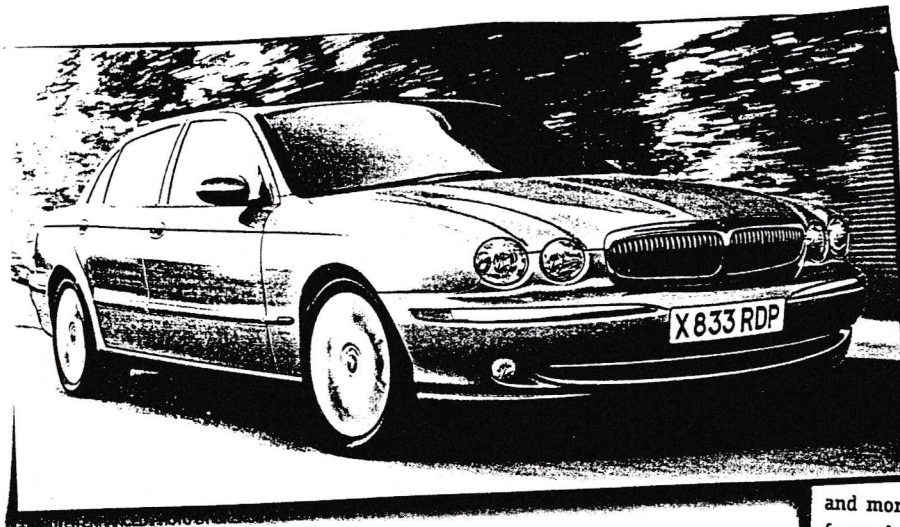
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JAGUAR XJ8

**BIGGEST CAT UPDATED
FOR 2003 MODEL YEAR**

▷Jaguar is taking an evolutionary approach to the redesign of its XJ series, our spies tell us. Similar in look to the current car, as well as the X-Type, the XJ8 will be longer, wider, taller and more powerful. The front wheels have been pushed forward, lengthening the wheelbase to allow for a roomier cabin, while the increased height will improve head room. Extensive use of aluminum is expected to reduce weight by 400 lb. The V-8 may grow to 4.3 liters and the super-charged XJR is expected to make 400 bhp.

—Mike Monticello

THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

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