



# The Jaguar's Purr

SEPTEMBER 2001

# The Jaguar's Purr

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
A chartered, non-profit corporation  
Founded in 1965 and incorporated in 1968.

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MEMBERS OR \$40 FOR ONE**

**JCNA BADGE \$30**

**DVJC BADGE \$10**

**DVJC LICENCE PLATE \$6**

**P&P \$3**

## SEPTEMBER CONTENTS

Calendar of Events  
The President's Message  
Franklin Mint Show  
Buckingham Township Concours  
Sports Car Touring Days  
Hagley Car Show  
Bryn Mawr/HCCP Antique Car Show Flyer  
Jaguar Auto Group Rally & Show  
British Club New Castle DE. AND BOARD MEETING  
J.D.Powers Quality Report  
Editor's Ramblings/Sir Sterling Moss Jag Racing  
Vince Gatto's SS Jaguar 100  
Classified Advertising



## CALENDAR OF EVENTS

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### September

- 7- 9 Watkins Glen Grand Prix Festival. For info  
[www.watkinsglen.com/gpfest](http://www.watkinsglen.com/gpfest) also member Ef Adnopoz
- 9 Sports Car Touring Day, Virginia
- 9 Franklin Mint Annual Car Show
- 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 Antique Car Show

### October

- 4 - 7 Carlisle Fall Show
- 5 - 7 20th Annual Fall British Car Festival, Waynesboro, Virginia  
In the beautiful & historic Shenandoah 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 AND DVJC BOARD  
BOARD MEETING
- 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

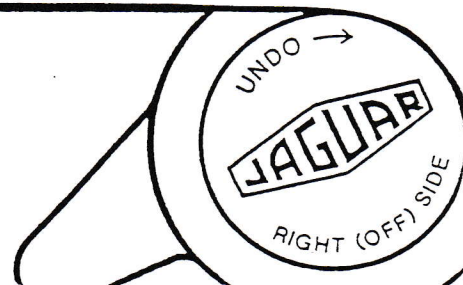
- 3 Great Britains Tech session. Anti lock brakes/winter care/new  
cars

### December

- 2 Annual Holiday Party

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PREZ SAYS

SEPTEMBER 2001

Our trip to the Jaguar A.G. M in Nashville, TN turned out to be the experience of a lifetime, Would you believe 211 Jaguars entered in a downtown concours setting in Franklin, TN with 25 "C" & "D" types, and 3 XKSS' present. Quite a concours!!

It's about 800 miles from here to Franklin so we made it into a two day drive. All activities were organized and head quartered in the Marriott Hotel . There were four D.V.J.C member families there with their cars. The Vince Gatto's, the Bill Beiswinger's ,Pat and I and the Jerry Kunkle's all of who's cars did well in the Concours

Pat & I arrived just in time to run the rally in our E-type which took us over 5 hours of country roads around Franklin. We never found out the rally results but we do know we did not come anywhere in the first three places. We were the 8<sup>th</sup> car to finish and they closed the last check point after we checked in out of 18 cars we were told. The following day Gary Hagopian ran the Slalom at the local high school parking lot. We had all sorts of Jags running against the clock from a SS 100 out of Chicago to a new X-type saloon that Jaguar Inc sent down for the show.

We visited the Jack Daniels operation one evening which was some 70 miles South. Sorry no free samples! We had Lynchburg Lemonade and then we went to dinner with 25 other JCNA members. Jerry Nell was good enough to follow along as sweep in case someone broke down

We had a very well run annual meeting chaired by V.P Judy Ferring after President Eric Schumaker resigned in the last month of his term. We now have a new J.C.N.A President from the North East region, my friend Gary Hagopian. Judy Ferring was again elected Vice President. Gary is with J.A.N.E and Judy with J.T.C

At the Marriott, where most of the Jaguar delegates and attendees stayed our parking lot was totally full of great Jaguars and of course we had police security. We were told that the first seven "C" & "D" types that were there had a combined value of \$10.5 million I heard no estimated value of all 25 including the XKSS's but one can well imagine. The exciting part is that I can never recall seeing so many of this type together at one time and perhaps never will again. I took a video of the whole group as they sat in the Franklin town center square. We even had a Lister Jaguar and Sir william Lyons 1924 motorcycle the "Brough Superior"

At the final awards banquet the Vince Gatto's took first in their class with their SS Jaguar 100 and it is very appropriate that Vince has given us an article in this issue of Purr covering this historic and outstanding car in detail. Pat and I took second in the Preservation class behind Gary Bartlett's XKSS, a million dollar car. Also we heard from the famous former Jaguar test driver Norman Dewis who would have tested everyone of those 25 "C/D/XKSS" we had on display and was part of the development team for all production cars from 1952 to 1985 He recounted tales from his 38 year career mostly at 100 mph. He estimated over 1,000,000 miles of testing for Jaguar at that speed. Also we heard from the Past President of Jaguar North America, Mike Dale and current President Mike O'Driscoll. Things are looking up for Jaguar and they expect the new X-type to increase sales dramatically

Our actual meeting turned out well with many issues being covered. Basically the group voted again this year to keep things as they are. The next A.G.M will be held in Kansas City, MO. March 21<sup>st</sup> 2002 .Full details will appear in the next Jaguar Journal

I must thank Chairwoman Kathy Nell and her assistant Lisa Hendricks together with their husbands Jerry & Tom for an excellent job and for the best ever A.G.M Also Jaguar Inc for their support of the event

We drove home in the rain through the Tennessee and Virginia mountains on Rt 81. I must admit to being frightened by the huge tractor – trailers who always seemed aggressive passing us in the pouring rain, downhill, and on curves. Our trailer was loaded heavily with a V-12 Jag from JTC that had broken down . The owner of this car drove our E-type and after a complete day of cleaning & drying our car was back to normal It was great to have the pleasure and honor to represent the Delaware Valley Jaguar Club at this JCNA Annual Meeting of which Mike O’Driscoll, President of Jaguar later said “I recently attended the 2001 JCNA Challenge Championship in Nashville, TN and was struck by the sheer enthusiasm, passion and dedication of all those who attended. It is that passion for Jaguar that must never be lost. I also believe that this further strengthens Jaguar’s position in the market “

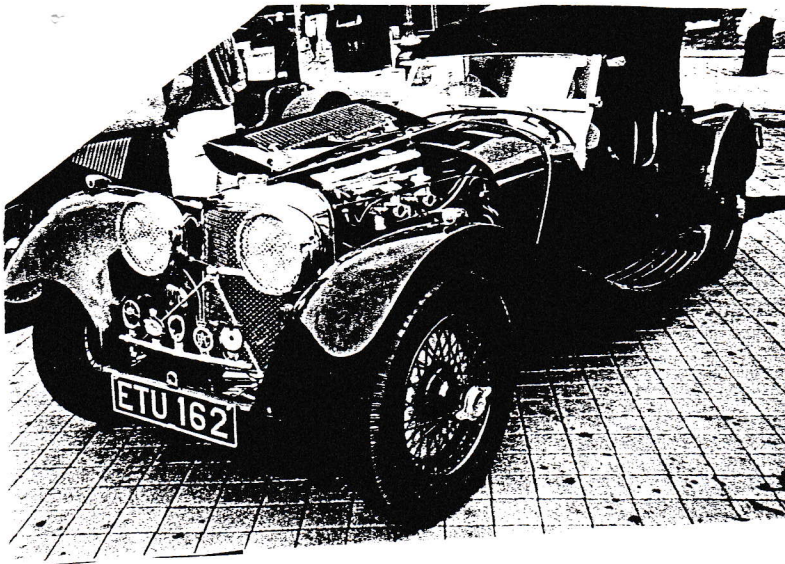
After saying in last months issue we have not got show flyers for JCNA concours in the North East section one for the Nations Capitol arrived and is in this issue See page 35 for the venue in the JCNA Journal Also the New Jersey Jaguar Touring Club Concours is on the 22<sup>nd</sup> of September. If you wish to try for additional National or Sector trophy recognition you must attend three JCNA events so here’s your chance.

The Editor’s article last month about Coy’s auction in England pointed out the importance of verification of originality. To that end we have our own authenticity process with the JCNA. Members can request the Heritage Trust to verify their Jaguars for a small fee of \$25. To participate in the Preservation Class 18 you must show your Heritage Trust Certificate when being judged. As an example, the great SŞ Jaguar 100 of Vince and Barbara Gatto has its complete Heritage proven with matching numbers for the Chassis, Motor and transmission. I have the correct JCNA forms to submit for your certificate.

It was announced on August 11 that effective September 1 that the North American operations for Aston Martin, Jaguar and Land Rover will be consolidated into one new organization. Mike O’Driscoll will be the President. This is a logical process as the three makes share many common systems, business practices and franchise partners.

KURT  
Kurt Rappold President

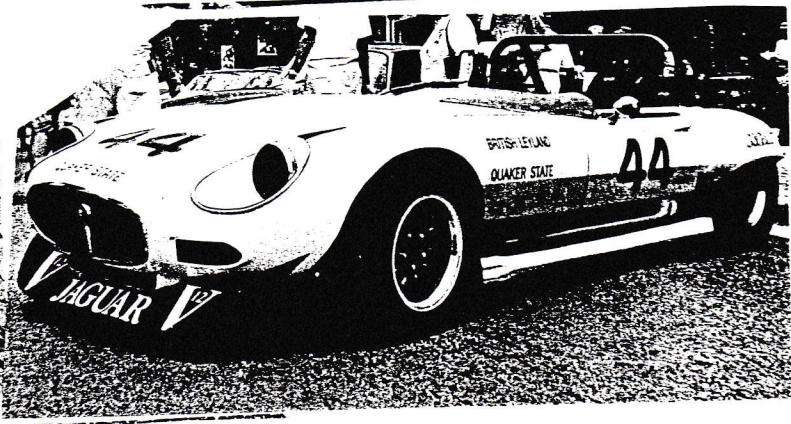
JCNA Challenge Championship in Franklin Tennessee



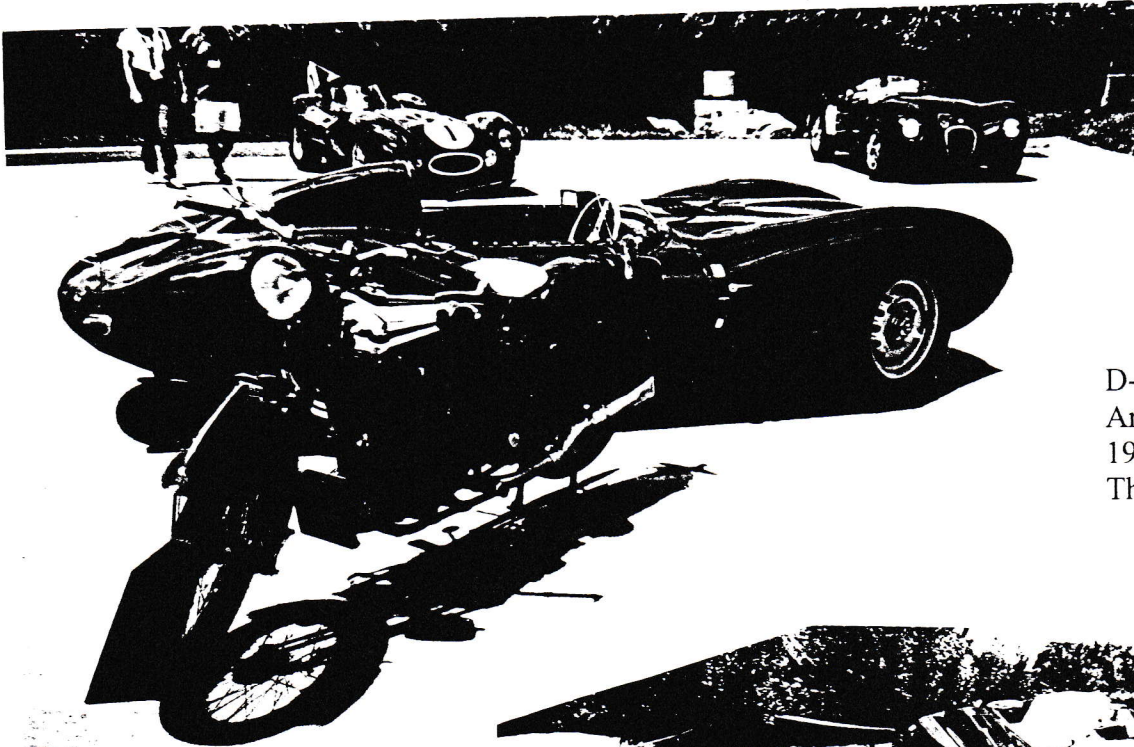
Jaguar Club of Tulsa, Inc.

The most correctly restored SS100 Larry West has ever seen.  
Owner: Vito & Barbara Gatto of Delaware Valley Jaguar Club

Group 44 race car  
Driven to championships by  
Bob Tullis

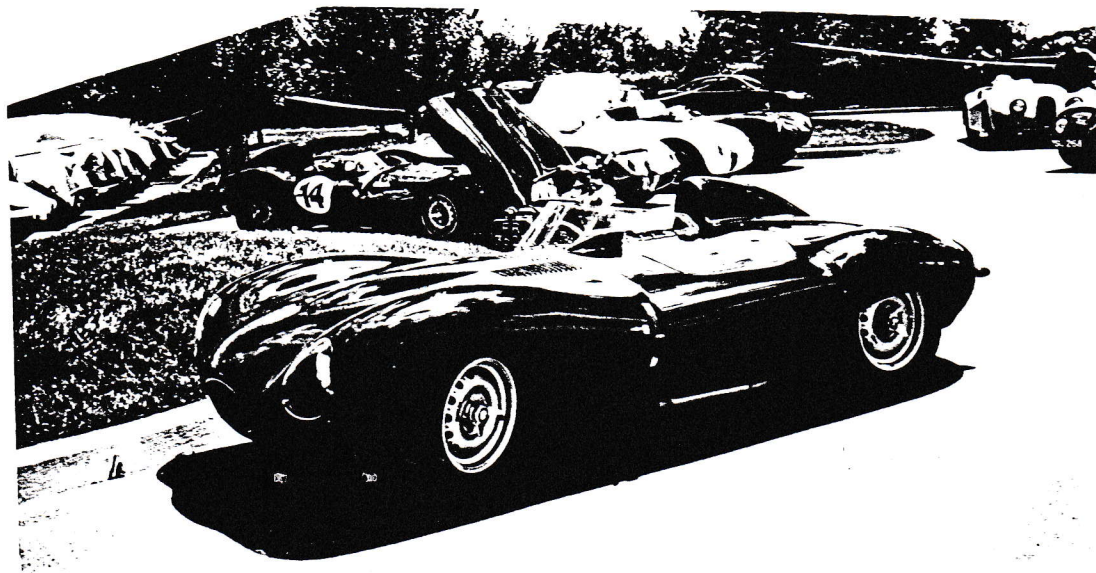


The photos above from the Jaguar Club of Tulsa  
Two other photos by Kurt Rappold



D-Types . a C-Type  
And Sir William Lyons  
1924 Motorcycle  
The 1924 Brough -Superior

A gagle of "D s" "C s"  
And XK's



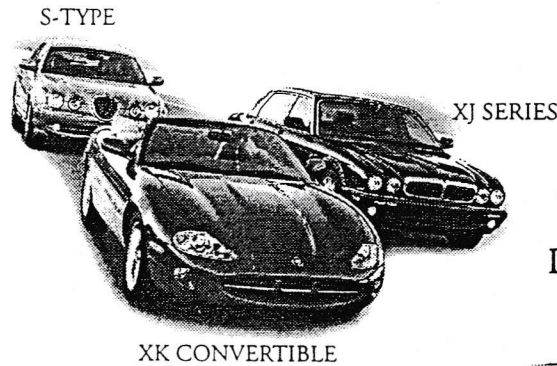
THE JAGUAR FAMILY. The XK Series,  
the XJ Series and the S-Type. Powerful AJ-V8 engines.  
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## SPORTS CAR TOURING DAY PRESENTS:

**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 overnigher, **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 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

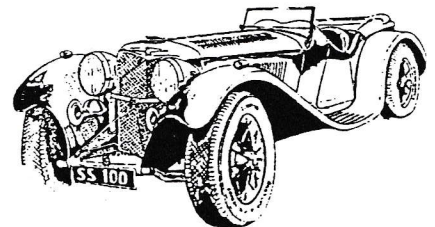
The roadways we have chosen to drive are some of the best around for scenery and roadbed quality. We are particular about the road surface since we value our car as much as yours. This is our eighth day drive and our third overnighiter and we expect these events to be as enjoyable as those in the past.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

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**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 16<sup>th</sup> of September from 8 AM to 4 PM

Rain date – Sunday the 23<sup>rd</sup> 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](http://www.Buckinghampa.org)**

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

Buckingham Township will be presenting their 3<sup>rd</sup> Concours d'Elegance car show to be held on Sunday the 16<sup>th</sup> 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

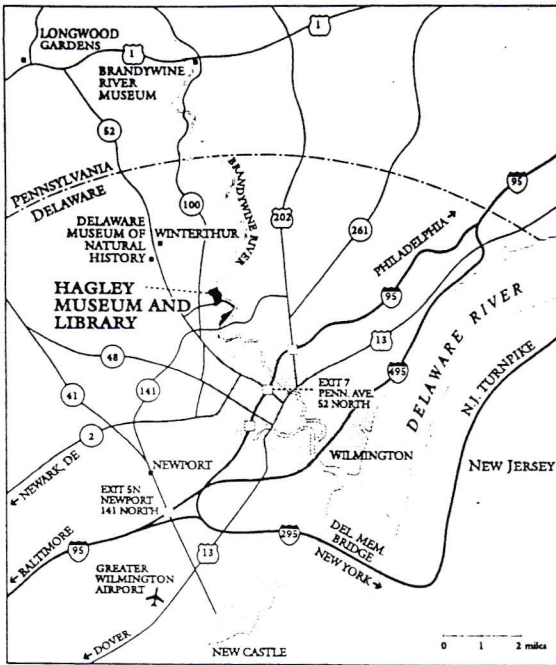
For additional information, please check out our website at [www.Buckinghampa.org](http://www.Buckinghampa.org)

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"



**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**

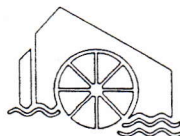
**A detailed map and directions will be sent in September.**

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**

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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.**

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**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.

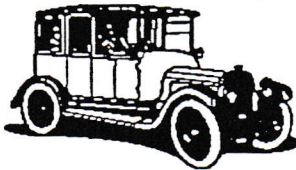
Are you willing to drive your vehicle in a parade at the Hagley Car Show if asked?     Yes     No

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

# 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       | 13. Modified Cars 1949 thru 1976   |
| 2. Model "A" Fords 1928-1931 | 11. Thunderbirds thru 1976            | 19. Commercial & 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? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Is this vehicle an AACA National First winner? <input type="checkbox"/> Yes <input type="checkbox"/> 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) toward 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-65 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.

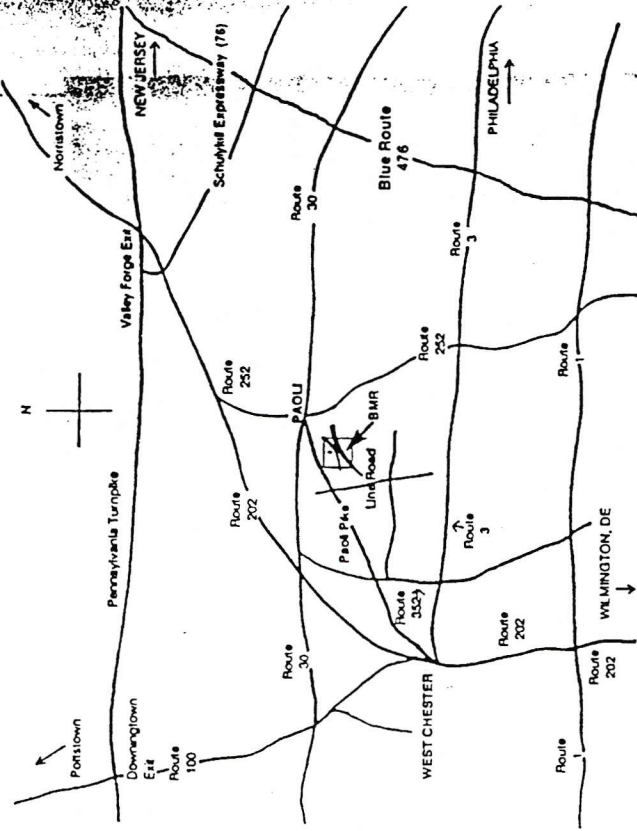
**FROM NORTHERN NJ OR NEW YORK CITY AREA:** Follow NJ Turnpike to Exit 6 (Pa. Tpk.). Take Pa. Tpk. to Exit 24 (Valley Forge). Take Rt. 202 south to Rt. 252 south (Paoli). Follow to Rt. 30. Turn right onto Rt. 30 west. Follow to Paoli Pike (Matthews Ford dealership). Make soft left onto Paoli Pike and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



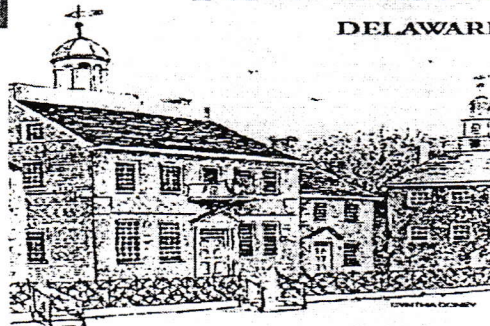
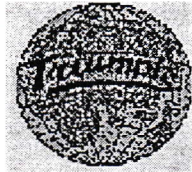
**Bryn Mawr Rehab**  
Jefferson Health System

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



# British Car Club of Delaware Annual Car Show Sunday October 7, 2001 New Castle, DE

## Come out and Celebrate the 350<sup>th</sup> Anniversary honoring New Castle, Delaware



HISTORIC  
New Castle  
DELAWARE



**THE COURT HOUSE**  
*The First State's First Capitol*

### Car Classes

Big Austin Healey's  
MGB/C/GT- Chrome bumper  
Triumph TR2/TR3/TR4  
Jaguar Sportscars  
Spurious MGs

Sprite's and Midgets  
MGB/GT -Rubber bumper  
Triumph TR 250/TR6/TR7/TR8  
Jaguar Saloons  
People's choice (includes all cars entered in show)

MGA's & Older  
Other British Sportscars  
Other British Saloons  
Metropolitan

**Where:** Beautiful historic New Castle's Town Square, on the Delaware River.

**Registration:** Due to space limitations pre-registration is recommended.  
\$10 registration fee includes *free T shirt* for all cars registered by September 21<sup>st</sup>, 2001.  
\$15 per car registered after September 22, 2001.  
Car show registration table will be open from 10 am to 12 pm.  
Pick up registration packet at registration table as you enter the car show.

**Trophies:** Trophies will be awarded based on the number of pre-registered entries in each class. *(Must be present to receive trophy)*

A trophy will also be awarded for longest distance traveled. *Donated by Cloverleaf Auto Service*

**Voting:** Popular voting until 1pm. Trophies presentation at 3 pm, by club officers.

**More information** Ray Easterby 302 456-0698 email: Reasterby@aol.com

Registration Form-Use a separate form for each car.

Make check payable to: "British Car Club of Delaware"

Send with this form to: Ray Easterby 661 Arbour Drive Newark, DE 19713

NAME \_\_\_\_\_ Telephone No. \_\_\_\_\_

ADDRESS \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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

**Waiver of liability (must be signed to enter show)**

Neither I nor my heirs will hold British Car Club of Delaware or the town of New Castle liable for any damage to me or my car while engaged in or traveling to or from this event.

Signature \_\_\_\_\_



**NCJOC Concours d'Elegance  
Sunday, September 16, 2001**

**REGISTRATION FORM**

Please print clearly, one form per entry. Use additional forms if necessary.

ENTRANT'S NAME: \_\_\_\_\_ JCNA # \_\_\_\_\_  
(required for concours)

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ HOME CLUB: \_\_\_\_\_ CLASS: \_\_\_\_\_

ENTRY YEAR: \_\_\_\_\_ ENTRY MODEL: \_\_\_\_\_ COLOR: \_\_\_\_\_

VEHICLE ID NUMBER (VIN)\*: \_\_\_\_\_ LICENSE PLATE NO\*: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL ADDRESS: \_\_\_\_\_

Please check appropriate boxes:

	<u>Pre-Registration</u>	<u>Day of Show</u>
<input type="checkbox"/> CONCOURS CLASS (Championship)	\$25	\$40
<input type="checkbox"/> CONCOURS CLASS (Driven)	\$25	\$40
<input type="checkbox"/> DISPLAY (British Only)	\$15	\$25
<input type="checkbox"/> FOR SALE (British Only)	\$25	\$35
<input type="checkbox"/> VENDOR SPACE (Single)	\$40	\$50
<input type="checkbox"/> VENDOR SPACE (Double)	\$80	\$90

\* Requested by JCNA

**RELEASE OF LIABILITY**

I hereby agree to enter the car described above in the Concours d'Elegance on September 16, 2001, in the categories indicated. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, the Nation's Capital Jaguar Owners Club, the Concours Committee and Montgomery College from any and all liabilities for injury, damages, or loss arising from my entry, attendance, or participation in the activities.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Please make checks payable to *NCJOC Concours 01* and mail together with this form to:

Jim Lindquist  
Concours Registration  
4517 Legato Road  
Fairfax, Virginia 22030  
(703) 631-1034  
e-mail: pcnewbie@erols.com



May 18-20, 2001

## J.D. Powers and Associates 2001 Quality Study

Among the brands improving this year are Europeans **Jaguar** and Saab, which have gotten new investment from U.S. owners. **Jaguar**, owned by Ford, moved to second in the rankings from 10th last year. Saab, owned by GM, moved to fifth from 12th. If that trend continues, Land Rover and Volvo, both acquired by Ford Motor in the last 2 years, could be expected to start showing improvement.

J.D. Power and Associates' Initial Quality Study (IQS) ranks new cars and trucks according to how many problems per 100 vehicles that owners tell Power they experienced the first 90 days. Fewer is better. Power doesn't disclose below-average scores. Those were obtained by USA TODAY from industry sources. Results for 2001 show each brand's overall number of problems per 100 vehicles. Results for 2000 also show the brand's rank that year in parentheses.

Brand	2001	2000	1999 rank	Brand	2001	2000	1999 rank
1. Lexus	85	107 (2)	6	19. Nissan	148	157 (19)	11
2. <b>Jaguar</b>	<b>108</b>	139 (10)	1	20. Lincoln	149	144 (14)	12
3. Acura	118	95 (1)	4	21. GMC	153	178 (27)	29
4. <b>BMW</b>	<b>119</b>	95 (1)	4	22. Volvo	154	154 (17)	14
5. Saab	121	140 (12)	20	23. Jeep	155	191 (29)	33
6. Toyota	121	122 (5)	7	24. Oldsmobile	159	161 (21)	23
7. Buick	123	135 (8)	2	25. Ford	162	166 (22)	19
8. <b>Infiniti</b>	<b>123</b>	110 (3)	3	26. VW	165	203 (33)	32
9. Cadillac	126	149 (16)	9	27. Pontiac	167	170 (25)	25
10. Mercedes	129	137 (9)	13	28. Mitsubishi	169	169 (23)	29
11. Honda	135	130 (7)	8	29. Dodge	170	179 (28)	24
12. Chrysler	137	155 (18)	10	30. Daewoo	176	214 (35)	n/a
13. Saturn	139	169 (24)	20	31. Subaru	183	202 (32)	22
14. <b>Audi</b>	<b>140</b>	144 (13)	17	32. Hyundai	192	206 (34)	28
15. <b>Porsche</b>	<b>140</b>	125 (6)	15	33. Isuzu	192	196 (31)	34
16. Mercury	143	148 (15)	25	34. Land Rover	207	195 (30)	31
17. Plymouth	145	140 (11)	15	35. Mazda	209	158 (20)	17
18. Chevrolet	146	171 (26)	27	36. Suzuki	234	228 (36)	35
<b>Industry Average</b>	<b>147</b>	<b>158</b>		37. Kia	267	256 (37)	36

Source: J.D. Power and Associates, USA TODAY research



23<sup>rd</sup> ANNUAL

# INVITE ALL BRITISH MARQUES TO THEIR AUTUMN MEET

Saturday, October 6<sup>th</sup>, 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!

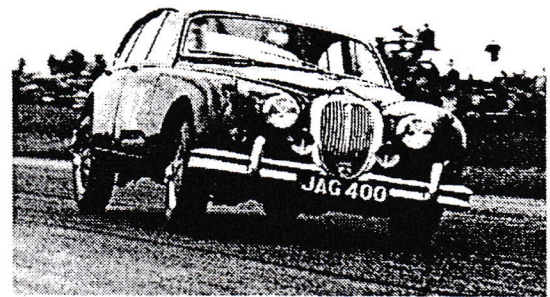
This excellent summary of Sir Sterling Moss's involvement with racing Jaguars was extracted from the Jaguar Model Clubs current magazine. Thank you Gary Oxley for the information. See the Jaguar Model clubs advert in this magazine and join the club

## STIRLING MOSS & HIS JAGUAR RACING CAREER

I thought it would be of interest to show all the Jaguar cars Stirling Moss drove throughout his career. Especially as he is to sign this years club model. The list also shows special bodied cars with Jaguar engines :

### RACES :

September **1950** - RAC Tourist Trophy, Dundrod, N. Ireland - XK120 Roadster 'JWK 988' # 7 ( One of the six works aluminium cars ) - **1st**  
 April **1951** - Mille Miglia, Italy - XK120 Roadster 'HKV 500' - Retired ( Brake Problems )  
 May 1951 - BRDC International Trophy, 1 Hour Production Sports Race - XK120 Roadster 'JWK 675' # 26 ( First steel bodied XK120 ) - **1st**  
 June 1951 - LeMans 24 Hour - C-type # 22 - Moss / Walker - Retired  
 September 1951 - RAC Tourist Trophy, Dundrod, N. Ireland - C-type # 7 XKC002 - **1st**  
 September 1951 - Madgwick Cup, Goodwood, Sports Car Race - C-type - **1st**  
 September 1951 - Madgwick Cup, Goodwood, September Handicap - C-type - **1st**  
 March **1952** - Lyon-Charbonnieres Rally - XK120FHC - 2nd in class, 15th overall.  
 April 1952 - Earl of March Trophy, Goodwood Easter Handicap - C-type - 4th  
 May 1952 - Mille Miglia, Italy - C-type # 619 XKC003 - Moss / Dewis - Retired  
 May 1952 - BRDC Silverstone - Touring Car Race - MKVII 'LWK 343' - **1st**  
 May 1952 - BRDC Silverstone - Production Sports Cars - C-type - **1st**  
 May 1952 - BRDC Silverstone - The Race of Champions - XK120 Roadster - **1st**  
 June 1952 - Monaco GP - C-type # 78 - Disqualified  
 June 1952 - LeMans 24 Hour - C-type Longnose #17 - Moss / Walker - Retired  
 June 1952 - Reims Sports Car Race - C-type # 50 XKC005 ( Tommy Wisdom's own car, first win on disc brakes ) - **1st** ( 2001 Club Model )  
 August 1952 - Daily Mail Trophy, Boreham - Sports Car Race - C-type XKC005 ( Tommy Wisdom's car again ) - **1st**  
 August 1952 - Goodwood 9 Hour Race - Moss / Walker - C-type - Retired  
 August 1952 - Turnberry, Scotland - C-type - **1st** in heat, **1st** in final.  
 September 1952 - Goodwood - Sports Car Race - C-type - 2nd  
 October 1952 - Charterhall, Scotland - C-type - 2nd  
 November 1952 - Daily Express Rally - XK120FHC - Class Award, 13th overall  
 April **1953** - Mille Miglia - C-type - Moss / Mortimer Morris-Goodall - Retired  
 May 1953 - BRDC Silverstone - International Trophy - Production Touring Car Race - MKVII 'LWK 343' # 40 - **1st**  
 May 1953 - BRDC Silverstone - International Trophy - Sports Car Race - C-type #40 - 7th ( He rolled this C-type over in practice )  
 June 1953 - LeMans 24 Hour - C-type '164 WK' # 17 XKC053 Lightweight - Moss / Walker - Retired  
 June 1953 - British Empire Trophy, Douglas, Isle of Man - C-type - 2nd in heat three, 4th in final.  
 July 1953 - Reims GP 12 Hours - C-type XKC012 - Moss / Whitehead - **1st**  
 July 1953 - Jubilee GP, Lisbon, Portugal - C-type - 2nd  
 August 1953 - Goodwood 9 Hour Race - C-type # 1 XKC012 - Moss / Walker - Retired  
 September 1953 - RAC Tourist Trophy, Dundrod, N Ireland - C-type - Moss / Walker - 1st in over 3 Litre class, 4th overall.  
 May **1954** - BRDC Silverstone - International Trophy - Production Touring Car Race - MKVII 'LWK 343' - 3rd ( Starter jammed on line )  
 June 1954 - LeMans 24 Hour - Shortnose D-type 'OKV 2' # 12 - Moss / Walker - Retired  
 July 1954 - Reims 12 Hour Race - D-type - Retired  
 September 1954 - RAC Tourist Trophy, Dundrod, N. Ireland - D-type - Moss / Walker - 18th ( Lost oil pressure )  
 May **1960** - BRDC Silverstone - International Trophy - Touring Car Race - 3.8 MKII Equipe Endeavour 'JAG 400' # 42 - 2nd



Stirling Moss didn't like the MKII, he only drove one ( JAG 400 ) in his career. He came 2nd, at Silverstone. He said it was more nervous, and less forgiving than the MKVII.

### JAGUAR ENGINED CARS :

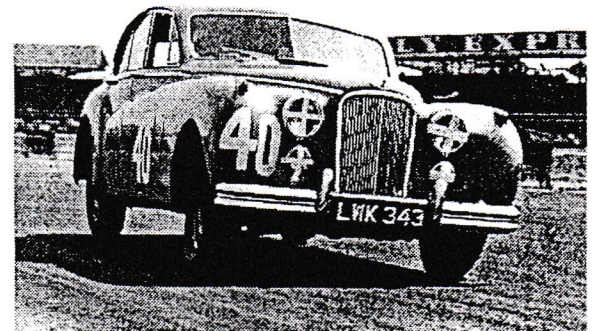
July **1958** - British GP, Silverstone - Sports Car Race - 'Knobbly' Lister-Jaguar 'MVE 303' # 29 - Moss / Allison - **1st**  
 March **1959** - Sebring 12 Hour Race, USA - Costin Bodied Lister-Jaguar - Moss / Bueb - Disqualified

### RECORD BREAKING :

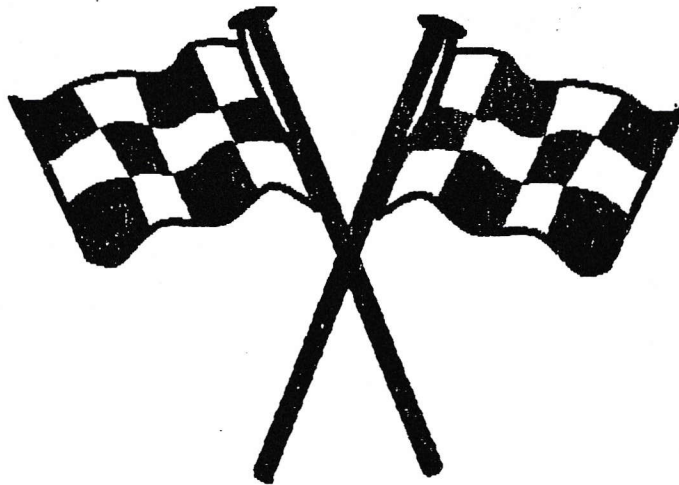
August **1952** - Montlhery, France - XK120FHC 'LWK 707' - 7 Days, 7 Nights averaging 100.31 mph - Moss / Johnson / Fairman / Hadley  
 I must say, before I researched Stirling Moss and the Jaguar's he drove, I didn't realise how successful he had been in his exploits behind the wheel of Sir William Lyons creations. Out of 37 Jaguar drives, he won 14 times ( 15 if you include the Lister from 1958 ) and was second 5 times. The rest of the time the machinery either failed him, or he fell off !!

*I take my hat off to you, Sir Stirling.*

Stirling Moss had great memories of the MKVII, here is what he said . . . . What a fabulous car, I have the warmest affection for the old MKVII, because although it looked like a great waddling dumpling and it made such a business of going round corners, it was actually very well balanced and light to drive. On tight corners, I had to stretch my leg across to brace myself against the opposite door, otherwise I would slide across the seat like the carriage on a typewriter !!! He was of course talking about LWK 343.



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Plan a  
**Winner?**



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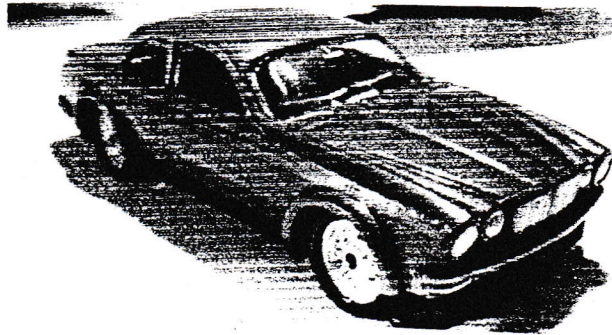
Mutual Funds offered by MetLife Securities, Inc., New York, NY 10010  
Metropolitan Life Insurance Company, New York, NY 10010

L0011HQKY(exp1105)(DE,NJ,PA)-LD

## Auctions.

O In the last issue I told you what Sir Elton John realized at auction for his XJ220 (\$331,000) and I can now tell you that he got \$121,125 for his red Series 1 E-Type Roadster, registration number OKE 1.

O Also in the last issue I told you about the rare Dinky Toys model of Steeds New Avengers XJC which was to be auctioned at Christies with an estimate of \$3000. It sold for a whopping \$3878. Here is a picture of it. Go look in your toy box!



O Here is the full list of prices made at the "Jaguar Legend Sale" at the Rockingham Motor Speedway Historic Festival May 26 – 28 Before the main event the scene was set by the sale of automobilia. There were some fifty lots of original C, D and lightweight E-type parts from the Walter Hill collection. As an example a D-type rebuilt rev counter, expected to make \$600-750 sold for \$7,200 and a light-weight E-type five speed ZF gearbox with an estimate of \$6000-9000 fetched \$15,300. Here are the full results of this unique Jaguar sale:

X 1955D-type XKD505 \$588,330

X 1950 Aluminium XK 120 Roadster \$82,500

X JWK 651 ex works aluminium 1950 XK120 Raced at LeMans, the Mille Miglia \$346,275

X 1992 XJ220 from a private museum \$170,500

X 1949 XK120 Lightweight rare RHD aluminium example original, but modern metallic paint \$93,000

X 1952 RGS Atalanta-Jaguar Dick Shattock's race prototype \$75,000

X 1952 XK120 Roadster Broadspout number '9' Final bid \$70,500 unsold

X 1950 XK120 Roadster Broadspout number '10' visually modified \$66,000

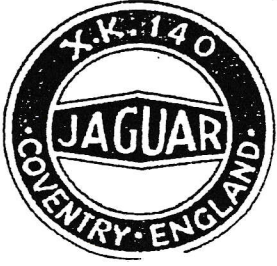
X 1970 E-type Series 2 Roadster ex Denis Jenkinson in good condition \$60,000

X 1959 XK150SDHC original and unrestored; 42000 miles \$43,400

X 1951 XK 120 Roadster Ex-works; ex-John Lyons KRW 923 Unsold final bid \$42,500

X 1958 XK150 Roadster LHD, lightly modified; undistinguished restoration \$46,500

X 1933 SS1 Coupe Worn interior \$40,500



X 1951 XK120 XK 120 Roadster, Shabby but very retrievable \$39,675

X 1961 MK2 3.8 MOD The HBE-modified 277 \$36,425

X 1977 Daimler Double Six Coupe. Possibly best in existence; Jaguar Drivers Club Supreme Concours Championship winner \$28,500

The sale that really was astounding was the \$346,275 for the aluminium bodied XK120. This must be a world record for an XK120 but it has a great history...LeMans, two Mille Miglias, RAC Rally and record breaking with Sterling Moss. Even so it's an amazing amount of money. Perhaps it is the continuing upward trend for old Jaguars.

#### FORMULA 1

O I read an article recently with an interesting question. "Why do major car companies enter and the invest millions in Formula 1 racing.?" It seems the answer is "Fear" and to get dollars to invest they have to convince their directors of the many benefits of the exposure they will get by participating in a sport which has the largest viewing audience of 500 million worldwide! This is why we see Jaguar, Ferrari, Williams-BMW, McClaren- Mercedes and all the Honda engined cars etc.. Next year will see Toyota enter the fray and it is rumored that Porsche will not be far behind. It will be argued that the technical innovation they put in the race cars can be passed on to the everyday consumer. The flipside of course is that non-performance can be just as damaging as winning can be beneficial so the heat is on all teams to perform. You have to say that in the last race in Germany Pedro De La Rosa was going really fast when he smashed his Jaguar up and it made a real impression!!

#### 1,000 E-TYPES

O The Jaguar Enthusiast Club in the UK organised an E-type bash at Donnington Park June 9-10 to celebrate the cars 40th birthday. More than 400 cars turned up on the Saturday and an amazing 1000 on the Sunday. Jaguar-Daimler Heritage Trust provided special exhibits including 77RW, the earliest known roadster, the one off XJ13 & the Group 44 V12 racer, 9600HP the Geneva Show car, E2A the racing prototype, 848 CRY the car used in the movie "The Italian Job" Commemorative end-of-run Series 3 models, numerous lightweights and other early production cars.

#### QE 2 GETS NEW CAR

O It seems Queen Elizabeth is getting a Jaguar or a Daimler. That's the good news. The bad news is that according to a report in the British Guardian Newspaper a Jaguar employee has resigned over pornographic magazines and painted swastika found in her new car. Bomb-proofers found the items when they removed panels in the car to modify it. A Jaguar spokesman was quoted as saying "It is one of those old traditions where people used to write things behind the seat panel.....but on this occasion, it was not very funny" I hope she will not be too disappointed when she goes rummaging about behind the seats! Now don't go taking all the panels out of your cars!







#### THE 2002 RANGE

O We have now read a lot about the X – type. Other models I believe for 2002 will be an increase from 5 to 6 of the Xj sedans. The XJ8L will go. In its place will be the XJ8 Sport, an XJR without the supercharger and the limited edition XJR 100, with anthracite exterior, black interior, smoked wood trim and Brembo brakes. Others in the range are XJ8, XJR, XJ8 Vanden Plas, and Super V8, which is the old supercharged version of the XJ8 Vanden Plas with a new name. The XK range will have minor trim changes. A limited edition is to be called XKR100 This will be much the same as the XJR100 sedan but more brushed aluminium trim. There are no changes to the S-type.

#### GOOD SALES AT GREAT BRITAINS

O I was visiting Great Britains , The Jaguar Dealership, and they told me that the X-type was selling well. Even though they have a number of models on display they have a delivery backlog. It really is a stunning car for the money.

#### QUOTE OF THE YEAR

O In an interview with Lord Montague Of Beaulieu, Founder of the UK National Motor Museum, Classic and Sports Car Magazine asked “ Name an essential tool that all classic owners should carry at all times?” Response “ A mobile phone”

#### O NEW HOPE

Thirteen Of our cars made it to the New Hope Show. In our part of the show and behind us was a good showing of Mercedes and behind them a very good line up of Rolls Royces & Bentleys. To the surprise of us all an unknown gunmetal SS100 also appeared but it joined another group. Kurt Rappold chased him but he wanted to stay with his club. The day started out damp and stayed that way for an hour or two. Later it started a fine drizzle which developed into heavy rain.. Paul Racette & Mike Tate had open tent covers over their cars and they became a good rallying point for the gathering and punters as well. If we'd charged a \$1 we could have made a little money for the club. For judging our cars were placed in two groups :- Sports cars and Saloon as follows Sports Cars Vince Gatto SS Jaguar 100 (1) Bill Beiswinger E-Type 2+2 (1) Al Pincus E-Type 2+2 (3) Paul Racette E-Type Coupe, Gary King E-Type roadster , George Carr XK150 Coupe, Bill Simpson XK 120 Coupe Saloons Gary King MK 1X (1), Adam Hepburn XJ 12 Series 2 (2), Mike Tate MK 2 (3) , Charlie Olson XJ6 Series 3, Sanford Marcus Daimler Majestic Major. Vince Gatto's SS Jaguar 100 was voted by members as the popular choice. The judging was NOT intense and the numbers in brackets (1to3) indicates the first three positions in each group. Sanford Marcus's Daimler was a really nice example of that regal marque. Kurt tried to interested him in joining the club as we would really like to have him

#### NEW MEMBERS

R. Iain Haight- Ashton of New Hope joined the club at the show He has a 1985 Vanden Plas Saloon and a 1990 XJ 40. Also joining the club from Thorofare New Jersey are Thomas and Arline Moore who own a 1995 Red XJ S Convertible. Welcome to you all!

Michael Tate  
Editor

*Michael.*

## Technical Tips

### Splined Hubs

Spoke wheels are both neat and neglected. Nearly all spoke wheels, which are original equipment on Jaguars, are of the 52-mm Rudge Whitworth Spline drive type. They require some maintenance, especially the splines. The splines should be cleaned periodically and re-greased.

If you wait too long to regrease the splines, the lubricant dries out and the wheel may even become stuck on the splines. If this happens, use penetrant and patience. Probably the best penetrant is kerosene or diesel oil (referred to as paraffin in older manuals). Jack the car up, block it, and remove the knock off nut. The wheel will usually move a little bit but will not come off. Soak the area between the wheel and the hub splines with penetrant. Move the wheel around for a minute or two and keep the splined area wet with penetrant. Be patient and do this often over the course of a day or two. Do not force the wheel off by beating on the back side. Usually after much soaking, patience, and wobbling the wheel around, it will come off.

After it is off, clean the internal wheel splines and the external hub splines thoroughly and examine them. You will notice a wear pattern on the hub splines particularly. As the splines wear, they allow the wheel to work back and forth, accelerating the wear until either the wheel splines or the hub splines give way on hard braking and strip the splines so that the the wheel turns on the hub. Once this happens the wheel spline and hub spline must be replaced.

It is better to replace before the spline strips rather than after. The question arises - how much wear is acceptable? The generally accepted gauge is that when the hub splines become sharp on the peak, they are worn out (new splines have a flat area on the peak about .010 to .020 inch wide). Compare the large worn area of the spline to the small unworn portion. If you have been doing your maintenance and kept notes and/or remember how it was, you can get a feel for the rate of wear. If the hubs are cleaned and re-greased periodically (often enough) and the knock offs are tightened sufficiently, wear will be negligible. The splines should last a long-long time, nearly forever! Drive your car often, daily or at least weekly if possible.

### XK engine dipstick

On most of the older Jags it is sometimes difficult to check the oil in the engine because it's hard to see the hole in the block where the dipstick goes. Since it is best to check the level before the engine is started, it's kind of dark down there because the car is in the garage. Clean off the little flat area around the hole with some spirits or solvent and paint it white. Brushable white-out works good here. (This small white area was standard on some of the later E-Types).

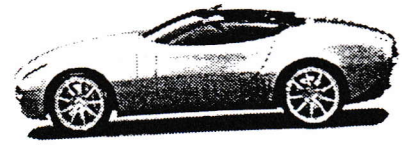
## TECHNICAL STUFF

### The Four Laws of Mechanics

1. If it jams, force it. If it breaks, it needed replacing anyway.
2. Any tool when dropped will fall into the least accessible corner.
3. After your hands become covered with grease, your nose will begin to itch.
4. There is no mechanical problem that cannot be solved by brut strength and ignorance.

### Wire Wheel Cleanup: It's All in the Tools

I've been hunting around for a better way to clean wire wheels, and I think I've found it. The secret is to use a paintbrush. You'll want to use a three inch, natural bristle brush. Go to a real paint store for this. A professional quality brush will have very long bristles, which can be manipulated deeply into the spokes, this is the key. The first step is to wash the rim by brushing it with a solvent. Tar remover or kerosene will remove aggressive stuff like tar and grease. Use the brush to work it in well. A brush with long, flexible bristles will allow you to work into all the nooks and crannies. Next, fill a bucket with hot water and car washing detergent. Brush this in the same way to remove all the solvent as well as any remaining dirt. Rinse off the wheel with a hose, using lots of water. Blot up as much water as you can with a rag to prevent water spots. Next, pour about an ounce of *Armor All* into a small container. Brush this on the tires, let it soak and wipe off the excess. The result will be a show quality wheel. By Mike Frank, JTC.  
[Reprinted from *The Jaguar's Roar*, Volume XXXVI, No. 7, July, 2000, A publication of the national Capital Jaguar Owners Club.]



## My "Heaven Sent" 1938 3.5 litre SS Jaguar 100 BY Vince Gatto

Why "Heaven Sent?" Because it took the participation of two Priests and an American Indian to ensure I satisfied a long time dream and prayer to get an SS Jaguar 100  
It was 1968 when my interest in Jaguar cars was first aroused. I was in a Motorcycle shop in Scranton and a Vietnam Vet, on his way to college, brought in a 1965 E-Type Jaguar as a trade for a Triumph motorcycle. I did not buy this E but I did buy some Jaguar reference books and it was in these that I first saw what I believed to be the most beautiful car in the world. This led to a plan to one day find and purchase a Jaguar SS 100. At first I said it was impossible as they had made so few that I believed that non of them would have survived so I purchased and enjoyed a number of other cars including an E-Type and an XK140MC while continuing to search

The SS 100 was one of the very first sports cars and was manufactured by Swallow Sidecars in Coventry, England and was one of the first of their cars to incorporate the name "Jaguar". "Jaguar" first appeared on the SS1 in 1936. SS was stamped in several prominent places on the car. During World War two these initials reminded the British of the Schutzstaffel, the SS troops of the German Army. The inclusion of the name "Jaguar" softened the "SS" initials and in 1946, after the war, they were dropped from the name. "Jaguar" now stood on its own. Consequently there are very few early cars either with the name "SS" (the very first cars) or "SS Jaguar" so obtaining one was not easy and it was not until one day a man from Syracuse, who was looking for parts for a Packard and I helped him find them, told me that he had a friend who owned one which was possibly for sale. The owner was an American Indian in his 80<sup>th</sup> year and he was, rightly, very attached to this unique car and it took another four years before he agreed to sell!! twenty three years had passed since my early Jaguar introduction in Scranton in 1968.

The owner had obtained the car in 1955 from an Anglican Priest in England who had purchased it new in 1938. Later I tried to locate this original owner through a Priest in Scranton and found he was aged 90 and in a nursing home in England. Regrettably before I could talk to him he had died.

When the American Indian closed the sale with the British Anglican Priest he went to New York City to pick up the car when it arrived. It was a cold, winters day. The car had no heater but it did have its original "side curtains"(side windows) . He drove it home with his wife, freezing all the way. He said it was the most exciting day of his life, going to the docks, seeing the car for the first time , starting it up and driving home. Syracuse is a long way from New York..

When I got the car in 1991 it had been painted blue some 25 – 30 years earlier. All numbers matched which is most unusual in a car which was then 53 years old. Once I had the car I drove it around for 6 years going to shows – Philadelphia, Rhinebeck, New York etc. The car was a delight and brought both my wife and I so much enjoyment but also to people who saw it who were interested in its unusual history and the fact it was very original. I then decided that it should be restored to its former glory.

So began a two year restoration project. The objective was to not over restore but to return it as close as possible to the day in 1938 when it left the factory with the Anglican Priest who very likely went to Coventry to collect it. It was Number 46 off the manufacturing line.

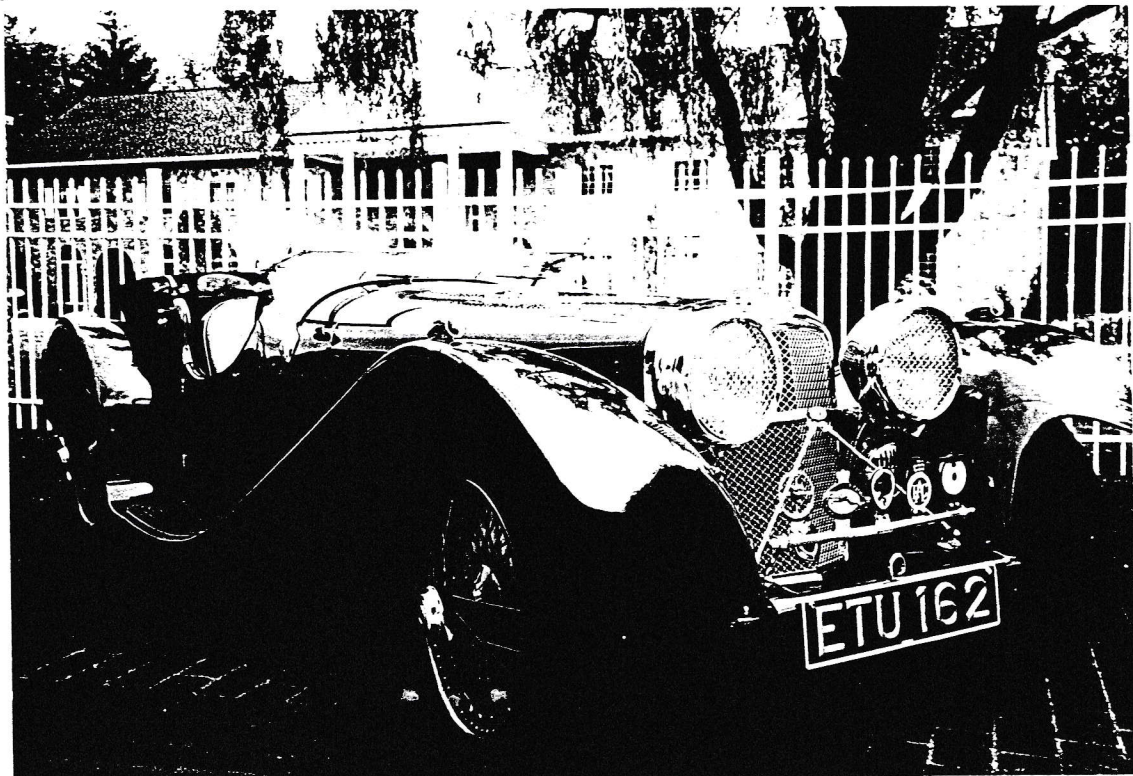
When the blue top coat of paint and then multiple layers of other paints were removed it was discovered that the original color was gunmetal with a special interior believed to be white. There was no color code for gunmetal so we decided that, as maroon was an offered option in 1938 , the restored body would be painted this color The body of the SS 100 is made up of fragile aluminum panels laid over a wooden framework When manufactured panel beaters shaped the body parts for each individual car. So new panels could not be got off the shelf

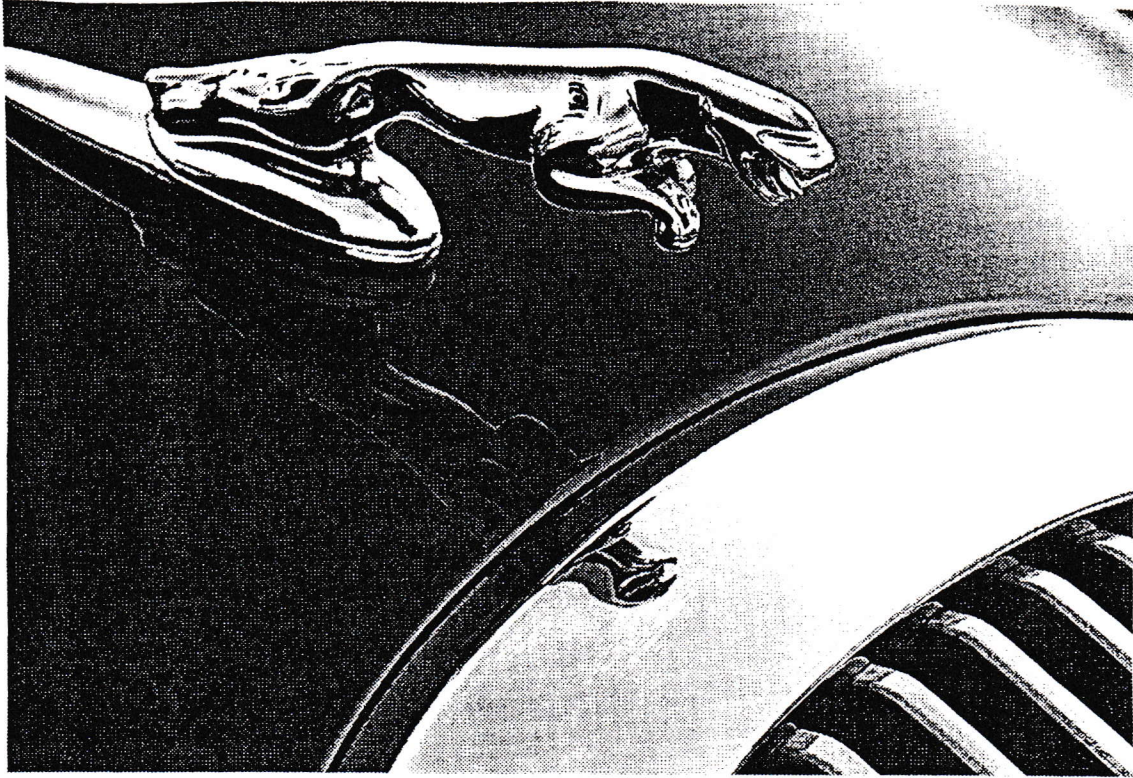
Many essential parts were located in England where the restoration of the dashboard gauges was also completed. Even the right spark plugs and 40 year old "new" wires were found. The large and impressive headlights were sent as far as South Africa for restoration which included the provision of stone guards. The car still has its original honeycomb radiator which is a testament to the manufacturing quality 63 years ago.

So after all the research, detailed work, and much anxiety the restoration was complete.. There stood this car with its six cylinder engine, overhead valves, reserve fuel tank and 12 volt electrical systems in equal condition to when it came from the factory in 1938. Many of these features were not seen on US cars until the fifties. A final touch was the provision of the original British registration plates and a complete and correct tool kit including wrenches, screw drivers, oil can, grease gun, tire pump and starting handle. As a reward and a testament to the cars originality, correct specifications and qualifications as one of the top cars in the country it was recently indicated to me that I could be invited to show the car at Pebble Beach which not only delighted me but surprised me as well. This will be the ultimate prize if the invitation does come. I have taken the car to many shows and the key results are to become the North American Jaguar Club Class Champion in 1999, also The Delaware Valley Jaguar Clubs Best in Show in . In fact in 1999 we won class champion and best in show in all the shows we attended

In 2000 we did not compete in the JCNA but went to invitational shows and at the famous Meadowbrook Show in Michigan took the top trophy. I have just attended the Jaguar of North America Annual meeting which was a wonderful experience with so many outstanding cars in attendance and I was so pleased when the car took first in class

I used the word "reward" above because I feel I have helped to restore this elegant Jaguar to its former glory and that it will be available to be enjoyed by everyone as part of early automotive history for many years to come. Obviously during the restoration I had much advice and encouragement and I would like to acknowledge and thank two people. D.V.J.C member David Milling who has both a 1938 and a 1939 SS 100. Both these cars can be regularly seen as David Rallies/races and attends shows . Also Michael Engard of Ragtops and Roadsters in Perkaskie who helped with the final finishing of the car.





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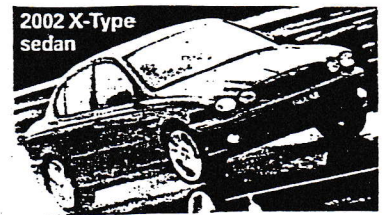
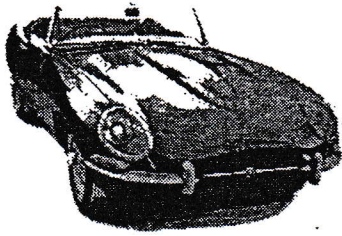
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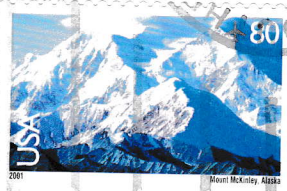


You'd be very lucky indeed to come across this sort of piece at your local autojumble! This is the bronze 1951 Le Mans winners trophy awarded to the two Peters – Walker and Whitehead for their C-type victory. It will always have a special place in the Jaguar Daimler Heritage Trust collection as it celebrates the first step on the road which led to Jaguar winning Le Mans more times than any other British manufacturer. (Photo courtesy JDHT.)

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"Didn't We Do Well?" posters were very much a feature of Jaguar's advertising in the '50s. This poster celebrated the first Ecurie Ecosse win in 1956. It's a nice touch that the factory had the poster printed in Ecosse blue with a personal note of thanks to David Murray and his team at the foot. An example of this poster sold for just over £500 (including commission) at auction last spring.

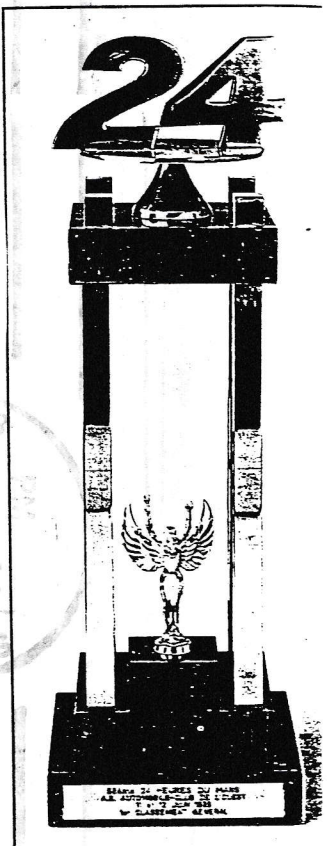
FROM: THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB  
 EDITOR: Michael J Tate  
 Box 627  
 Gwynedd Valley, PA 19437



TO:-

C. Richard (Dick) Michie  
 526 Portsmouth Court  
 Doylestown, PA 18901-2549

8/16/01



Styles change. This is the trophy presented to Jaguar winners in 1988. That too was a milestone win for the company. It marked their six victory at Le Mans and meant that they had finally passed the Bentley tally of five wins – having equalled it with the Ecurie Ecosse D-type win won back in 1957. (Photo courtesy JDHT.)