

The Jaguar's Purr

OCTOBER 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.

DVJC OFFICER INFORMATION

<u>President Emeritus</u>	Jack Sanft	215-472-2001
<u>President</u>	Kurt Rappold	610-358-4055
<u>Vice President</u>	Jeff Dement	302-798-1819
<u>Treasurer</u>	Steve Kress	215-953-5227
	6 Swallow Lane Holland PA 18966	
<u>Directors</u>	Charles Olson	215-757-2028
	George Carr	215-345-7831
<u>Editor</u>	Mike Tate	215-628-4961
	Box 627 Fax 215-628-3395 Gwynedd Valley PA 19437 Email:	
<u>Secretary</u>	Clara Saxton	302-791-0631
<u>Advertising</u>	Jack Sanft	215-472-2001
	1742 Green Valley Road Havertown PA 19083	
<u>Membership retention</u>	Ann B. Perry	610-388-2421
<u>Photographer</u>	Joe Federico	610-275-7752
<u>Email contact</u>	Larry Schear	610-323-4753
	Email:	
<u>Concours</u>	Kurt Rappold	610-358-4055
<u>Head Judge</u>	Jeff Dement	610-798-1819

MEMBERSHIP COORDINATORS

Delaware / Maryland	Jeff Dement	302-798-1819
Lancaster County	Jack Donahue	610-857-5341
North New Jersey	Ken Ruocco	609-497-2333
South new Jersey	Tom Jones	856-468-5898
Bethlehem	Robert Steig	610-691-0726
Doylestown	Dick Michie	267-880-0190

ADVERTISING RATES

Full page - \$300 a year / \$45 per issue
Half page - \$165 a year / \$30 per issue
Quarter page - \$85 a year / \$20 per issue

CLASSIFIED RATES

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

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

JCNA BADGE \$30

DVJC BADGE \$10

DVJC LICENCE PLATE \$6

P&P \$3

OCTOBER CONTENTS

Calendar of Events
The President's Message
Letter fro David Roth
At home with Al Pincus & Brunch. Club outing
New Members & Rahal out of Jaguar
Editor's Ramblings
Technical Session at Great Britains
A Restoration Tale by Jim Shields
More on Jaguar & Rahal & the "R" Coupe
British Car Club Oct 7 & Board meeting
Journey to the Gllen by Ef Adnopo
Irvine secure!
Classified Advertising



CALENDAR OF EVENTS

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 MEETING
- 13 Moravian Academy "All British Marques" Bethlehem PA
- 10 - 13 Annual Hershey meet At Hershey PA
- 14 Sports Car Touring Day, West Virginia
- 14 DVJC VISIT TO THE PINCUS & EPSTEIN HOMES AND CAR
COLLECTIONS , BRUNCH AND TOUR. SEE FLYER.
RESPONSE REQUIRED
- 21 Delaware County Community College Car Show

November

- 3 DVJC TECH SESSION AT GREAT BRITAINS . Where technology is
GOING/ WORLD DIAGNOSTIC SYSTEMS/THE HUNTER WHEEL
ALIGNMENT RACK/ ANTI LOCK BRAKES DEMONSTRATION
A JAGUAR FORMULA 1 RACE CAR. SEE FLYER.
RESPONSE REQUIRED

December

- 2 Annual Holiday Party



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

Contact JMC, 11 Birchwood Drive, Ravenfield, Rotherham S65 4PT UK. 011 44 1709-372003 FAX 011 44 1709-3722002 e-mail gary@jaguarmodelclub.demon.co.uk

*Cloverleaf Auto
Service
Cloverleaf Vintage Racing*

Full Service Repair & Restorations

SS Thru XJ & Everything In-Between

Oil change, Insp. Alignment, Tune-Ups, Diagnostics, Electrical

Vintage Race & Rally Preparation & Support

Full Parts Service, Oem, After-market, Performance

Rebuilding Services, Electrical, Mechanical, Interiors, Tops, Seats

Aston Pa {Just South of Media Pa & Just North of Wilmington De}

610-364-3800 www.cloverleaf-auto.com ralph@cloverleaf-auto.com

Delaware Valley Triumphs Presents

The Fall Frolic Fun Rally

Thru Scenic Bucks County, PA



DVT vs. Phila. MG Club for The Cherished Lucas Cup

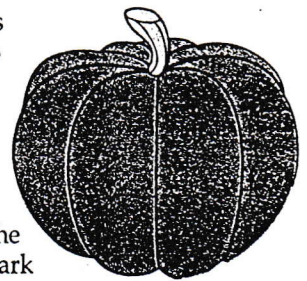


Location: Start and Finish at Peace Valley Park Pavilion #5
Date: Sunday October 21st
Times: Registration opens at 9:00am, - \$10 Registration Fee/Car
Rally Team meeting at 10:00
First Car Off: 10:30am
Contact: Tony Rhodes 215-793-4267

Awards for Experienced & Novice Classes Plus DLBF (dead last but finished)

Picnic at Pavilion #5 in the Park after the Rally- Bring Your Lunch - Cooking Grills Available

This is a fun rally with many beautiful fall vistas as you travel through some of Bucks County's most beautiful countryside, all on secondary roads - most of them paved. You will be asked to answer questions along the rally route which relate to some feature of the landscape, an object or an event which you'll encounter so bring a sharp eyed navigator! The rally will be approximately 50+ miles...Emergency cell phone numbers will be given out "just in case"....



Directions:

From New Jersey: Take Route 202 south into Doylestown and continue until the intersection with route 152. Make a right on 152 and proceed 0.10 miles to Park Avenue (at the St. James Lutheran Church). Turn right onto Park Avenue and proceed about 2.6 miles straight as possible to the park entrance on the right. Turn into the park entrance (New Galena Road). Follow the road for approximately 1 mile - you'll pass a boat launch area on your right and come to a stop sign at Myers Road. Continue straight at the stop sign - Pavilion #5 will be on your right just beyond the stop sign.

From Quakertown, take 313 south toward Dublin. After you drive through the Dublin traffic light continue for 2.5 miles and make right onto New Galena Road (AA Self Storage at corner). Ride 1.7 miles to the park entrance on left. Continue for approximately 1.2 miles through the park to pavilion #5 which is just past the first stop sign on your left.

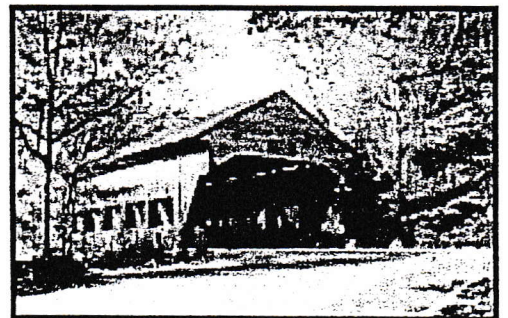
From Montgomeryville take 202 north for about 3 miles and make left onto 152 (Main Street). After 0.10 mile make the right at St.

James Lutheran Church onto Park Ave. Continue 2.6 miles straight as possible to park entrance on right.

Turn into the park entrance (New Galena Road). Follow the road for approximately 1 mile - you'll pass a boat launch area on your right and come to a stop sign at Myers Road. Continue straight at the stop sign -Pavilion #5 will be on your right just beyond the stop sign.



From Willow Grove Exit of Turnpike go north on 611 until Doylestown area and exit for 202 South (second exit on highway section of Doylestown). Head South on 202 for 3.5 miles then turn right onto 152 (Main Street). After 0.10 mile make the right at St. James Lutheran Church onto Park Ave. Continue 2.6 miles straight as possible to park entrance on right. Turn into the park entrance (New Galena Road). Follow the road for approximately 1 mile - you'll pass a boat launch area on your right and come to a stop sign at Myers Road. Continue straight at the stop sign -Pavilion #5 will be on your right just beyond the stop sign.



The Third Annual British Car Flea Market



Sponsored By

Delaware Valley Triumphs

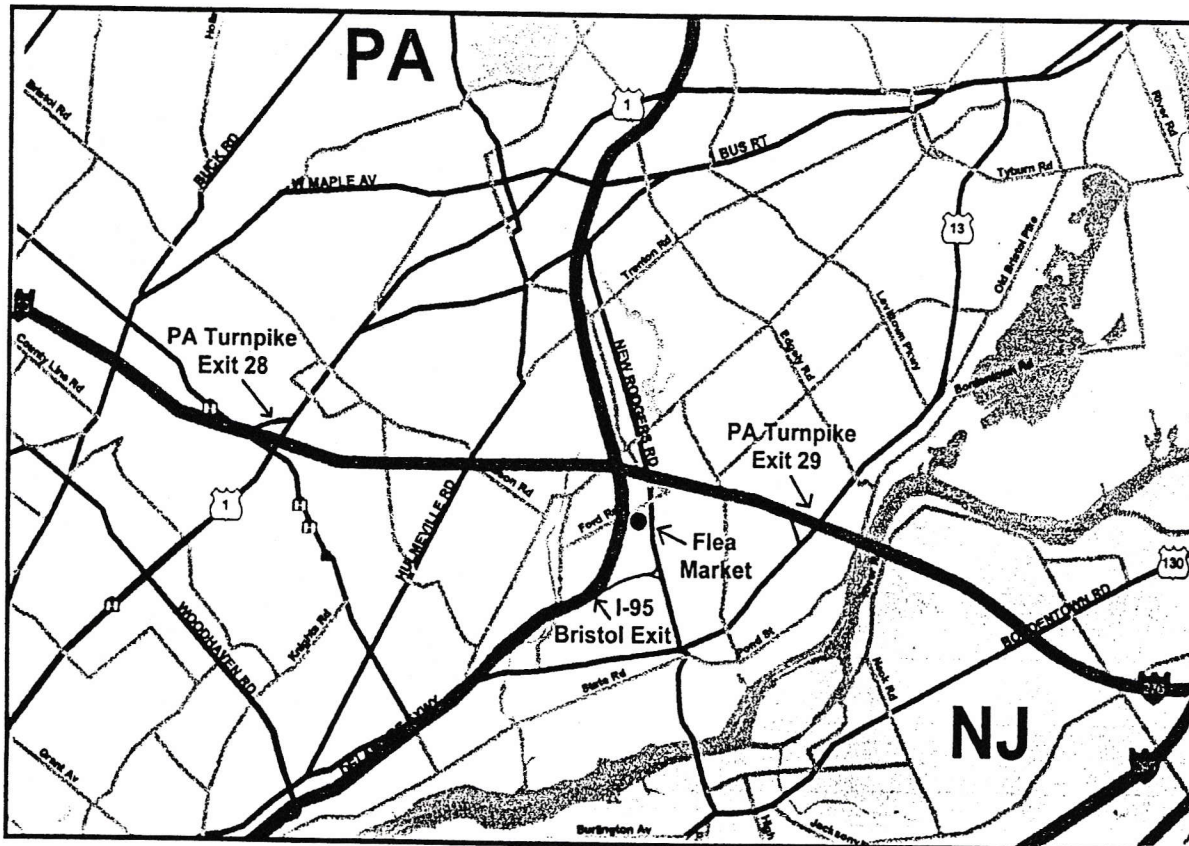


SUNDAY, OCTOBER 28, 2001 · 3001 FORD ROAD, BRISTOL PA 19007

VENDOR SPACE \$10.00
VENDORS 9:00 AM

\$1.00 ENTRANCE FEE FOR BUYERS
BUYERS: 10:00AM

CONTINUES TILL 2:00 PM



Plenty of
Vendor Space

Free Parking

Food and
Refreshments
Available

Bring
Your
Parts
and
Make
Some
Money!

D I R E C T I O N S

From PA Turnpike Exit 29 - Follow Route 13 South to 413. Turn right onto New Rodgers Road. Go past ramp for 95 south. Turn left at next light - Ford Road (Wawa on far right corner). Flea market is 1/8th mile on left.

From I-95 North - Take Bristol exit (Route 413). At light, turn left onto New Rodgers Road. Turn left at next light - Ford Road (Wawa on far right corner). Flea market is 1/8th mile on left.

From I-95 South - Exit at Route 1 North. After junction, turn right at light for 413 (New Rodgers Road). Follow New Rodgers Road to Ford Road and turn right (Wawa on near left corner). Flea market is 1/8th mile on left.

Come Rain or Shine!!

Contact: Lou DiFabio

Work: 215-547-4364

Home: 215-639-4036



THE NEW HOPE JERRY SCHWARTZ MEMORIAL TROPHY

The idea of creating a memorial for Jerry Schwartz at the New Hope show gave us all a certain joy as we stood in the rain listening to his son Mark present this trophy as the "Peoples choice award" to

Vince Gato's 1938 SS 3.8 SS Jaguar 100. Only the car owners present received a ballot to vote on this award which recognized Jerry's many years of organizing & running the Jaguar part of the New Hope Auto Show. The folks at Reedman Jaguar were kind enough to let me take shelter together with the SS 100 trophy fish bowl for ballots under their tent.

In Page 6 of your September Purr are the photos I took of 6 C & D Types and for you history buffs of Jaguardom you will notice a conspicuous lone XK120 amongst these world record making cars. Fact of the matter is that this 120 is not your run of the mill XK 120. It is non other than "L.T.3" a special tube type frame a-la C types with a hand made aluminum body. The back half is one piece, no side vent front fenders and the grill does not lift up. There is a special lift out bonnet. This car was found in the Philadelphia area in the 60's and is still in the mess it was in when found over 30 years ago. Just thought you would be interested in this folk lore. The owner, Tom Hendricks, also had an actual Knobbly Lister Jaguar there too. I met Tom at our first D.V.J.C Concours where he was showing an X 120 Roadster with wire wheels. Back in the mid 60's he had a real fight with the judges over those wire wheels as all 120's came with painted steel wire wheels and the chromes were only offered as an optional extra.. To day nearly everybody sports chrome wire wheels. It was the same with the "C" types, all 54 of them had painted wire wheels. They were built during 1952/53 and chromes would have added too much weight. Tom also owns my old XK 120 OTS with right-hand steering. It's a very early model with no vents in the fenders but had air scoops both the front brake systems

One thing I learnt at the AGM which I want to pass on to everyone is that there is a wonderful book

entitled "The C Type Register" It has been compiled over the last ten years by non other than Terry Larson the "C Type" Guru. I recommend all Jaguar enthusiasts in our club to dig out \$20 and write to Terry Larson for a copy of this wonderful piece of work. To the wives who are looking for the perfect gift this is it. Buy him this book then wait three days for him to read it and then ask for that new "X TYPE". Bet you will get it!! Terry's address is:- 2929 North 82nd Street, Mesa, Arizona 85207 USA

Phone 1 480 984 8501. You will not be disappointed

At the New Hope show I learned of the passing of June wife of past DVJC President Sid Levin. June was a wonderful hostess who loved to decorate for parties. Everyone always wanted to take home one of her angels. Our three children loved visiting their beautiful home in Ambler. Sid passed away in 1980

Safety when driving is a key element on the road to day and therefore I am pleased to report that on December 1st New York State will make it illegal to drive while operating a cell phone. With 115 million Americans owning cell phones, 65% of all conversations will take place in a car. It has been determined that the odds on an accident occurring while on the cell while driving are four times greater. About the same odds as when driving under the influence. If you must make a call, please pull into a rest stop or your local WAWA parking lot and be safe not sorry.

THE HAGLEY ANTIQUE CAR SHOW

There were three major local car shows on September 16th and the feature this year for the Du Pont Hagley Show was "By Gone Marques" Michael Tate is reporting on the Buckingham Show but as we go to press we have no news of the third show at the Radnor Hunt Concours

At Hagley there were 560 pre-registered cars but these numbers were reduced by 20% because of the terrible actions in New York, Washington and Somerset . Also It felt like the crowds were less this year due to these incidents. I was situated in the all stone courtyard of their giant display barn showing old horse drawn wagons from the 19th century. They show an original Conostoga Wagon and a DuPont Explosives wagon together with a DuPont Touring Car.

There was one XK 120 (Thanks Fred Mack), an un-restored XK 140, Four XK-E's and a beautiful MK 9. This show is run by the "The Historical Car Club of Pennsylvania". It requires a lot of manpower as the Hagley Museum must cover 100 acres. The old powder grinding mills are still preserved along the river. The oldest motorcycles shown were a 1907 Yale and a 1907 FN. I took a Norton, a Puch, a Aermacchi (now Ducatti) and an H.D. We had about 12 old original Indians on display & One owner even wore a real Head Dress with all white feathers. Also on show were eight Cobras, one being an AC.

FRANKLIN MINT CAR SHOW September 9

The featured Marque was "Get Away Cars" Everyone who entered a vehicle was presented a Franklin Mint high \$ model of a "33 Ford To Door" which was John Dillinger's car complete with full sided wanted poster, just like George Bush is talking about for Bin Laden. We had a sparse showing of Jaguars with four XKE's. one XK140 and the most unusual 1938 MKV I



have ever seen. This car traveled up from Washington and it had its original paint & tyres with only 13000 original miles!! The body was old English White with the original red leather interior and red canvas top. The owner purchased it from an estate where it had been kept in climate controlled conditions since 1938. I asked the owner to join our club but he said he does not join car clubs. Maybe he will reconsider.

We had the usual enormous crowds who get bused in free and enjoyed a free breakfast and lunch. The weather was PURRfect, we even had a "Bigfoot" and Pat Groce with 200 of his Harley friends did a ride in. We selected a big tree to be under so it was cool for us. Some of our members came in as spectators. Nice to see you there.

As a follow up to each event flyer we put out in the Purr a small write up should follow from some one attending the event. We print the flyers to provide the members information as to what is going on in our club area and some feedback would be appreciated to share with your fellow members

BRYN MAWR REHAB CAR SHOW September 23

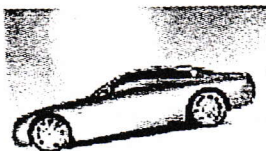
We have seen up to 20 Jaguars in the past at this show run by The Historical Car Club of Pennsylvania but this year we had 13 on the front lawn. Along with giant classes of Mustangs and Corvettes about 300 cars and motorcycles showed up and the crowds of people were there too! This is the same day the Jaguar Touring Club from New Jersey had their annual Concours, Dale Erhardt JR won Nascar Dover with a 4 second lead in front of 140,000 fans and both the Phillies and the Eagles won too!! The Jaguars included 6 x XK-E's, 3 x XK 120's, 2 x MK IX and Ken Ruocco in his 420. It was good to see Ken again looking so well after his recent serious illness. Mark and Beverly Schwartz showed up in their top down cool Mustang. Nice to see it as all their British Iron is at Cloverleaf helping to boost the economy. Our treasured XJ which Mark twisted my arm to get cooked its engine.....anybody got a good Series 3 engine for Mark?

The battery Park, New Castle event is coming up fast on October 7, then our October 14 visit to Al & Tucky Pincus, Brunch and a local tour. Check out your calendar of events and flyers for times and directions.

Happy Motoring

Kurt

Kurt Rappold President



Jaguar R Coupe unveiled at the Frankfurt Auto Show on September 11.

Photos Jaguar Cars



**CONCEPT DEBUT
AT FRANFURT AN
SIGNALS NEW DE
SIGN PHILOSOPH**
See complete details at
<http://www.marcellacars.com/jagnewsletter.htm>



Delaware Valley Jaguar Club
Kurt Rappold
President
Michael Tate
Editor
Fellow Clubmembers,

August 15, 2001



I am running for Regional Director-Northeast. In addition to asking for your individual votes, would you be kind enough to publish my bio in your newsletter and or read it at the next meeting?

The car club adventures began for me when I formed the N.J. chapter of the New England MGT register. As an avid English car buff, as time progressed, I eventually purchased a 1969 E-type 2+2. Since that time we have owned 11 Jags, from sedans to roadsters. Having been involved with JCNA and JANE since 1993 and competing cars in Concours every year, I have along with my wife, Elsa, run two JANE Concours. and as CO-Chairs ran the 1997 Biennial in Stratton Mountain, VT. I was the National Regalia Chairman from 1996 to 1999. I have served in various positions within our club, amongst them, President, representative to the AGM, Concours chair and Advertising director for our Newsletter, The Coventry Cat.

As the Regional Director, my goals will be:

Communicate with all the clubs in the region on a regular basis via newsletter, e-mail and telephone.

Attend individual, regional and national club events as a participant and volunteer.

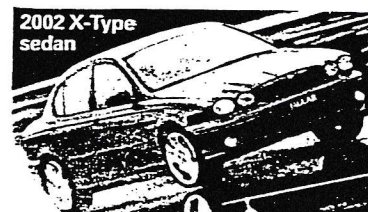
Evoke the membership of the region for their ideas to improve the national club.

Encourage attendance by the clubs at the national AGM and Concours.

Promote regional events such as slaloms and rallies.

Your support for my election would be greatly appreciated.

Sincerely,
David Roth





RESPONSE REQUIRED BY 10-9-01

October 14 at the home of Tucky & Al Pincus AT 10am

See this lovely setting and their outstanding display of cars and memorabilia. At 11.30am we will travel for 10 minutes to the Home of Gene Epstein and his unique collection which includes an L29 Cord, a 1941 Lincoln, a Packard, a 59 Cadillac and more. To ensure we all have the opportunity of getting together Tucky has arranged a Brunch at the well known "Black Bass" Inn at 1 pm. This is a Historical Revolutionary war Inn on River Road which housed British Officers and was also a stop for barges traveling the Delaware River, and is quite famous with spectacular scenery. The cost is normally \$33 per head but for us Tucky got a great rate of \$23 for 50 plus people. Please advise attendance and send check for \$23 per person to DVJC to Mike Tate by 9 October Details below

After Brunch the remaining events of the day will be by popular vote which will include the Covered Bridges.

DIRECTIONS to the Pincus home which is at "Cold Spring Farm" 1440 Pineville Rd. New Hope PA 215-598-0882. Take the 202 to Peddlers Village, Lahaska. At the lights at 202 & Street Road take a right if your traveling North and, yes you have got it, a left if your traveling South. Go across the railroad crossing and turn right on Pineville Road. The Pincus home is on the right.

* WE NEED TO KNOW WE HAVE 50 ATTENDEES IN *
ADVANCE TO GET SPECIAL RATE

Respond to Mike Tate by October 9th with name and check to DVJC for \$23 per person at Box 627, Gwynedd Valley, PA 19437
Phone 215 628 4961



WELCOME NEW MEMBERS

Max Kiejzik
2906 Monterey Court
Springfield PA 19064
Phone 610 544-7706
1989 XJS Convertible

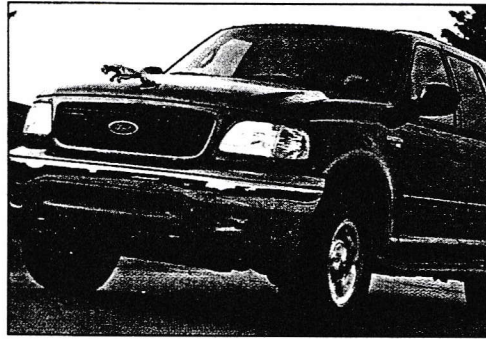
Walter D Roberts
69 Jefferson Lane
Wilkes Barre PA 18701
Phone 570-823-3348
97 VDP/2001 XKR Rds
99 XK 8 Rds/74 XK-E

AND RE – JOINED

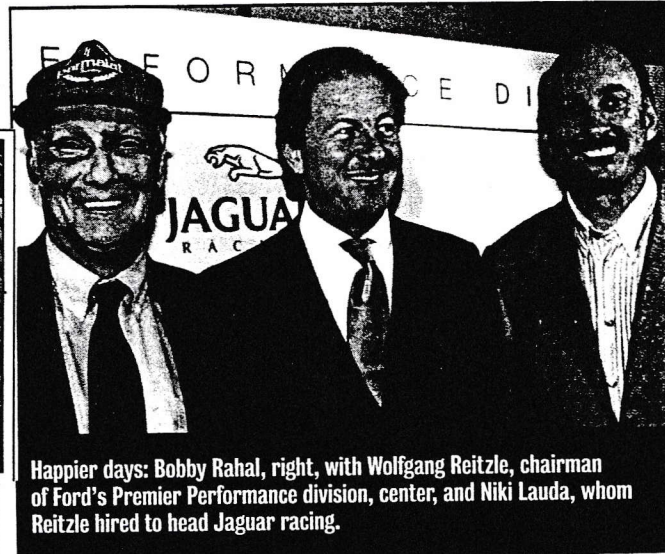
JoAnn Poinard
2123 Delancey Place
Philadelphia PA 19103

“A Jaguar looks fast when it’s standing still. A sport/utility vehicle looks like it’s standing still when it’s going fast. I said ‘no.’”

—Jaguar chief designer Ian Callum, when asked by brass if the marque should have a sport/utility vehicle in its lineup



Rahal out at Jaguar



Happier days: Bobby Rahal, right, with Wolfgang Reitzle, chairman of Ford’s Premier Performance division, center, and Niki Lauda, whom Reitzle hired to head Jaguar racing.

Learn to say Jag-you-er, not Jagwire. If you never thought you could afford a Jaguar—not many people up to now could—better get ready to take another trip down to the dealership. In case you missed the news, the X-Type stickers for less than \$30,000. That’s right: a Jag for 30K, at least in theory. Binding one for that little is another matter. The 2.5-liter/manual gearbox model we drove most recently was optioned up to no less than \$39,520. You can load a 3.0-liter X-Type to nearly 50K. Still, the starting price on the next more “affordable” Jaguar, the S-Type, is \$44,250.



■ Bobby Rahal resigned as chief executive of the Jaguar Racing Formula One team after a lengthy meeting in London Aug. 23. Rahal, who was appointed by Ford CEO Jacques Nasser and began a three-year contract on Dec. 1, 2000, appears to have lost out in a boardroom battle. His adversary was Niki Lauda, who was recruited by Wolfgang Reitzle in February as the chairman of Ford’s Premier Performance division, to oversee Jaguar Racing, Cosworth and Pi Research.

Since they found themselves jointly charged by Ford with the operation of its Jaguar-branded Formula

One team, there have been public differences of opinion between Rahal and Lauda. It seems that the issue that brought matters to a head was Rahal offering Jaguar driver Eddie Irvine to the B&H Jordan Honda team in a swap for Heinz-Harald Frentzen. This clearly upset Lauda, who knew nothing of it. Rahal was also at the center of the pitch for Adrian Newey in June, which turned into an embarrassing episode when McLaren’s technical director backtracked overnight and decided not to join Jaguar Racing after a In an exclusive interview with *AutoWeek*, Rahal talked about what he faced



OCTOBER 14 VISIT TO AL PINCUS

Please see flyer in this edition giving details of the visit to Tucky and Al Pincus's home, brunch and tour. It is very important that we get your commitment, as explained, by October 9 so we can commit to the Black Bass

BUCKINGHAM CONCOURSE d'ELEGANCE

What a glorious weekend was the popular verdict!! Perfect weather and a perfect introduction to the Concours when 235 car buffs attended the dinner on Saturday evening prior to the show on Sunday. A number of our members were present and enjoyed cocktails and gourmet food. The show is for the benefit of the Buckingham Land Preservation Fund but Al Pincus, Show Co-Chairman, announced that 50% of the show proceeds would be given to the funds established to aid people in New York, Washington and Somerset. Also Tucky Pincus and her daughter made hundreds of memorial ribbons and raised \$1700 at the dinner and the show for the same funds. The featured car at the show was the 1933 Pierce Arrow once owned by George F. Tyler whose estate later became the home to the newly created Bucks County Community College. The front color cover of the show program featured DVJC member Carl Bullock's Championship Blue 1958 XK 150S OTS. A stunningly beautiful Jaguar.

The number of cars pre-registered was exceeded when 281 filled the very attractive Buckingham setting. Examples of the high caliber vehicles that attended were a 1913 National, a 1925 Bugatti 35A Roadster, a Willys 1948 Overland, a 1931 Morgan Super Sport with its JAP engine, a 1957 Chevy Nomad, 1934 MG, 1928 Packard and also Reedman Jaguar had a full display of the present Jaguar range. Of the cars on display perhaps Jaguars dominated the single marque present with 27 cars in attendance. Every car was immaculate and the various models were 16 x E-Types, 4 x XK 120 and one each of the following:- XK150 FHC, XK 150S OTS, XK 140, XJ 6, XJ 12, MK IX, and a 1934 SS 1 Tourer. With the Hagley show where 7 Jags were present we know that at least 34 Jags were out and about. Perhaps someone was at Radnor. How many Jags there?

The Buckingham show is, I believe, the very best that I have attended in this area and gets better every year. Congratulations Al and your fellow workers! Your gesture of donating to the various funds was greatly appreciated by all exhibitors I am sure.



TECH SESSION AT GREAT BRITAINS NOVEMBER 3

See flyer in this issue with details of this visit to the Great Britains Dealership. As you will note they plan to have an interesting session with diverse subjects. Two main attractions being arranged hopefully will be a technician from Hunter's to explain their advanced wheel alignment rack and a Jaguar Formula 1 Racing car. Please note I have to let them know by October 19 how many people expect to attend so please let me know. Do it now!

MEMBERS INPUT

Jim Shields has kindly provided the story of his XK 140 Drop Head Coupe for this issue and Ef Adnopoz has contributed the events of his visit to the "Glen". It is most encouraging to get these contributions from members and I have been told the members enjoy reading them. As Jill Powell, the first to provide an article for the Purr, said to me at the Buckingham show "Every car has a story worth telling". So please contribute your story. If you have not got the time to write then just give me the facts and I will write the story.

FORMULA 1

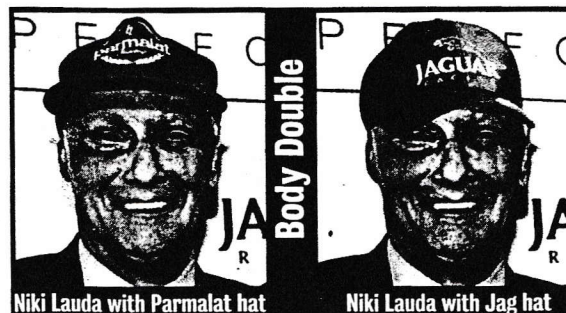
What turmoil there has been in the Jaguar camp in Formula 1 with rumor and counter rumor and the firing of Bobby Rahall. I have included some of the stories. Despite all this Pedro de la Rosa finished 5th in the last race at Monza and Eddie Irvine dropped out on the 17th lap with engine failure. The next race Sunday Sept 30 at Indianapolis. Over the weekend Sept 28-30 there is plenty of action from Friday thru Sunday on Speedvision with the race starting at 1.0pm. Funny story I heard....Jacques Nasser, boss of Ford, was asked by a Board member "Who is the highest paid person in Ford?" "I suppose I am" he replied. "No" said the Board member "Who is this guy Eddie Irvine?"

To emphasize the danger of these races the dreadful news of Alex Zanardi's accident who is now recovering from his horrific crash where he lost both legs after being hit head on at 180 mph during the first Cart Championship in Europe. Zanardi once drove for Williams in Formula 1

FRANKFURT SHOW

There was a surprise at the recent Frankfurt car show when Jaguar showed the "R Coupe" Concept car. I am including some detail elsewhere in this issue. It looks like another winner

Michael
Michael Tate
Editor



A TECHNICAL SESSION ESPECIALLY FOR THE
DELAWARE VALLEY JAGUAR CLUB AT THE
JAGUAR DEALERSHIP OF GREAT BRITAINS AT
WILLOW GROVE 10AM TO 12NOON



NOVEMBER 3

SUBJECTS:-

- 0 Where technology is going
- 0 WDS. World Diagnostic Systems
- 0 The Hunter wheel alignment rack. The latest in wheel alignment. Good for old Jags
- 0 Demonstration of anti lock brakes
- 0 Full range of all the latest cars

Great Britians are hoping to have a Jaguar Formula 1 Racing car for us to drool over

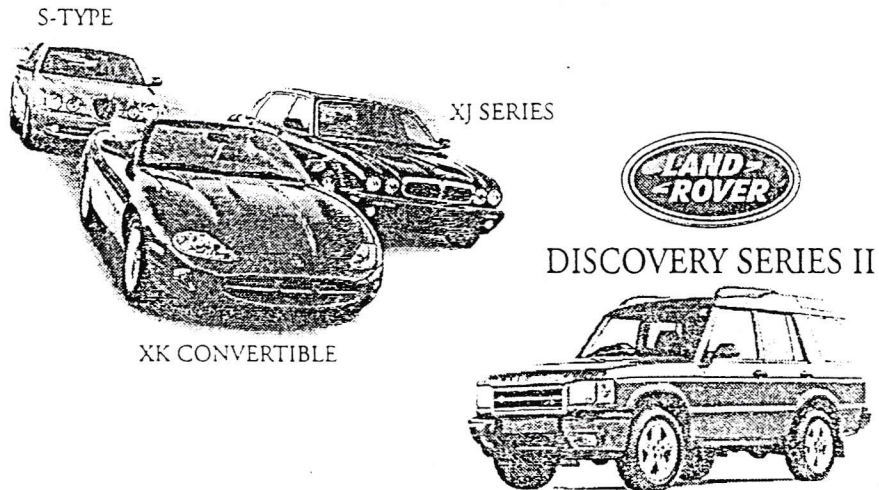
WE NEED TO ADVISE GREAT BRITAINS OF OUR TOTAL NUMBERS ATTENDING.
PLEASE ADVISE MIKE TATE (215 628 4961 or e-mail mjtate1414@cs.com) BY OCTOBER 19

DIRECTIONS:- Take the 276 to exit 27
"611/Doylestown/Jenkintown/Willow Grove"
After toll take left fork to "611 South/Willow Grove
Go through 3 sets of lights and at the 4th light turn left
On Fitzwatertown Rd. Proceed to next light. Turn left
On North York Rd. Great Britains is 200 Yards on left

THE JAGUAR FAMILY. The XK Series,
the XJ Series and the S-Type. Powerful AJ-V8 engines.
Connolly leather and wood trim interiors.
4-year/50,000-mile warranties.



FURTHER EVIDENCE THAT BEAUTY IS HEREDITARY.



THE GREAT BRITAINS



WILLOW GROVE

900 South York Road • 215-443-5900

www.thegreatbritains.com



Visit our new dealership...
MAIN LINE on Lancaster Avenue in Wayne, PA

A Restoration Tale

by Jim Shields



Back in 1972 I was getting itchy for a car restoration project. Over the years I had enjoyed restoring a Model A Ford and 2 MGAs so the question was what kind of car this time. Thinking back to my youth I realized what I really always wanted was a Jaguar XK. While visiting my Aunt and Uncle in Massachusetts one summer, a friend of theirs had given me a ride in an XK120 Coupe (Sherwood green w/spats and suade green interior). What a thrill!

The Purchase

So, where would I find a car like that? I started to peruse the ads in local papers and finally saw something interesting in SELL-IT:

“ ’55 Jaguar XK140 Conv., body and top in good cond.,
less eng. & trans., true classic”

The price seemed right so I had to check it out. It turns out the owner was long time club member. The car was in his father's garage in Trenton and didn't look as good as I was hoping. I was pretty naïve about Jaguars but could envision (through my rose colored glasses) this beautiful car after some fix-up. We negotiated a deal which included a rebuilt engine and my adventures with Jaguars began. Also, part of the deal was that I had to join the DVJC which I happily did.

The Restoration

Initially my thoughts were to get the car driveable and use it during a running restoration. The engine was installed, the brakes rebuilt, drive train readied but - no go! A broken axle - back to the seller who managed to dig up a replacement. Now the car would move but looked so bad I decided to start on the body and interior.

One of the main reasons for selecting a Drop Head Coupe was the wood interior. During the first winter I restored the wood with the help of assorted replacement pieces found at flea markets. It was beautiful. The completed wood was now the only part of the car that looked great - it inspired me but also made everything else look **awful** in comparison! Forget the driving restoration - the whole thing would have to be done. On to the body work.

As an aside, in the seventies it was easy to find replacement mechanical parts at local suppliers, a few remaining dealers, J.C. Whitney, or even Sears. However, anything major or for the body could only be found at wrecking yards, flea markets, or by

networking - which was a challenge but also part of the fun as long as there was no time schedule. No 1-800 parts catalogs or repro pieces or the internet.

To continue, most of the body appeared in pretty good shape except for the passenger door and right rear fender. I knew the car had been raced and that there had been some damage but was not prepared for the sight as the body filler was removed. The shut face panel and rear fender were held in place by a lattice of welding wire, brazing rod and "pounds" of body putty. Plus, the door and sill were rusted out but well camouflaged by filler(significant learning experience-buyer beware!). As I dug further I even discovered the racing numbers on the doors under a few layers of paint. I later found out that the car had hit a pole while racing and took out the whole side of the car. It was even mentioned in one of the DVJC newsletters (The Scratching Post) of the time that I was not aware that my car had been known in the club as "the truck" and "the Leprosy Special". Well, looks like I had learned the hard way.

I probably could have given up at this point but now it was a challenge to make a silk purse out of this cows ear. I was able to locate a nice passenger door. By chance, a friend saw an article in "Motorsports" magazine about a company in England making replacement panels for XKs. So off went the letters to Oldham & Crowther and soon new shut face and sill assemblies were ordered. Also located the right hand section of the body around the boot lid. After many months(part time) of cutting, jigging, welding, etc. the body was looking good - could even bolt on the rear fender as normal .

I was trying to make my car look like the XK120 I had seen as a teenager and we had disk wheels but no spats. I found and bought a pair from another club member but they had "minor" rust and many layers of paint. They went to the sandblaster but came back looking like rippled swiss cheese - all I could get was a "sorry". Finally managed to locate another pair which had good frames but needed new skin. Networking again, I was able to find someone making panels locally who agreed to re-skin the spats if I would let him keep the old ones for a pattern. They turned out like brand new - at last.

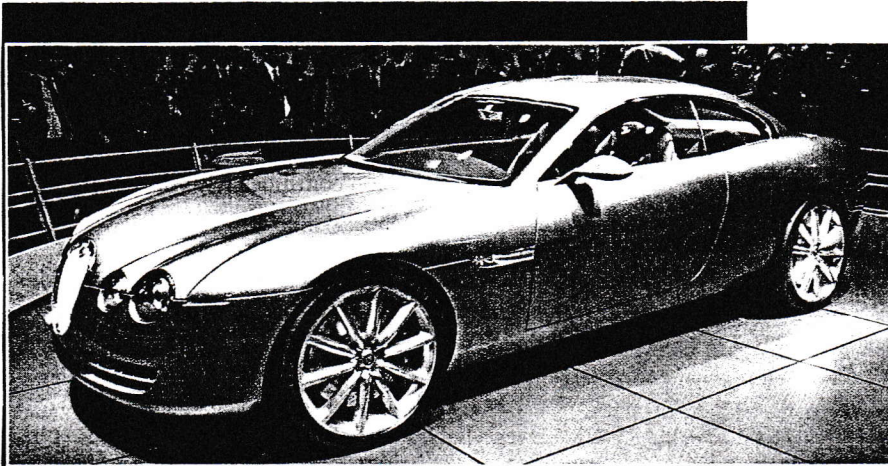
In the meantime I searched for NOS or nice used bits and pieces of chrome and other parts - managed to find a full set of NOS wheel trim rings(Rimbelishers) for \$20. My wife, Jane, gave me a full carpet set for Christmas one year and we made new door and interior panels. We restored and colored the original leather seats to red. After looking at many original paint color options, I finally chose to go with my favorite - gunmetal grey which is not original to XKs.

The Results

So, after many years, the car was painted and final assembly began. The goal was to make the 1982 New Hope Auto Show. Assembly is the fun part of a restoration but, like everything else, it takes twice(minimum)as long as expected. There were several 3 AM sessions as the debut approached. But, it was all worthwhile as we won first in class and were able to take that coveted drive through Victory Lane.

The restoration had taken 10 years doing it all myself except for chrome and final painting. It took this long because I tried to balance my hobby with my career and family with two young boys. Over the years we have won many trophies at local events but now cannot compete against professionally restored cars. My XK140 has become a "driver" and provides many hours of fun. Just this week the car is in the shop for a sprucing up of the paint after 20 years. I hope to do some other needed fix up and then continue to enjoy my car for many years to come.

Jim



Jaguar R Coupe

Frankfurt 2001

Jaguar R Coupe

Future Jaguar design direction is hinted at in the never-to-be-produced R Coupe (Cover Story, *AW*, Sept. 11). A look at the front of the car instantly says Jaguar, with a large S-Class-like ovoid grille surround and twin round headlights on each side. The proportions give the car an overall balanced look with an aggressive stance. Inside, the cockpit is full of leather (even the floor), ebony macassar wood and silver-plated trim.

Most respondents agree that Jaguar should move away from retro design.

■ As a longtime Jaguar owner (a 1961 XK150 DHC and a 1984 Vanden Plas), I totally support a move by Jaguar away from retro toward the R Coupe Concept styling theme.

Tom Patterson, New Hope, Pa.

■ The retro/classic styling helps keep them from looking like Fords. The lack of typical Jaguar electrical problems is the best thing Ford did, but it should have stopped there and let Jaguar style them.

Alex Deutsch, Allentown, Pa.

■ As an owner of a Jaguar XJ6, I could not agree more with Ian Callum's philosophy on the direction of Jaguar's design theme. Relying on retro designs for too long can catch up with you.

Jerry Stevens, Olney, Md.

■ Thumbs-up to retro styling, like in the S2000 and X-Series. Thumbs-down to retro design—may the Lucas electrical system rest in piece, in the trash can.

Michael R. Marshall, Vienna, Va.

■ Thumbs-down. It looks like a Lexus for Pete's sake! Back to the classic lines of the XK120 and XK140 for inspiration, please.

Henry M. Bostder, Duxbury, Mass.

■ Retro is getting old. It was quaint (Chrysler PT Cruiser), even cute (VW Beetle), to use styling cues from the past. However, excessive use of retro design tells me that the styling staffs have run out of original ideas. Go forward, Jaguar.

William Depew, via e-mail

AUTOWEEK SEPTEMBER 24, 2001

Dutch Mandel

With the sacking of Bobby Rahal, America's man in Formula One, we learn that either nothing succeeds like success, or that it pays to speak German when running Ford's Team Jaguar.

In December last year, Bobby was recruited to oversee Ford's F1 effort, a team the Blue Oval boys had just acquired for \$60 million in ransom and transfer fees from Jackie Stewart. Bobby was brought aboard because of his considerable business acumen, organizational and people skills, as well as racing knowledge for a team in disarray and discontent. Cut the dead wood, Bobby, and point the team toward *parc ferme*.

Now Bob was smart. He didn't voice too grand expectations. He was realistic, which perhaps in hindsight wasn't gloriously gilded enough. He told 'em all to gun for respectability in '01 and move toward the top in '02. He said it would be three years, at least, to get talented people and a talented car in place to have Jaguar consistently among the best. And it would take money.

The Powers in Detroit accepted what Bobby said last December. For two months anyway. In February, Wolfgang Reitzle, head of Premier Automotive Group, hired the Austrian former world champion Niki Lauda as director of the Premier Performance Division. In other words, Lauda was brought in as Bobby's boss.

As the old racer axiom goes: Don't turn around, you'll get stabbed in the face...

It's not like Reitzle and Lauda were longtime friends; they didn't even know each other. Word in the pits is that Lauda, who relishes his nickname of "The Rat," came to the picture courtesy of Bernie Ecclestone, the Gepetto

of F1. Here, Bernie said, is someone who understands the way F1 works, a man who knows how *we* get things done. Ah, racer ethnocentrism at its finest.

Forget about Lauda's prior management tenure in F1 with Ferrari when he went against team manager Jean Todt in a power struggle. In that match Lauda was ousted. And how many world championships has Todt accumulated since then?

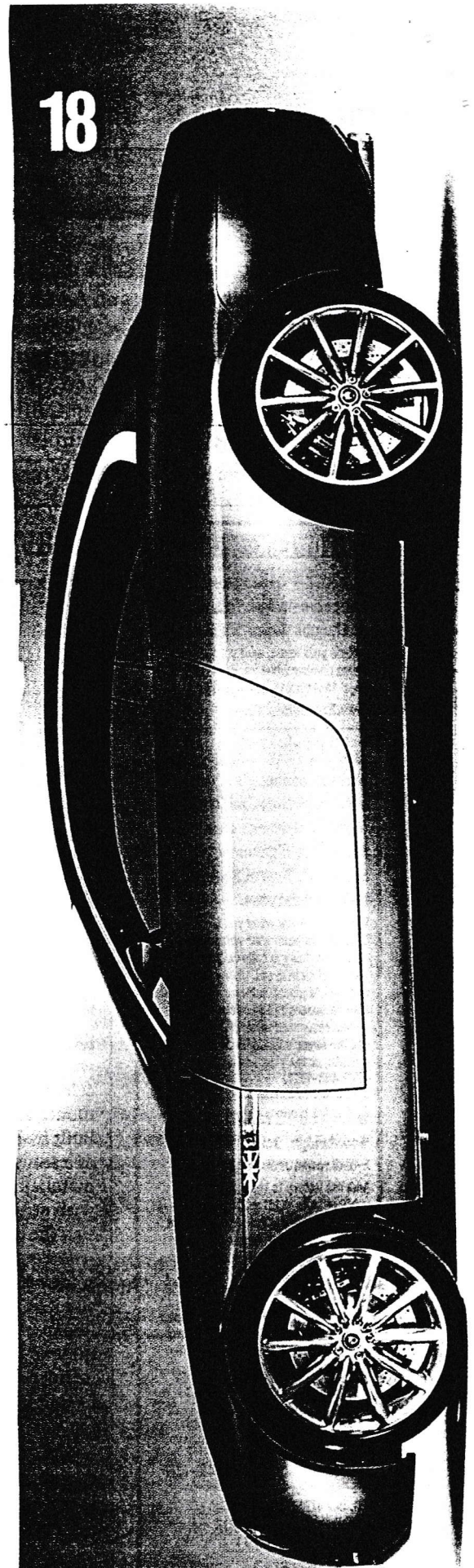
Forget for a moment, too, that Lauda was most recently pitched from the airline he started, Lauda Air, because of a question surrounding his fiduciary responsibility. Forget all that.

We will see whether the same standards of performance apply to Lauda as were applied to Rahal, a team player if there ever was one. We will see how the Jag team comes together heading into the off-season. Heck, we will even have to wait and see whether Niki feels strongly enough about Jaguar to forego his red Parmalat hat for something a little greener with a little leaping kitty on the bill. And it will be interesting to see how the Jaguar team is received at the upcoming U.S. Grand Prix.

—dmandel@crain.com



18



THE "R" COUPE



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.

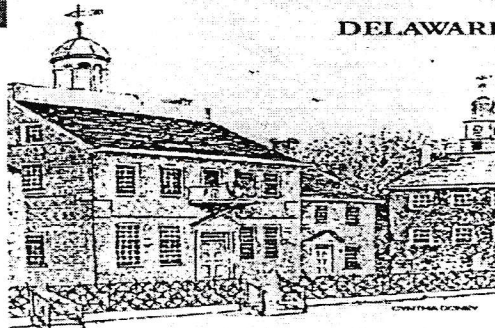
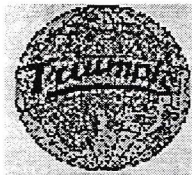
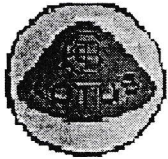
From East or South, take Turnpike to Exit 10. Then North on Rt. 287 to Exit 180 (Rt. 202-206 Bedminster-Netcong). Follow 202-206 North and stay Left onto 206 to Chester (10 miles). At light in Chester turn Left onto Rt. 24 West. Chubb Park is a short way out on the Right side.

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!

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

Come out and Celebrate the 350th 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 21st, 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 _____



JOURNEY TO THE GLEN

Ef Adnopo

Located near the beautiful Finger Lake region with its hillside vineyards and several wineries, Watkins Glen, NY, has a 53 year history of road racing. What added to the natural splendor was that on a beautiful September 7, an estimated 400 "classic cars" showed up for the "Grand Prix Festival".

However, prior to organizing our trip and prepping our 69' E Type OTS, it was decided that we would trailer the car because Susan is uncomfortable on the Interstates with the occasional truck whizzing by. We advertised for a trailer in the "PURR" and had some responses, ending up renting a dynamic, closed trailer. The 2,400 lbs. gross weight of the trailer plus the 2,200 lbs of the "E" resulted in borrowing our daughter's Land Rover for towing. A trailer hitch and plug were installed by the "Rover" dealer and I thought we were ready. Nonsense! It was later determined that the new plug was suitable if you lived in England but it had nothing to do with the "Bragman" plug used in this Country. It was also determined that a "black box" installation in the Land Rover was needed in order to activate the electric brakes on the trailer. A subsequent trip was made to a large trailer dealer located near Granite Run Mall in Springfield and the correct installations were made.

An afternoon was set aside for the lessons to hook up the trailer. There are about 10 steps involved for a correct and, importantly, safe hook up. Torsion bars, anti sway bars, plugs, chains, wires, clips, locking systems, electrical etc... The trailer was hooked up and off I went back to home and the fearful "E".

Staying ahead of the curve, I decided to practice loading the car, doing a hook up and test drive. I carefully lowered the huge, drive-on back door, unfolded the two stainless steel ramps, fired up the "E" and drove up the ramp. There was a bounce. As I sat half way up the ramp, I watched the 2 garage door type cables, which help close the door, snap and one of the rings, holding a cable to the door, rip open. No one told me that it is necessary to hook up to the Land Rover before loading the car! (Questioning my common sense and self esteem, I later surveyed several car buffs with no knowledge of trailers and 96.9% would have done the same thing). This ramp breakdown happened on Saturday, three days prior to our departure.. After carefully examining the damage (one cable snapped violently enough to cut the ceiling and the roof of the trailer) and feeling depressed enough to contemplate canceling the trip, I studied the problem, abused myself by going to a local McDonalds and decided to fix it. Five hours later and 2 trips to the hardware store, all was well.

It was also necessary to carefully adjust the electric brake response on the trailer which is done in motion, hanging out the door to listen for the click of the trailer brakes engaging

Hook up completed, with confidence we hit the road on Tuesday (the 4th) for the 300 mile journey to the Glen.

The rain around the exit to Elk Mountain in northern Pennsylvania was not too bad when a passing truck signaled me that something was wrong with our trailer. It was good that the trailer had two tires on each side because one was flat. We limped off the highway into a small mountain town and, after four referrals, ended up at an old fashion garage where the owner was working on one of six cars.

After hearing my problem he yelled: "HEY SHAWN, CAN YOU HELP THIS GUY OUT ?" I saw no one else in the garage.

"MAYBE", was the reply from somewhere in the back under a red, 88' Ford pick up.

Shawn studied the situation. No words were exchanged and we ended up at a rack of around 15 tires. Shawn pulled out two tires: "Which one you want?"

Pretending authority and extensive training, I pointed to the one with less aggressive tread. Shawn smiled and told me to reposition the trailer. He hooked up his air gun, jacked up the trailer and installed the tire.

"75 Bucks, cash", the owner said, " and I won't charge you tax". I paid, thanked him and said a silent thanks that apparently the owner never visited the greater Philadelphia area ; good will was alive and well.

We arrived in the Watkins Glen area 8.5 hours after we left home, calculating around 8 miles to the gallon. Coming home, we did the same trip in around 6.75 hours. The hills really slow you down.

Knowing the B&B where we were staying had restrictive parking, I took a chance and pulled up to a produce stand and mini storage facility within 30 minutes of our destination. I explained my problem and the owner kindly told me to park the trailer in a field near the stand; when I asked the cost, he said to forget it. We found this friendliness prevailed. Our car was unloaded, there were no issues and we convoyed to our B&B on the Lake.

Our daughter and son in law joined us the next day and we relaxed in the Kueka Lake area and did what most do; boating, wine tasting, antiques, just roaming around. I took a few spins in the Jaguar to enjoy the great, empty back roads.

Friday was the Festival day. As part of the registration process for the Grand Prix celebration, we were entered into the Founder's Day Group, one of 4 managed activities involving touring, a concourse, or a mini "Glenkhana". Our Group met at Logan Ridge Winery for a wonderful lunch, wine tasting and interacting with owners of 100 classic cars (we had the only OTS E; I saw around 9 Jaguars in total during the Festival.). After lunch, there was a lottery to pick the 5 lead cars and we won 5th position behind two Corvettes, a great Datsun roadster and, strangely, a Pontiac.

When our "E" was identified as the 5th lead cars, there was a big cheer from the Group. (mostly Healy and MG owners)

Try to picture a bright, sunny day, high up on a ridge overlooking a beautiful lake, farms and vineyards with all these great cars lining up, gunning their engines, for our brief tour to Watkins Glen. Once in the town, we were staged to tour the original 6.1 mile road track which, regrettably, was led by a state police car. Anyway, we toiled around the track twice which included a dash through town on the main street with crowds cheering as we sped along. When our run was completed, we were assigned reserved parking which was helpful.

There was a reasonable "Concourse" with a great assortment of cars. However, there was a terrible example of a dark blue, 68' OTS E Type. Sloppy black paint spray on and around the master brake cylinder, the air canister was poorly positioned and painted with some tone of black paint; the 2 cone shaped racing mirrors were painted blue to try to match the car; extra wide tires; just a general insult to the "breed". The car had Texas plates.

The rest of the day included strolling around, watching other Groups come through town or just checking out all the cars. Fireworks concluded the day in preparation for the next day's real "classic car" racing at the new course which we were unable to attend.

Apart from some of our misadventures with the trailer, the visit was excellent. The whole area is a real compliment to the activities at the "Glen". Good people, plenty of great cars, good food, wine, beautiful country, roads perfect for our cars with plenty to do or just kick back by the Lake and review your owner's manual.

EP.

XJ12 and XJS recall in US

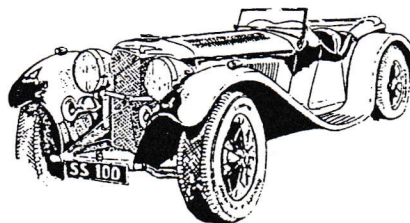
CASES have been found of some V12-engined Jaguars in North America emitting higher emissions than is allowed under US regulations.

About 3,500 1994 and 1995 Jaguar XJ12s and XJSs are being recalled by Jaguar, who have sent letters to their

owners. The examination and repair will be carried out free of charge by their local dealers. The fault lies in the oxygen sensor circuit which controls the air-fuel mixture; too rich a mixture leads to the emission of excess hydrocarbons which can cause the car to fail Environmental Protection Agency tests.

RAGTOPS & ROADSTERS BRITISH AUTOMOBILES INC.

Repairs &
Restorations



203 South Fourth Street, Perkasie, PA 18944
www.ragtops.com • email: info@ragtops.com

(215) 257-1202

Irvine assured his job is secure

EDDIE IRVINE was told yesterday that his job at Jaguar was safe in spite of attempts to sell him, along with his £6 million-a-year salary, to Jordan. Niki Lauda's first job as the new head of Jaguar Racing was to assure the Ulsterman that he will be in his seat again next season alongside Pedro de la Rosa.

Attempts by Bobby Rahal to replace Irvine triggered his sacking as team principal last week and return to the United States to run his own team in the CART championship. Lauda, as chief executive of Ford's Premier Automotive racing division, which includes Jaguar, simply installed himself at the wheel of the ailing team and goes into his first race in charge in Belgium on Sunday.

Although Lauda is a three-times Formula One world champion, his self-styled appointment is being greeted with scepticism in a paddock that wonders whether he can succeed as a team principal where knowledge of politics and diplomacy is as important as understanding how the cars work.

The outspoken Austrian does not underestimate the size of the task, however, and said that he will spend the next few weeks trying to get to grips with the organization of the team to decide how to tackle next season in better shape.

"Bobby did make an approach to Jordan about Eddie," Lauda said. "Bobby defended the issue saying it was nothing more than a joke. Unfortunately, jokes like this with existing drivers do not work very well. I stepped in and ended whatever discussion was taking place."

TAKEN FROM JAGUARS OWNERS CLUB

A LITTLE HUMOR

Shake Well Before Using

In case you needed further proof that the human race is doomed through stupidity, here are some actual label instructions on consumer goods.

On a Scar's hairdryer: "Do not use while sleeping."

(Gee, that's the only time I have to work on my hair.)

On a bag of Fritos: "You could be a winner! No purchase necessary. Details inside." (The shoplifter special.)

On a bar of Dial soap: "Directions: Use like regular soap." (And that would be how?)

On some Swanson frozen dinners: "Serving suggestion: Defrost." (But it's "just" a suggestion)

On Tesco's Tiramisu dessert (printed on bottom): "Do not turn upside down." (Too late!)

On Marks & Spencer Bread Pudding: "Product will be hot after heating." (As night follows day.)

On packaging for a Rowenta iron: "Do not iron clothes on body." (But wouldn't this save me more time?)

On Boot's Children Cough Medicine: "Do not drive a car or operate machinery after taking this medication."

(We could do a lot to reduce the rate of construction accidents if we could just get those 5-year-olds with head colds off those forklifts.)

On Nytol Sleep Aid:

"Warning: May cause drowsiness." (One would hope.)

On most brands of Christmas lights: "For indoor or outdoor use only." (As opposed to what?)

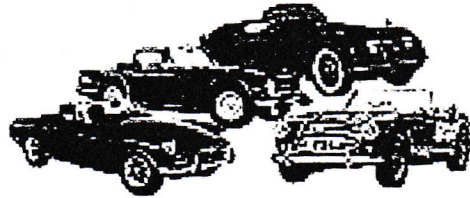
On a Japanese food processor: "Not to be used for the other use." (I gotta admit, I'm curious.)

On Sainsbury's peanuts: "Warning: contains nuts."

(Talk about a news flash.)

On an American Airlines packet of nuts: "Instructions: Open packet, eat nuts." (Step 3: Fly Delta.)

Third Annual "Autumn Leaf Festival"



Saturday, October 13, 2001
MORAVIAN ACADEMY MERLE-SMITH CAMPUS
GREEN POND ROAD -- BETHLEHEM, PENNSYLVANIA
JOIN US AT THE ACADEMY'S ANNUAL COUNTRY FAIR
10:00 AM TO 3:00 PM

ENTERTAINMENT

GOOD FOOD

RIDES

CRAFTS

BOOK SALE



OPEN TO ALL BRITISH MARQUES

POPULAR VOTING CLASSES WILL BE BY CAR MARQUE
RESERVE YOUR SPACE FOR THIS GREAT EVENT NOW
PARTICIPATION AWARD TO FIRST 75 CARS

NAME: _____

STREET: _____

CITY: _____ STATE: _____ ZIP: _____

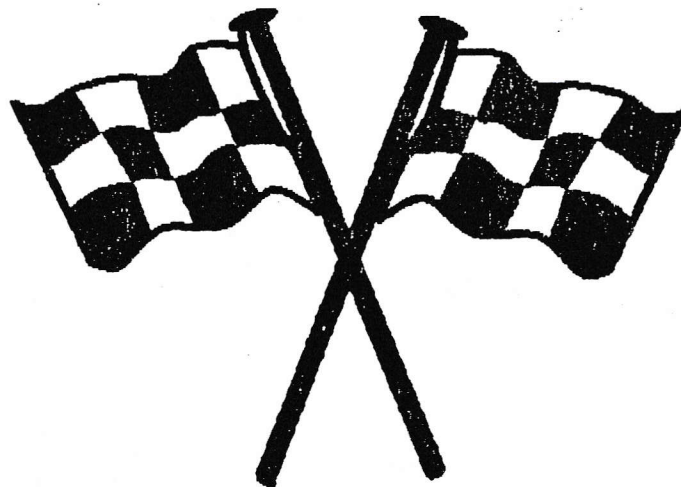
MAKE: _____ MODEL: _____ YEAR: _____

The undersigned hereby releases and indemnifies all the organizers of the 2001 "Autumn Leaf Festival" Car Show, the British Car Club of the Lehigh Valley (BCCLV), the Moravian Academy, and all supporting sponsors and participating vendors, collectively and separately, from any and all liability and/or property damage incurred by me or my guest(s) while participating in, or travelling to or from this event. I have read and agree to this release as a condition for my permission to attend and participate in this event.

SIGNATURE: _____ DATE: _____

SEND THIS REGISTRATION ALONG WITH YOUR CHECK FOR \$8.00 (\$10.00 DAY OF SHOW) TO:
BCCLV c/o GERRY KUNKLE, 1284 EVERGREEN DRIVE, BETHLEHEM, PA 18015— PHONE 610-867-6955

Is Your
Business
Plan a
Winner?



**Let our financial services professionals
put you in the winner's circle!**

Business Succession Planning • Wealth Preservation
Retention of Key Employees • Retirement Planning

Pennsylvania Business Group

an office of MetLife® Financial Services

Plymouth Meeting, Pennsylvania

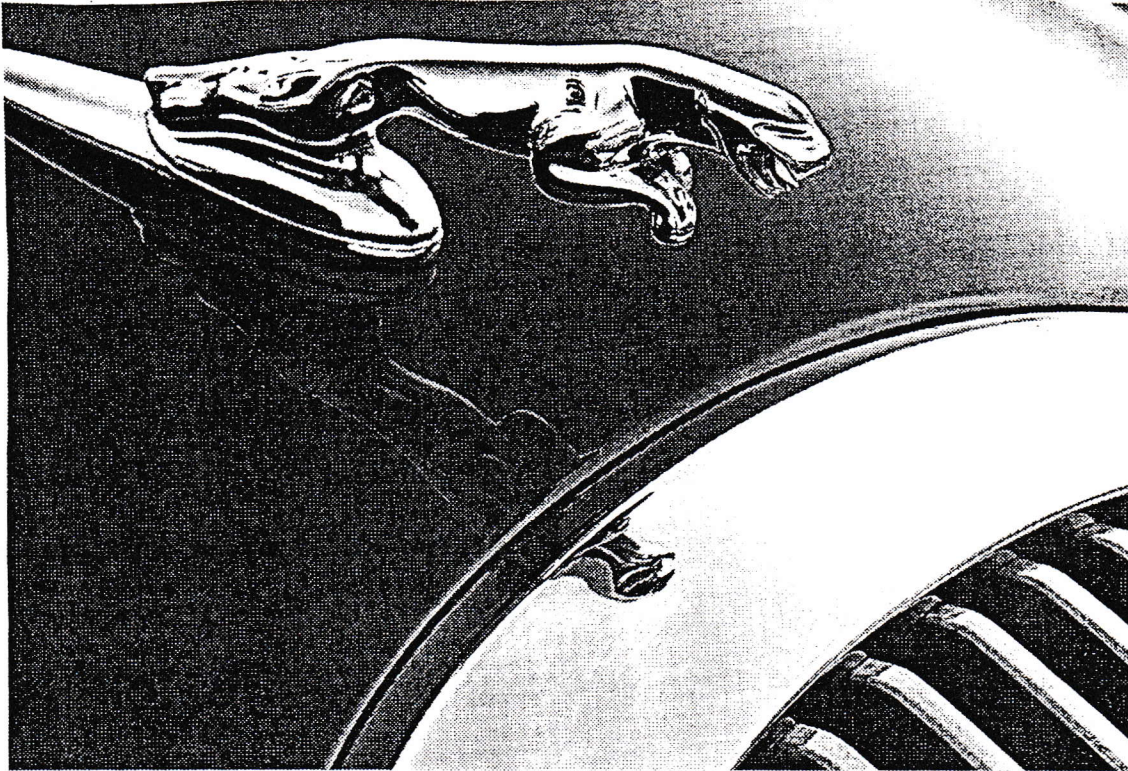
(610) 832-3765

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



THE ART // PERFORMANCE



XK XJ
S-TYPE

PERHAPS THE PERFECT LOW-MAINTENANCE RELATIONSHIP.

Comprehensive 4-year / 50,000-mile warranty * Total scheduled maintenance at 10,000-mile / 12-month intervals, including oil and filter changes at no additional charge * 24-hour Roadside Assistance throughout the United States



Philpenn Imported Car Company
635 Lancaster Avenue
Bryn Mawr, PA 19010

610-525-5900 • www.philpennjaguar.com

We specialize in the repair of all Jaguars from the SS100 to the current S-Type. Our Parts Department is open for your convenience. Club discount available

Eddie's

Est 1963

**Antique & Classic Car
Restorations**

4725 Rt. 30

Elwood, NJ 08217

609-965-2211

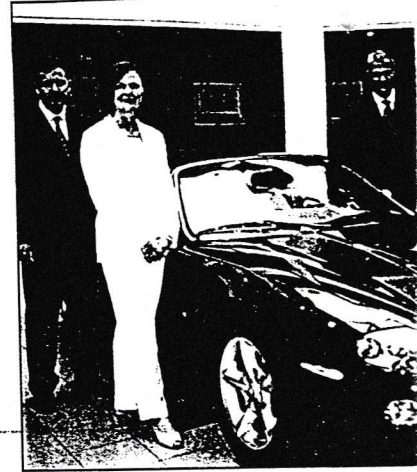
**Drivetrain, Electrical, Mechanical
& Metal Repairs to Full Restorations**



Jaguar Specialist

Key figures in the restructuring of Jaguar's North American operations (from left to right): Mike O'Driscoll, now head of the new group, Sue Calloway who takes over as vice-president and general manager of Jaguar North America, Jonathan Browning, Jaguar's managing director, and Vic Doolan, chief executive of the umbrella Premier Performance Group.

Photo: Karen Miller.



JAGUAR RESTORATIONS

Concour or Driver

XK to XJ

Service, Mechanical, Electrical Component Rebuilds

Reggie & Paulette Ray

Pottstown, PA

Phone: (610) 326-8781

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

WWW.JAGUAR RESTORATIONS.com

E-Mail us at JAG RESTORE@aol.com

Full Service Restoration Facility

- ◆ Frame Straightening Including "E" Type Body Shell
- ◆ Panel Shop & Structural Wood Reworking
- ◆ Electrical Work / Fuel Injection Fault Diagnosis
- ◆ High-Quality Refinishing a Specialty
- ◆ Upholstery Shop
- ◆ Engine and Driveline Rebuilds
- ◆ Comprehensive Maintenance on Later Models

Servicing British Makes at the Same Location Since 1967

Jaguar

LINDLEY MOTORS

10 SOUTH SANATOGA ROAD

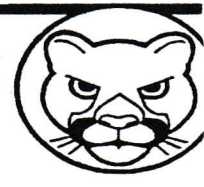
POTTSTOWN, PA 19464

(610) 326-8484 ~ FAX (610) 326-3845

Supercharged S-Type R



Jaguar will hunt for buyers of the BMW M5 and Mercedes-Benz E55 persuasions with this 400-hp S-Type scheduled to debut next year and reflecting some minor styling revisions that will be seen across the range.



CLASSIFIED ADVERTISING

FOR SALE A rare opportunity. Original lady owner 1987 Jaguar Series 3 XJ6. Excellent condition with perfect silver exterior and blue leather interior. All wood in good condition as is exterior chrome. 8615 carefully driven miles per year for a total of 112K miles. New transmission. Always garaged. All required services performed with documentation. \$7,999. Call Aven 215 699 5134 (Sept)

FOR SALE 1962 Jaguar XKE OTS Flat floor, welded louver with black top and interior. Matching numbers! Excellent compression, oil pressure and temperature control. Excellent condition but not concours. No dings, scratches or rust. Good quality paint. Pirelli radial tires on chrome wires. Spare is original Dunlop Roadspeed on wire. Recent major tune up including new carburetor needles, coil plugs, wires, condenser, points, vacuum advance, voltage regulator and battery. All fluids flushed and renewed. Strong driver, near show quality car ready to roll for only \$34,500. Call Gary King at 215 493 8771 (office) or 215 499 7013 (cell) or (JUL/AUG)

FOR SALE 1989 XJ-S V12 Coupe. Black with burgundy interior. Very good running condition. Original owner. Inspected to Jan 02. Price \$11,000. Call Walter Cantley 215 416 9613 day 215 449 9616 (JUL/AUG)

FOR SALE Power lock rear (Has "PL" tag) from a 1968 MK11 3,8 automatic. It has been stored in garage since removed and in very good condition. Price \$450. Have many other parts from the same car. Contact Tom 856 797 9159 or e-mail (JUL/AUG)

FOR SALE 1969 420 Sedan. Everything works. For parts or restoration \$2000 OBO Jack 215 449 9616 (JUL/AUG)

FOR SALE MK 11 340 Sedan RHD Automatic white with black interior. Needs engine work \$7000 OBO Jack 215 472 2001 (JUL/AUG)

FOR SALE Rare Humber Snipe with Webasto sun roof. Needs sprucing up \$1000 Jack 215 472 2001 (JUL/AUG)

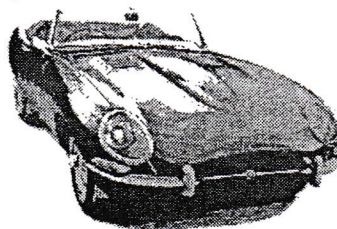
FOR SALE Jaguar color changing mugs featuring red E-type. Put in hot liquids and see magical changes. Reduced to \$10 each or 6 for \$50 plus freight. Jack 215 472 2001 (JUL/AUG)

FOR SALE 1960 Jaguar MK1X British Racing Green over grey, suede green interior. Automatic. Original. No rust. Chrome Perfect. Limited Differential. New shocks & servo. Need room hence sale price @ \$15,000. Phone 609 497 2333 evenings (OCT)

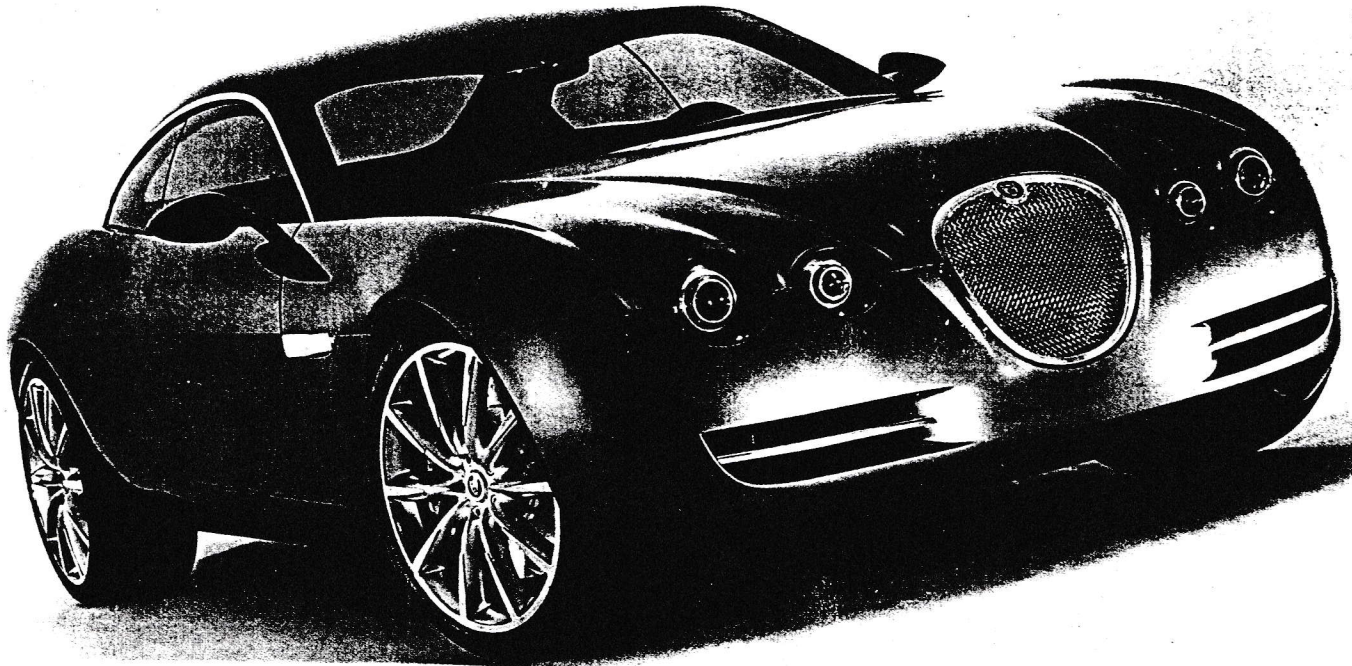
FOR SALE 1986 Jaguar XJ 6. Dark blue with tan leather. Very good condition 124K miles. All reasonable offers considered. Call Barry 215 947 5782 (OCT)

FOR SALE 1991 XJS V12 Coupe Classic Collection Rouge. 44,900 Mls. Chrome Package, wire wheels, driver side air bag. Fully loaded. Excellent condition. \$15000 Call 215 393 0777 (OCT)

FOR SALE 1984 XJ 6 93K Mls. Silver with red interior. Perfect wood. Well maintained \$4000 Call Charlie 215 333 7652 (OCT)



Future Cat



THE "R" COUPE

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