



NOTE
DUES ARE DUE
BY JANUARY 15
PLEASE
FORM ENCLOSED

The Jaguar's Purr

November 2001

The Jaguar's Purr

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
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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: mjtate1414@cs.com	
<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: twincam@voicenet.com	
<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
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Bethlehem	Robert Steig	610-691-0726
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DVJC LICENCE PLATE \$6

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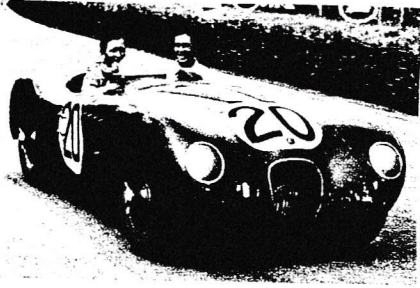
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CALENDAR OF EVENTS



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.

NOTE !!!!!!!!!

This was a great morning see detail in the December issue
The Formula 1 race car was not available but should be there
December 17 through Thursday 20th

December

2

Club Annual "Holiday Party" at "The Corinthian Yacht Club" with cocktails and hors d'oeuvres at 1.0pm and dinner at 2.0pm. SEE FLYER FOR RESERVATION INFORMATION , DETAILS AND DIRECTIONS.

2002

January

15

Year 2002 payment of dues by this date please

Board Meeting and planning session to be held at Muriel & Mike Tate's House. Date to be advised.

DIRECTIONS Take 276 to exit 26. 100yards though toll take 309 North. Off at Norristown Road/Gwynedd Mercy College exit. Left under 309 and through lights. Go through 5 sets of lights and 1421 Sumneytown Pike, Lower Gwynedd is on the righthand side just before the 35 mile sign.

215 628 4961



**"He told me just recently one of his ex-teammates is no longer in Formula One because he was too nice a guy.
If you apply that logic, I reckon Irvine is here for life."**

—Jordan team owner Eddie Jordan on Jaguar driver Eddie Irvine's F1 future



PRESIDENT SEZ DAVID MILLING

NOVEMBER 2001

It is difficult to report to the club membership the passing of David Milling. Dave was a long standing member of DVJC and participated in many club events. He leaves his wife Dee, daughters Cynthia, Leslie, and Mathy and sons Jay and Matthew. He owned very desirable vintage sports cars and drove and raced his 1938 SS100 Jaguar at Pocono and Pittsburgh and rallied his 1937 SS 100 in "The Great Race" seven times and participated in our own Cloverleaf Rally. He also took part in the club Concours even if he could not be there himself and in this he was most generous saying "I can't make the Concours but you can take the SS 100 for the show" He also loaned it to Jaguar Inc. and I recall it going all the way to Canada to be in a Jaguar display. The first time I heard him talk at our Lions Club meeting he spoke about "The Great Race Rally" and how he lost it because he stopped for an ice cream!. That was David...he loved life and driving his cars. He will be greatly missed. Please see a tribute to David within this issue written by his good friend, Ralph Steinberg.

DIRECTORS MEETING MINUTES

Please see the minutes prepared by Secretary Clara Saxton of the Directors Meeting held on October 7 at New Castle. The next meeting will be in January as detailed in the Calendar

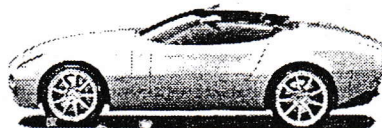
CORINTHIAN YACHT CLUB HOLIDAY PARTY

See "Flyer" for details of this year's holiday party.

Please send in reservations as soon as possible.

DELAWARE COUNTY COMMUNITY COLLEGE

The Delaware County Community College Fall Car Show, sponsored by the Historical Car Club of Pennsylvania was held October 21st and had a better showing than last year.. There was an XK 120, a Mk 1X And 6 E-types and an XJ6 saloon. Two of the E-types were owned by drivers who were not members and who were invited to join. Many members walked through show and it was good to see everybody. The show is located several miles above Media off the 252 just below Rt 3. It has ample free parking and entrance to the show. There were six rows of vintage car parts at the Flea Market. If you had your "bonnet" open and had a fire extinguisher present your car could be judged. I always seem to meet new Jaguar people at these events and everyone has a special story so it's a good way to relax and promote our club. This area is a nest egg for Stanley Steamers and a good many were present. There was a motorcycle section and this year a collection of old one and two wheeled bicycles.



Everybody thinks they live next to the worlds most dangerous intersections. Now you can know for sure. Based on the severity and numbers of crashes here are the three highest intersections in the world

- 1 Pembroke Pines, Florida, Flamingo Road and Pines Boulevard
- 2 Philadelphia, PA. Red Lion Road and Roosevelt Boulevard
- 3 Philadelphia, Pa. Grant Avenue and Roosevelt Boulevard

These results were released from a State Farm study

ALL BRITISH CAR SHOW BRITISH CAR CLUB OF DELAWARE

We all lined up around the downtown New Castle central square by the court house to celebrate the towns 350th anniversary. The weather was coolly fresh and the Jaguar contingent was set up right in the middle of town.

The judging consisted of a ballot for each of 10 classes and the participants selected their best choice for each class. There was 13 Jaguars present , down from 30 of last year. All three winning Jaguars in the sports class were DVJC members

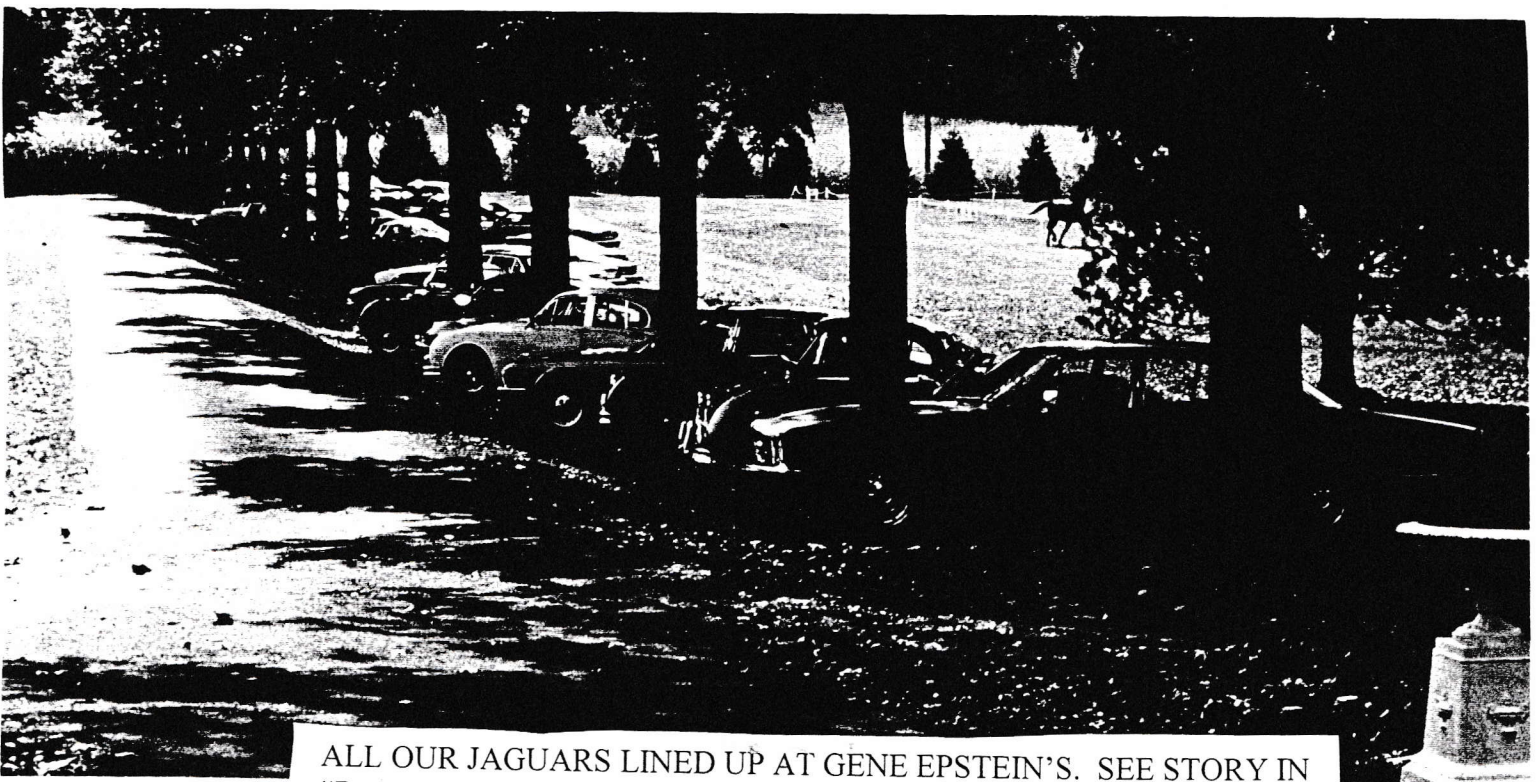
- 1 Ted & Joan Levy XKE Coupe
- 2 Dan Herrick XK 150S
- 3 Gene Hawrylak XKE Coupe

Ted Boyd's 1960 MK1X took first in the separate Jaguar Saloon class

During the afternoon a town cryer came forth and announced the attack on the Taliban in Afganistan. In the background was the sound of cannon from the reenactment at Battery Park.

We had just enough officers to hold the planned quarterly Directors meeting

Kurt
Happy Motoring Kurt Rappold President



ALL OUR JAGUARS LINED UP AT GENE EPSTEIN'S. SEE STORY IN "RAMBLINGS"

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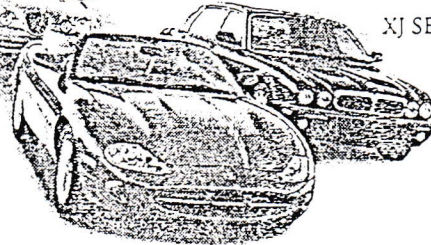
THE ART of PERFORMANCE

FURTHER EVIDENCE THAT
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S-TYPE



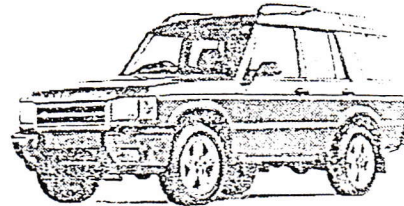
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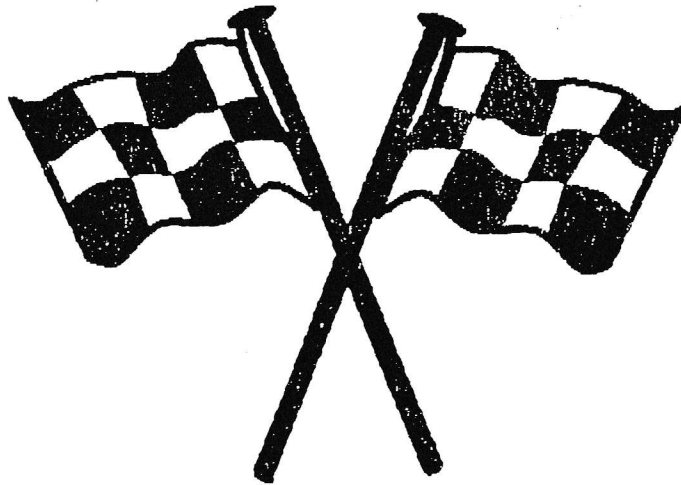
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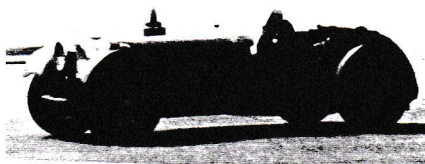
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David L. Milling
was chairman
of International
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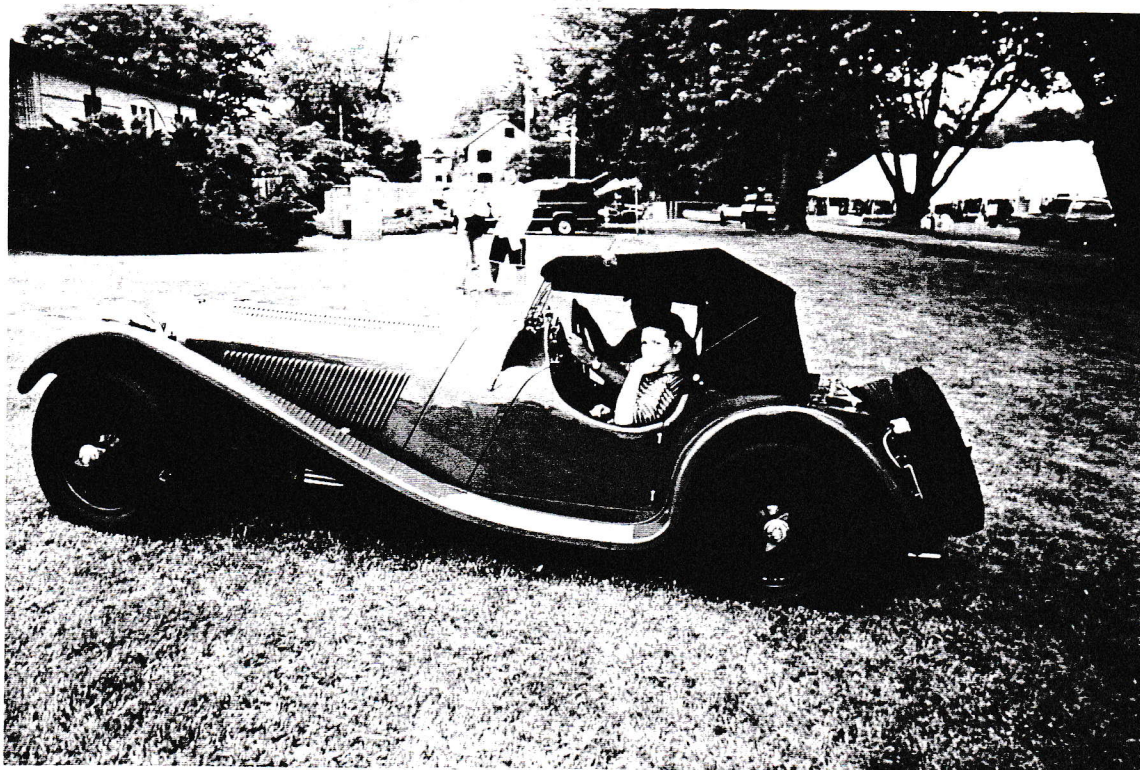
Obituaries

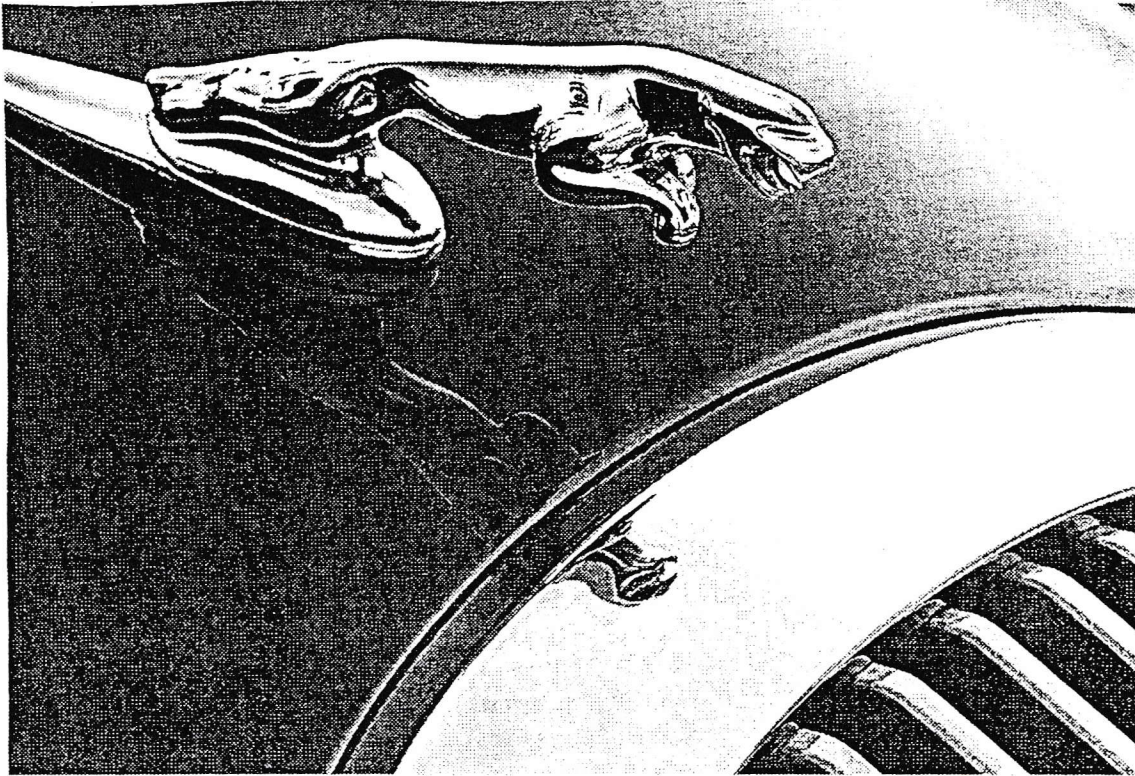
David L. Milling, 69;

For those of you who knew him or for those who saw the back end of his wickedly fast SS 100 David Milling passed away Wednesday October 10th. He died quickly from a massive heart attack. Dave raced a Spitfire back in the early sixties and then latter raced in the Skip Barber series with his son Jay. In the late 80's he started vintage rallying in a 1938 SS 100. We campaigned that car in cross country rallies until 1994 and it did a local rally of 300+ miles this past spring. He started vintage racing with the VSCCA in his black 1939 SS 100, our affectionate nickname for which was the "Lead Sled" and has been described in one caption as having all the aero-dynamics of a chicken shed. Be that as it may over the last 12 seasons the "Lead Sled" has had many a great race at venues like Summit Point, Limerock, Pocono, Watkins Glen, and Pittsburgh Vintage Grand Prix. Dave always felt his cars should be driven and seen and he said that driving and just being in the vintage racing scene was one of life's greatest pleasures. Dave was instrumental in getting me into the seat of a race car and I have to echo his thoughts on vintage racing and the vintage racing world. He got just as much watching others in his cars and I got to race both SS 100's and his son's MGA Twin Cam (that I now own). One of my favorite pictures of me in his car is with a pretty young lady getting a ride around Limerock in the SS. Dave always felt that if he could show a young person just a little of the fun and pleasure that an old car could give you had a good day.

I will miss him greatly and I believe the vintage racing world will as well
Dave, wherever you are I hope the tracks are smooth and the weather dry.

Ralph Steinberg





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Name:	Spouse:	Please let us know if there has been a change of address or phone number.
Address:		
Internet e.mail:		Check here if you do NOT want your phone number(s) listed in the membership list. This list is only distributed to other club members. _____
Phone #:	Fax #:	

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be paid by **January 15 2002**

Individual Membership voting membership for yourself only	- \$40.00
Family Membership voting membership for yourself and a spouse	- \$45.00

Please indicate the membership type you would like and remit the balance due, payable by check or money order only, to:

DVJC
C/O Steve Kress
6 Swallow Road
Holland, PA 18966
(215) 953-5227

Check Number:	Dated Mailed:	Amount Paid:
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THANK YOU FOR YOUR CONTINUED MEMBERSHIP IN THE DVJC!

WE LOOK FORWARD TO SEEING YOU SOON AT A DVJC EVENT

Please be sure to fill in the detail on the reverse side especially the full detail of your Jaguars which helps in compiling a list of members and their cars which is normally issued once a year in May

PERSONAL AND JAGUAR INFORMATION

(Optional)

Please let us know something about you.

Type and Years of Jaguar(s) Owned:

Year	Model	VIN Number	Color	Years Owned

Are you interested in adding additional Jaguars to your collection? and if so, what model, year, and type?

Are you a JCNA-certified judge?	What is your judge number?	If not, would you like to be?
---------------------------------	----------------------------	-------------------------------

What do you enjoy the most about your Jaguar? (pick all that are applicable)		
working on it -	driving it -	showing it -
talking about it -	Other?	

What types of club activities would interest you the most on a scale of 1 to 10, with 1 indicating total disinterest and 10 indicating an event you would not miss attending.

Tech sessions (informal gatherings during which club members are shown and can practice an automotive technical technique (such as dent-pulling or spot-welding).

Road Rallies

Informal Car Shows (no judging)

Concours (JCNA sanctioned with official judging)

Social Events: Picnics ____; Parties ____; Brunches ____; Dinners ____;

Auctions ____; Bowling ____; Museum Tours ____;

Other Events?

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

Please enter your favorite Delaware Valley Jaguar Dealer:

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



Carr's Cars

THE STORY AND BACKGROUND OF CLUB DIRECTOR GEORGE CARR

After losing a gun collection to thieves, George Carr decided that he would collect something bigger and harder to steal

by Patti Guthrie

"I always have been interested in automobiles," began George Carr. "I've owned at least a hundred, including an Arnolt Bristol, Triumphs, MGs, Sunbeam Alpines, a DeSoto, Saabs, Alfa Romeos and Jags. They're functional. You can do things with them. I get them, love them, fix them up then sell them."

George discovered Jaguars, his favorite, in the early 1950s while stationed in Japan, "...where I spent two years, three months and seventeen days."

In 1963, he bought his first Jag, a 1954 XK120 coupe, which had been abandoned in Philadelphia. After restoring and repainting it, he drove it awhile before selling it.

However, George didn't consciously start collecting vintage autos until the early 1970s, explaining, "In 1971, just after we'd moved back to the area, we were burglarized. I lost thirty vintage handguns, all in working order. After those guns were stolen, I decided to collect something bigger, like old cars."

Later in 1971, he bought a Jaguar Mark II Saloon that he fixed up and used as a "daily driver" for about four years. "Then, I really restored it and entered it in numerous



Photograph: Rosemary Carroll

shows. That car won fifty to seventy trophies," he said proudly, adding, "I sold it in 1989 to a guy who recently resold it on the Internet. It's now in California."

Also, in 1971, he found out about the Jaguar Club of North America or JCNA, an umbrella organization headquartered in Leonia, NJ with regional chapters. He immediately joined the Delaware Valley Club and has been quite active ever since, now serving on their Board of Directors. The club has monthly meetings and publishes a newsletter. Also, it sponsors events like gymkhanas and an annual show, held the first weekend in June. Their Concours d' elegance raises money for the Brandywine

*The caliber is such
that last year,
we had nine Pebble
Beach Classic
automobiles. They're
the real creme de la
creme."*

Trauma Center.

Presently, he owns four vintage autos: a 1957 Jaguar XK150 fixed head coupe, a 1960 MGA roadster, a 1946 Dodge that he drives in parades, which his dad bought new after World War II and his "fun car"—a bright red 1959 Triumph TR3A roadster. Along with his activity in the Jaguar Club, he also belongs to the Philadelphia MG Club, sponsors of MGs at Mercer in October, and the Delaware Valley Triumph Club, which holds a Concours every mid-June at Hope Lodge. Both clubs also publish monthly newsletters.

Other than participating in shows, club functions, rallies, and covered bridge tours, George became a certified judge for JCNA, explaining, "I took courses and was issued a license. I was associated with the New Hope Car Show for fifteen years, ending up as the Chief

*Carr went to
work for the
Kimble Glass
Company in
Vineland, NJ.*

*Upon his return,
he was assigned
another job within
the company.*

CONTINUED ON PAGE

Judge. I started with them by running the Jaguar Division." He continued, "There are three categories for cars—racing competition and daily driven, each judged separately."

Currently, George is deeply involved in the Buckingham Concours d' elegance, held this year on September 16th, with a preview on the 15th. Started in 1996 by Al Pincus and Ralph Tompkins the show "...was designed and originated as a way to raise money for the preservation of open space not only in Buckingham but everywhere. The money is used for education," Carr said. With obvious pride, he added, "It has gotten good coverage in the national automobile magazines. The caliber is such that last year, we had nine Pebble Beach Classic automobiles. They're the real creme de la creme."

George, the younger of two boys grew up in the house next door to his present home in Buckingham commenting, "My granddad bought this house and land in 1922. The basic stone dwelling is 25 years old. My dad built this barn after the original one burned down. We bought the house and remaining seven-and-a-half acre from my aunt in 1978." He continued, "I was born very early in the Depression and raised through it. The attack on Pearl Harbor happened when I was ten. He attended Buckingham Township schools, graduating in 1949. With a smile, he said, "Grade one through twelve were in two buildings!"

When he was fifteen, he started collecting guns and had a growing collection. But, while he was overseas in 1951, "My mom got rid of all of my stuff, including a couple of cased dueling pistols. She said, 'I didn't think you'd want any of it.'" Yet, even after losing his early gun collection, he kept collecting, "Lots of weaponry just after the Revolutionary War, like Star Contract muskets, up to 19th and World War II rifles, along with other military memorabilia." The year came the 1971 robbery, which redirected his collecting fervor



DELAWARE VALLEY JAGUAR CLUB
Minutes of the Directors' Meeting of 10/7/2001



This meeting was held in conjunction with the British Car Club of Delaware annual event held in New Castle, Delaware. The day was spectacular. The venue was charming. The cars were delightful. The meeting was held on a bench outside the old Town Hall adjacent to the Revolutionary War era arsenal on the Green in Old New Castle. It was a delight and a privilege to attend.

Attending officers were Charlie Olson, Kurt Rappold, Clara Saxton and Larry Schear.

President Kurt Rappold opened the meeting with a prayer for all the heroes, families and victims of the September 11 attacks. He also reported that to date he has received no word of a DVJC member, relative or friend who was lost in these events. We grieve, nonetheless, for all those who have been so tragically affected.

President Rappold commented again on the outstanding quality of the club newsletter, the Purr. We all agreed that it is an commendable piece of work and extend our appreciation to Editor Mike Tate.

President Rappold reminded the members of the event coming up on October 14, which Al Pincus is chairing. We were reminded to send in the money for reservations quickly, since the rates we got were predicated on at least 50 participants and at this time the necessary number has not been received.

President Rappold mentioned a tech sessions that will be coming up on November 3. Information will be available in the Purr. It is necessary to RSVP for this session.

President Rappold reminded us that the Holiday Party is coming up in December. A flier on this event will be in the November issue of the Purr.

No Treasurer's report was given at this meeting.

Ann Perry, Membership Retention Chairperson, was not available for a report. President Rappold reported that he believed we currently had 178 members. Larry Schear said that we would like to call Ann to see if he could possibly help in her efforts.

President Rappold reported on some new members, whose introductions will be covered in the Purr.

President Rappold mentioned that there are sometimes conflicts which prevent many of us from attending events. Members who are able to attend alternative events are urged to prepare a short report and send it along for inclusion in the Purr. Bill Beiswinger had volunteered to submit such a report for the Radnor Show.

President Rappold reported that the New Hope event had gone well.

Page Two

President Rappold commented on the Jaguar shirts that some members were wearing. Larry Schear is working on a group rate for some shirts and he will be including something pertinent in the newsletter. Ef Adnapoz had expressed an interest in shirts that also had the DVJC club logo on them. We might want to look into a copyright for the logo.

Jack Sanft is reported to be doing fairly well, but he cannot get out and about as he would wish. He reported that he had some prizes that were not delivered to the Concours event. He would like to know how the club wants to handle these items. The recommendation is that he contact the suppliers and see if we might keep them for the event next spring.

Since no further items were presented for consideration, the meeting was adjourned.

Respectfully submitted,

Clara Saxton *Clara*

Secretary

CONTINUED FROM PAGE 11

old Jaguars and other vintage cars.

After high school, Carr went to Drexel to their business administration school. However, he interrupted his education by enlisting in the Air Force early in 1951. Once his four-year stint was up, he came home. With his mustering out pay, he visited the auto repair shops in Doylestown, buying a 1949 DeSoto sedan.

A friend of George's, Clyde Leaver, took George to a church event and introduced him to Doris, the daughter of Joseph P. Hart, Doylestown Township's auditor for nearly four-and-a-half decades. However, after their meeting, they didn't see each other for a few years because both returned to school, she to the Philadelphia College of Bible and then nursing school, he to Drexel from which he graduated in 1960 with a B.S. in Industrial Engineering. They did get back together, dated, and were married in 1961. The Carrs have two grown children, George Michael, an attorney using his middle name, and Kathy Jo Davidheiser, manager of a women's shop at a local Mall.

Carr went to work for the Kimble Glass Company in Vineland, NJ. This subsidiary of the Owens Illinois Glass Company makes scientific instruments, much from hand-blown glass. Said George, "The factory ran 24 hours a day, seven days a week, 365 days a year because of all of that molten glass."

While with Ownes, George was promoted to a new plant in Pittston, PA, a move that didn't work out. After he transferred back to Vineland, he received a job offer from the Pennwalt Corporation to

run their factory in Warminster, which brought the Carrs back to this area in 1971. The plant was Pennwalt's heavy equipment department where they made industrial centrifuges and tableting presses for pill making.

George enjoyed the challenge of running the factory, but had to take a medical discharge in 1989 for cardiac by-pass surgery. Upon his return, he was assigned another job within the company. Then, in 1991, when it was bought out, "I was given the chance for an early retirement which I grabbed," he said with a smile.

Since retiring, Carr has had the time to pursue his passion for vintage autos, as well as numerous

other interests. For instance, he served on the original Board of Directors for the Bucks County chapter of Habitat for Humanity and presently is on the Buckingham Township Planning Commission. He also, "...has become a collector of lots of things other than cars and weapons. I like fire helmets, old airplanes and boats." In the barn, aside from cars and other stuff, are two sleighs, one a cutter, the other a working farm sleigh. Shaking his head as he looked around, he said, "I'm a junk collector!" He went on, "And, I do lots of things." George, who has survived several heart attacks, beaten melanoma, has diabetes and is battling prostate cancer; greets each day like a true gift, filling it with activity, friends and family, saying simply, "I'm passionate about life!" ❖

Patti Guthrie is a freelance writer and antiques dealer from Chalfont, PA.

**2001 DELAWARE VALLEY JAGUAR CLUB
"HOLIDAY PARTY"**

Your Board of Directors has selected **The Corinthian Yacht Club** as the site of our last 2001 event, which is the Holiday Party. Some of the feedback I have heard with past events is being solved with this event, as we are letting you know ASAP about this December event. We are very central, just being 2.7 miles north of I-476, just off Route 95. Parking is very private and safe at this site. We are holding the cost down to only \$70.00 per couple, and for those sailing enthusiasts, of which we have a few, this place has such atmosphere that you will feel great satisfaction just being there.

Enjoy a warm and special ambiance offered by **The Corinthian Yacht Club**. Thanks to one of our members, we were able to make arrangements to be here this year. The affair will be held on Sunday afternoon starting at 1:00pm, so that people can enjoy the fantastic view of the river and the site, and also get home in a reasonable time. Please put December 2nd on your calendars, so that you do not miss out on this one. Club sponsored hors d'oeuvres will be served at 1:00pm, with dinner starting about 2:00pm. Thank you to Joanne Poinard, DVJC Member, for her Jaguar portrait on the cover.

We are limited to only 100 reservations, so do not hesitate in sending in the application. Sorry - no tickets will be sold at the door. Please make out your check to "D.V.J.C." only!

The site is right next to The Governor Printz Park and the Lagoon Restaurant. The Directors' Meeting will be conducted at Mike and Murial's house in January.

The menu will consist of prime rib of beef au jus, chicken "Kiev", or poached salmon Don Izetti. All dinners will include: fruit cocktail, salad or soup, potato, rolls, coffee or tea, and dessert. We will have a bar for which anyone 21 or older may indulge, with music on a nice hardwood floor overlooking the Delaware River. If it is a nice day, I hope we can line up a nice collection of Jaguars along the drive. As a reminder - since this is a private club and since this is a holiday party, the dress code will require proper attire, namely ties.



Please send your application for your choice of food with a check to "D.V.J.C." to: Delaware Valley Jaguar Club, 116 Governor Markham Drive, Glen Mills, PA 19342-1033. For additional information, you may call Kurt at 1-610-358-4055. Help us celebrate 36 years as a car club!

Directions: Take Route 420 east to the Delaware River after departing Route 95 at Exit 9. Save this portion for map on back page.

Record your choice of food here: _____ in the amount of _____
Check # _____

Your President,
Kurt Rappold



DELAWARE VALLEY JAGUAR CLUB ANNUAL HOLIDAY PARTY - DECEMBER 2, 2001

Reservation Application
(limited to 100)

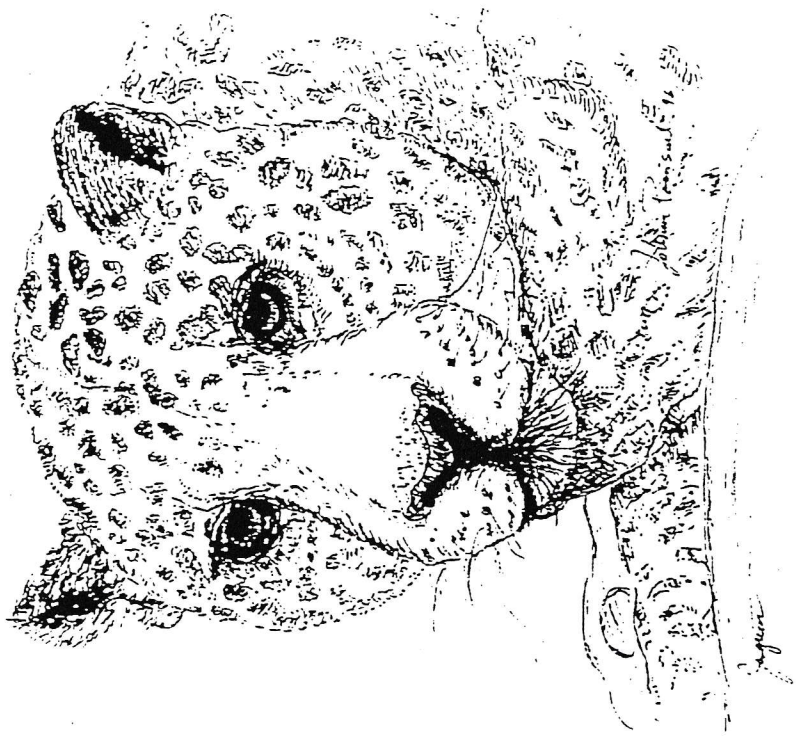
Number of people attending: _____ @ \$35.00
\$ _____ enclosed

Menu Choice: _____ Prime Rib of Beef au jus
_____ Chicken Kiev
_____ Poached Salmon Don Izetti

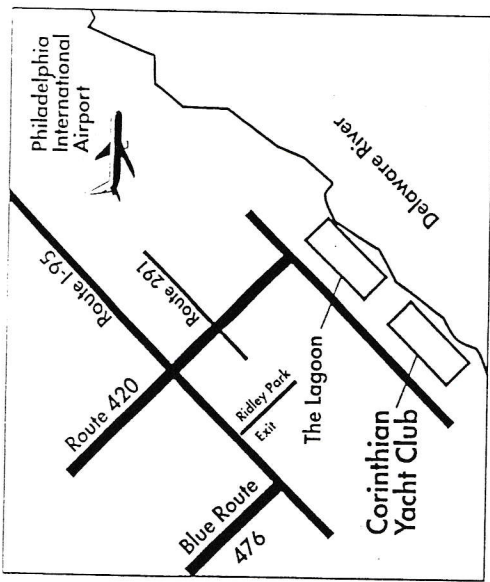
Name: _____
Phone Number: (_____) _____

Weather permitting, will you drive your Jaguar? _____

Please return this portion with your check.



D.V.J.C.



Directions

Take Blue Route to I-95 North — Take exit 9A (Route 420, Essington)
 Take Route I-95 South from city, go by airport to exit 9A (Route 420 Essington)
 Take 420 South to Dead End, Turn right, club on left just
 past the Lagoon and Gov. Printz Park
 Club Phone (610) 521-4705 — Fax (610) 521-6037





EDITOR'S RAMBLINGS
PERFECT PINCUS TOUR

NOVEMBER 2001

Yes Al and Tucky Pincus got it all right for the club visit, tour and brunch on October 14th. The weather was spectacular, the fall foliage in full bloom, as were the surroundings and historic cars at both Al's and Gene Epstein's homes. Topping it all off was the exceptional brunch provided by the "Black Bass" at Lumberville with a huge variety of high quality food and as much champagne as you could drink all set in the wonderful old world setting of the Inn by the Delaware River. And yes we had a very high turnout for this event. 64 people, 33 Jaguars of all varieties and one Fiat Bertone X 1/9, a 1976 Corvette and a MK V111 Lincoln. As we all know "The Pincus" home is delightful with Al's immaculate and finished barn full of automobilia and fine cars amongst which is his XK 120, Mk 1V, E-type OTS, Ferrari, deLoren, Thunderbird, Bentley, XJS etc etc. From there we traveled in convoy for a couple of miles through the quiet lanes to the home of Gene Epstein. Gene's farm is glorious with a long driveway dissecting his fields in which we were able to park our 36 cars in a straight line. There are a number of highly detailed & finished barns all themed to various time periods with automobilia just as impressive as the many cars and old horse drawn carriages One barn even had two racehorses installed!! The cars were all beautiful but too numerous to mention here but included was a Rolls Royce Convertible belonging at one time to Tony Curtis, A Cord L 29 and for me the ultimate pick, a Jaguar XK 8 Silverstone in silver and signed on the rear fender by Sterling Moss standing aggressively by itself on the forecourt. For the ladies Ms Epstein kindly opened her home for viewing. Thank you both again for your very kind hospitality. From here the convoy then took off for Lumberville and the "Black Bass" getting lots of appreciative stares and even at one stage applause! All attendees without fail gave unsolicited praise for the day. You said it would be perfect Al.....and it was. Thank you !

CLUB DINNER & FEES

Please note a response is required if you are going to be at the Corinthian Yacht Club for the Annual Cocktails and Dinner on December 2 (See flyer) Also fees for 2002 which if paid by January 15 would be of great help to the club

AUCTIONS

At the Pebble Beach Auction in August a 1990/91 Jaguar sport XJR-15 sports-racing coupe designed by Tom Wakingshaw Racing as a street car but at Jaguar's request made





into a racing car for the “intercontinental Challenge” It appears to have never been raced. It is right hand drive, has road equipment but no U.S. importation or registration paperwork. Has covered 400 miles and is as new. The car had an original \$1 million sticker price and was sold for \$182,000

At the RM Monterey Sports Car Auction in August a 1966 E-type Series 1 roadster . A maroon body with black leather interior and black top. Said to be amazingly restored to “best in the world “ standards. Judged 99.9 at Jaguar concours Was sold at \$115,500 It is said that the last time a price like this was reached at auction was in 1990. The price you would expect to get for a car like this would be a maximum of \$90,000 but if you get two wealthy and determined bidders anything can happen

Another E-Type described as “excellent” and a “ highly detailed concours restoration” went for \$97,834, a 1950 XK120 Roadster “99.73 JCNA point specialist restoration again “excellent” for\$58,830 and a XK 140 MC in the same condition also for \$58,830. A 1958 XK150 dhc again “excellent and the subject of a highly detailed specialist restoration” went for a lower price....\$48,000. In lower price ranges were a 1948 3.5 litre Dhc “recent total restoration and very good” \$36,000, a Series 1 1963 roadster “Mainly original..43,000 miles” for \$36,600 and, finally, a 1967 E-type S1 Coupe 65,000 miles, “totally original and unrestored...very good” \$29,600.

At Christie’s, Pebble Beach, August 19 two cars went for good prices. A 1954 XK 140MC roadster with “body off, frame-up professional restoration...excellent” \$141,430 This car was a matching numbers car that had “amazingly” retained some 99 per cent of its original parts in restoration. It was as good as you can get which you see recognized in its price. The second car was a 1958 XK 150 3.4 roadster with “full restoration by marque specialist” \$80,309”

At Jaguars Centenary Ball September 7 held at Browns Lane a Jaguar Formula one car raised \$112,200 for the NSPCC. Although minus engine, many rated the car a good buy – either as an investment or as the basis of a highly competitive hill climb or formula libre car

HOLIDAY GIFTS

Classic Jaguar World magazine are offering two new books at special prices. “The Jaguar File” by Eric Dymock. This covers the entire model by model history of the Marque from the first sidecar to the latest X-type. A comprehensive guide to all variants Including Group C, lightweight E-types, special bodied racecars from Cooper and Lister And even Jaguar powered Scorpion light tank, plus every production road car built. Retail Price Pounds 19.99 Special Price pounds 14.99 P&P extra.

Mastercard/Visa/Amex to “The Jaguar File, Kelsey Publishing Ltd., Po Box 13, Westerham Kent TN 16 3WT England Phone 011 44 1959 541444 Fax 011 44 1959 541400

Published in late August, just before the centenary of Sir William Lyon’s birth on September 4 1901 this book “The Official Biography of Sir Williams Lyons” has been compiled by the two leading authors in the Jaguar field. Philip Porter and Paul . Crammed full of detail you have never seen before Skilleter. Published by JH Haynes



with the JDHT. Special Price pounds 18.99. Visa/Mastercard. Kelsey Publishing Ltd, Cudham Tithe Barn, Cudham Kent TN 16 3AG England

I expect you can get both books from either Borders or Barnes and Noble. I got them both. Highly recommended...Excellent

MY SON RUSSELL.

My eldest son Russell lives in Michigan. This year he drove down here for the Concours in June and collected the prize for the furthest driven. He has written an amusing article for the Purr about how I have ill treated him which I include in this edition. All I can say is that he will have to wait for my XJR. Who knows it could become a classic and he gets

lucky! He does have my sympathy however. On the weekend of October 27th he drove his XJ 8 down here to have his son christened together with my youngest son's new boy. After the double ceremony and a little champagne he took one of his friends for a ride in his BRG 1998.

(It's a wonder it was not my XJR usually he can't wait to get in it) He missed our driveway when returning and turned into our neighbors collecting two large boulders under his right wing. This tore out his windscreen washing housing which, incidentally, is a very large unit and wiring harness. A visit next day to Great Britains and a delay of his return home and a bill for \$2,200 and on Wednesday he was on his way home in his nice clean XJ8 After all Britains do give you a free car wash when you get repairs or service!!!! Worth every cent!

Formula 1 and Ford

The F1 season for Jaguar in Formula 1 finished, as we all know, in some disarray. In the final race of the season in Japan both cars withdrawing with fuel problems. In the prior race at Monza Eddie Irvine did get 4th place later relegated to 5th as Jarno Trulli who originally finished 4th was disqualified and then reinstated. However things at Ford have had a major shake up. The company replaced Jacques Nasser as chief executive officer with the great-grandson of founder Henry Ford. Nasser's fate had been the subject of much speculation in recent months as the company faced eroding sales, questions about vehicle quality, the Firestone recall and I expect the image created by the squabbles at Jaguar racing. Out of all this came the great news that the recently promoted Sir Nick Scheele was elevated yet again to Chief Operating Officer. You will recall that Sir Nick was recently knighted for his work as Managing Director at Jaguar. Now Ford has as headman a "Mr Fix it" who knows what a "Proper" motor car is all about. Mind you he has more on his mind than running Ford. I read he is also grappling with if to have his recently purchased SS 100 restored or leave it in original condition. In the meantime it is with the Jaguar Heritage Trust.

Lyons' Pride

In a very fitting tribute to its founder, Sir William Lyons, Jaguar has unveiled two limited Edition models. The XJR 100 and XKR 100. Just 500 of each model will be produced. Both models have Anthracite paint jobs plus lots of other goodies

.MICHAEL TATE EDITOR

Michael.



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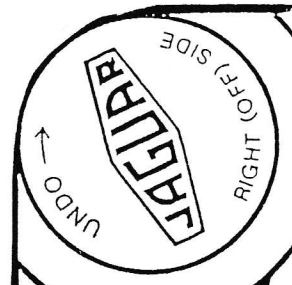
Pottstown, PA

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



JAGUAR MODEL CLUB

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



A LITTLE BIT OF HEAVEN

By Paul Racette

Recently, I had to go to the UK for a quick business trip. My wife & I therefore decided to take this opportunity and do some sight seeing so as to fill in a week. Off we flew with British Airways. The flights to and from were excellent, since passenger volumes are down, and we had extra seats to spread out into, thus arriving at our destinations reasonably refreshed.

With the business out of the way, we set out on the morning of October 10th with no particular destination in mind. "North" seemed to be the direction to go. Before leaving for England, my buddy Jim Shields had mentioned the city of Gaydon, near Warwick as having the British Motor Industry Heritage Trust and Motor Centre. I mentioned this to my wife, who actually is into cars, and she reluctantly agreed, not being able to think of any other destination in a hurry...what was left unsaid was that Warwick is a stone's throw from Coventry...but that's another story.

We found a quaint rural British hotel to spend the night and were among the first to visit the museum the next day. After wandering for a bit, they announced a guided tour was about to start and off we went to join this. It turned out that we were alone with the guide---splendid, a personal tour! The Center is open from 10:00am to 17:00pm (November through March 16:00pm). Tours, I believe are daily at 11:00 hrs.

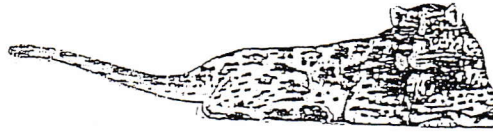
The Trust owns approximately 300 cars, 180 or so of which are on display at any one time. Our guide was very personable and knowledgeable and shared many stories with us. We viewed all manner of British vehicle and he showed us a chart of the British automobile 'family tree' which I copy for anyone's interest. One story that was amazing to us was that the UK passed a law in 1865 limiting speeds on the roads at 4 miles per hour. Indeed, you also had to have a 'flag man' walking 20 feet in front of the car. Failing this, you were fined. This law was influenced by the rail lobby in the UK and had the effect of pushing engine and automobile development to the continent and particularly, Germany. In 1896, a new law was passed allowing speeds of up to 12 miles per hour and doing away with the red flag man. To celebrate this, the London to Brighton run was first made, but with only one British car participating. This run continues on each first Sunday of November.

There was a very interesting temporary display showing the history of the Williams/Mclaren team history and cars. The plum however for us was the display of some of the Jaguar Cars Heritage Trust Museum vehicles which were on loan. There was the Mille Miglia 1953 C Type, the first D Type from 1954, XJ 13, a XK 150 as well as others I cannot remember. What was a real thrill was that I was able to sit in a XJ 220---that's it, sell everything off and buy one of these jewels! You have to train your left leg hard however to be able to operate the clutch pedal.

What may not generally be known about this Center however is that they offer excellent conference facilities. You can also lease some of the cars! If any of our members has to plan a UK meeting, this might be a viable venue.



October 2001



THE CURSE OF THE CAT.

RUSSELL TATE

You all know Mike Tate. He's the editor of this newsletter and you probably think he's wonderful. But let me tell you this... I am his son and he has cursed me! You see, I have an inherited affliction. A genetic defect passed from generation to generation in the Tate family, from father to son. It is a condition that has, on several occasions, almost bankrupted me. Worst of all, it has no cure.

The condition first manifested itself when, as a baby, I rolled off the back seat of a white Mark 2 and landed on my face in the road. Ostensibly, this was not truly my Father's fault since my Mother actually placed me on the seat and forgot to close the door before she pulled away from the curb (no car seats back then). I am convinced this episode gave me the rather large and crooked nose I have now grown to despise. However, the nose is not the abomination of which I now write, although it played a part. Oh no, it was the seat in the back of the Mark 2 itself that sparked my eternal misery.

The seat was red and covered with something you are all intimately familiar with; genuine Connely leather. You know the stuff, rich, supple, luxurious and imbued with a scent that can only be described as intoxicating. Every day as a tiny, helpless, defenseless baby, I was forced to lie there and smell that smell; to wallow in that buttery, leathery comfort. But that was not all. There was also the smooth purr of the straight six that filled my ears as we motored about the English countryside, often building to a roar as Dad flung the Jag around tight corners (simultaneously flinging me from side to side in the back seat as my head kissed burlled walnut again and again and again). The sound of his maniacal laughter as the Dunlops screeched under duress and the speedometer pushed past one hundred miles an hour still fills my brain at night, causing me to awaken drenched in cold sweat screaming, "Please Daddy, don't hurt the Kitty."

As the years went on it got worse. There were more Jags. A gray 1963 S Type, a white 1959 XK 150S, a black XK 150 junker (my Dad forced me to put the gas tank from the black one in the white one), a silver Series 3 XJ6, a silver XJ40, a white Series 2 XJ6 Coupe, a red Series 3 V12 E Type, another white Mark 2, a burgundy XJ40 Vanden Plas Majestic, a white V12 XJS, a blue Series 1 XJ6, a silver E Type, a green V12 XJS, an





SS1 Tourer, a brand new S Type, and the ultimate in pace, space and grace... a 2000 XJR. This is how he tortured me... an endless procession of howling cats digging their claws ever deeper into my very soul. With these powerful lures, he hooked me and dragged me mercilessly into his sordid little world, tainting my blood forever and cursing me into becoming just like him.

It started innocently enough with a burgundy 1986 XJ 6. It cost me \$6500 and I still remember the evil (yet strangely proud) gleam in his eye as I handed over the check for the car. Then there was the "knowing" chuckle when I called him sobbing the first time it broke down. After many more breakdowns and approximately \$15,000 in repairs or, as I told my cynical friends, "restoration work", I sold the car for \$6,000 and visited my Dad for advice and consolation. Big mistake. Somehow, I left Pennsylvania with his burgundy Vanden Plas Majestic and an even bigger hole in my wallet. I now believe he brainwashed me into buying it.

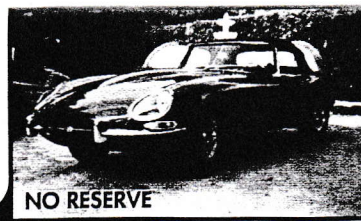
Several thousand dollars worth of "restoration work" on the Majestic later I sank even lower into the depths of this accursed genetic aberration. In its wickedest manifestation to date, the defect put me into a trance, sent me to a Jaguar dealership and forced me into driving home a British Racing Green XJ8. It was then, and only then, that I came to terms with my past and my future. The Jaguaritis that coursed through my blood was incurable. Yes, my Father had cursed me, but I would resign myself to my fate. After all, I knew that without the wood, without the leather, without the supple, comfy ride and without the jealous stares of other drivers, I would shrivel up and simply fade away. Today, I live with my condition and while away the days looking at the Jaguar magazines, drooling occasionally at a perfect E Type, crying over a perfect XKSS, gazing longingly at pictures of my Dad's XJR. Ah yes, the XJR. The very epitome of the sickness my heritage forced upon me. But there can yet be absolution between a Father and a son. I reach out to you Dad with one last appeal. Give me the XJR and I'll forgive you. Honest.

Russell

Russell



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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)

FOR SALE. 1997 Jaguar XJ 6. 26K miles. Traction Control etc. Tan/Biscuit. Very clean and well maintained. Pirelli P4000 tires No accidents Garaged \$25,500 Call Bill 610-431- 3498 (NOV)

The V12 Jaguars are faster than their six-cylinder predecessors, but nowhere near as sporty. The svelte lines of the early cars gave way to a bloated, ponderous, nose-heavy look. Further, Jaguar's Stone-Age attempt at smog control led to a snake's nest of emission tubing that has not stood the test of time. With the horrible automatic, chances are this engine has never been run hard. If the new owner can keep himself from spending any money on the car, it was a fair deal.

—KEITH MARTIN

IMMORTAL GLASSY-EYEDS

DIVORCE SALE:

Would rather give away Jaguar XJS V12 than see ex-wife get.

AJTOWEEK NOVEMBER 5, 2

The Market

eBay Motors/Kruse
 International Auction
 Auburn, Ind.

Aug. 30 to Sept. 3

1971 Jaguar XK-E Series III V12

Coupe 2+2. White with a tan
 leather interior. Automatic.

Older, poor-quality respray, hood
 bulge and rockers painted black;

black and gold trim on tops of
 fenders. Overspray everywhere

(painted by someone who was
 vision impaired?). Cheapie fake

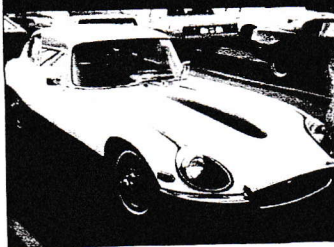
wire wheel covers over steel

wheels. AM/FM eight-track stereo.

Leather on driver's seat badly
 worn. Looks like it was a daily

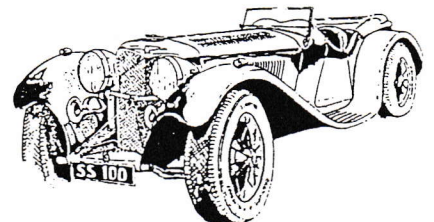
driver a long time ago (eight-track
 stereo?). Relatively straight

Sold at \$11,100



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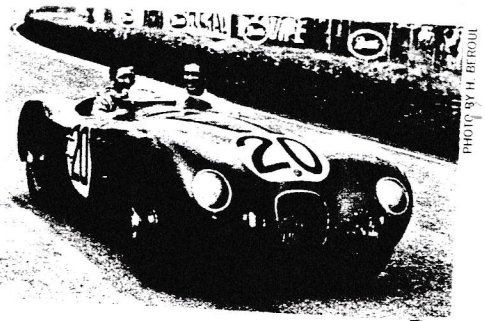


COMPUTER-ENHANCED IMAGE BY RADOVAN VARIČAK

Future CARS

ANYONE FOR A COVENTRY PICNIC?

With Jaguar's new X-Type successfully launched, the company is already looking at how to keep the small sedan interesting and to extend the ways it can compete with Mercedes' C-Class and the BMW 3 Series, its two major competitors. There is a long-standing desire in the Jaguar hierarchy to have a wagon and it's likely that it will come first on the basis of the **X-Type**, which is easier to make into a **wagon**. A plus point is that the rear suspension of the Jaguar has a family resemblance to that of the Ford Mondeo wagon, but a disadvantage is that the rear elements of the X-Type's all-wheel-drive system might spoil a flat loading floor. But maybe by the time the wagon sees the light of day in late 2003, "the new Jag generation," as Jaguar calls X-Type buyers, could accept a front-drive Jaguar.



Jaguar C-Type: 50 YEARS AFTER THE WIN

► Fifty years ago, the Jaguar C-Type of Peter Walker and Peter Whitehead triumphed at Le Mans, proving a steady pace and no mechanical failures can be keys to victory. Jaguar Cars had entered two C-Types, with Stirling Moss and Jack Fairman running quickly in the lead for the first eight hours before a blown gasket ended their race.

Jaguar C-Type owners were invited to bring their cars to Le Mans for this 50th anniversary of the victory, and 13 showed up. Road Test Editor Patrick Hong was delighted to lap the circuit as a passenger in one of the Jaguars prior to the Saturday start. And in the vintage Le Mans Legends Race, Stirling Moss again showed his form driving the C-Type Jaguar that won the 1953 24 Hours of Le Mans.

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