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# The



# Jaguar's

# Purr

FEBRUARY 2002

# The Jaguar's Purr

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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<u>Head Judge</u>	Jeff Dement	610-798-1819

## AREA 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

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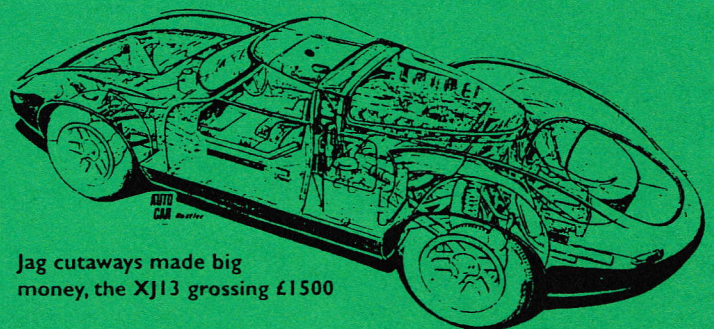
**DVJC BADGE \$10**

**DVJC LICENSE PLATE \$6**

**P&P \$3**

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money, the XJ13 grossing £1500

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## CALENDAR OF EVENTS



2002

FEBRUARY

21 – 24 Atlantic City Classic Car Auction, Flea Market, Antiques & Collectibles at Atlantic City Convention Center

MARCH

9 Ralph Steinberg (Cloverleaf-Auto) co- hosts a tech session with D.L Coachworks. This is a joint session with DVJC & VSCCA . Main topic will be:-Follow on effects on other parts of a car if a modification is made

10 The British Car Flea Market. Philly MG Club 638 Markley St Norristown

16 Colonial Vintage British Car Show Walsingham Academy, Williamsburg

21 – 24 The JCNA AGM hosted by the Heart of America Jaguar Club at the Fairmont Hotel, Kansas City

APRIL

12 DVJC Coffee & Cake evening at Franklin Mint King of Prussia Mall followed by Board Meeting

MAY

3, 4, 5 Great Race – Cloverleaf Rally. Millville NJ DVJC sponsored. See Cloverleaf website [www.cloverleaf-auto.com](http://www.cloverleaf-auto.com) for details and entry forms and includes challenge from the Triumph Club

JUNE

1 DVJC Concours. Brandywine

16 Eurocar 02 all European Cars Show. Held at Lorenzo State Historic Site In Cazenovia, New York Call 315 446 3606 oe mgseventy9@aol.com

23 Jenkintown 2002 Car Show Town Square @ Greenwood & Leedom Sts

JULY

14 DVJC Visit to Longwood Gardens

19 – 21 20<sup>th</sup> Pittsburgh Vintage Grand Prix. Pittsburgh. The pre-war race is the late DVJC member Dave Milling memorial.

AUGUST

?? Jaguar Club Of Tulsa tour to England including Jaguar factory tour  
Date in August to be decided. See flyer

10 - 11 New Hope Car Show

30 – 2 Limerock Vintage Festival Limerock Ct.

SEPTEMBER

14 -15 Buckingham Township 4<sup>th</sup> Annual Concourse on the 15th.  
Optional pre-show Buffet & Reception on the 14<sup>th</sup>

?? Hagley Antique Car Show Wilmington

?? Radnor Concourse

OCTOBER

13 DVJC Fall Tour with Al & Tucky Pincus. This is going to be an Outstanding event again. Details of lunch and tour to follow. Book the date

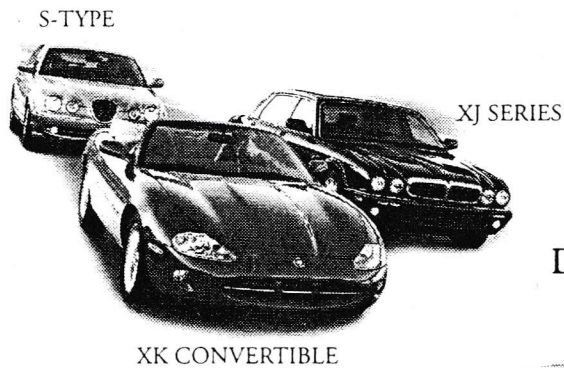
DECEMBER

7 DVJC Celebration and Holiday Party.

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## THE PREZ SAYS

FEBRUARY 2002

### BOARD MEETING

In addition to having a great time at the Directors meeting we actually accomplished a lot. Clara Saxton's minutes captures all the specifics but I do want to elaborate on some high points.

- 1) There is great interest in establishing a club website and Jeff Dement volunteered to spearhead this project
- 2) Joe Federico was authorized to purchase a Digital Camera which will improve the photographs in the Purr. The club will contribute 50% of the cost
- 3) Kit Racette will help to recommend a new venue for the December Holiday party
- 4) The club will organize a "Slalom" event for members participation which has always been successful in previous years
- 5) Tom Jones will takeover the supplying of "T" shirts. Hopefully we will have these for us all to wear in time for the "Concours" so we present the club as a professional organization
- 6) After many years of heading our advertising effort Jack Sanft has passed this important function on to Kit Racette. Revenue from advertising is an important contributor to our cash flow and any member who can place new advertisers will help defray the ever increasing costs of producing & mailing the Purr and other costs Thank you Jack for all your past efforts.
- 7) Ann Perry will again manage our membership retention program and we are including the "Annual Dues Invoice" in the Purr for the final time in February. Failure to renew will mean your club membership is cancelled together with the JCNA Journal and the club magazine. Steve Kress reported that renewals were encouraging and we were ahead of the numbers usually seen at this stage
- 8) I showed the video that I made at the last AGM in Franklin. As you will have read there was a superb collection of C's D's & XK'SS and it is great to have these cars in detail on film

### AUTHENTICITY / J.C.N.A RECOGNITION

One advantage I now have after 37 years of trying to figure it out is that I now have all the JCNA scores in front of me so there is little doubt as to who won or what are the highest scores. I recall the year I got beat out with our perfectly original class 5 XKE, which I am happy to say my Dad purchased new in 1967, by another E-Type at the Radnor Hunt Show. I was really quite enraged because this car had Series 2 wheels. These were the kind with the straight inner hub especially designed for radial tires! At any rate each show, even after these many years, is a challenge and I can tell you a story about "most of em"

I am very proud to see the following D.V.J.C members do very well in the J.C.N.A National competition:-

Mr & Mrs Vito Gatto	First Class 1A	99.99	SS-100
Mr & Mrs Amos Kunkle	Second Class 5	99.97	E-Type
Mr Bill Beiswinger	Fifth Class 6	99.75	E-Type
Mr & Mrs Kurt Rappold	First Class 18	98.35	E-Type

For anyone who would like their efforts recognized by the J.C.N.A you must participate in at least two J.C.N.A sanctioned shows for a regional award and three for a National Championship award.



I have a good feeling about the results we turned in from last years Millville Rally but have not yet received overall results. These are prepared in Western Canada so I am hoping these results are "in the mail"

**HOPES AND AMBITIONS**

My great hope for this club is to hold interesting events at variable locations, have fun and good fellowship, get a reasonable amount of participation, have great interaction and communication through club events and the club newsletter and to do this while being financially viable. Of course it helps if we all paid our dues. Last year we had 213 members and we want to keep growing and exceed this number in 2002. We have a very full calendar of events which we are working to expand as the year progresses and there should be something there to satisfy all members. If you have not rejoined please do so now.

**JAGUAR RECORD**

One of my Grandsons and I were reading the Guinness Book of World Records and were astonished to note that "Jaguar" had a record for the longest skid mark in the world,....would you believe 950 feet. It occurred on the M-1 Motorway near Luton, Bedfordshire England on June 30<sup>th</sup> 1960 from a speed in excess of 100 MPH ( There was no speed limit on the Motorways in Britain in 1960 and "no" it wasn't me in my MK2 3.8 Editor). You could never do that these days with A.B.S brakes. Mine really work well in the snow.

Spring will soon be here and our first club event is scheduled for March 9. See you there

Kurt Rappold *kurt.*  
President

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## DELAWARE VALLEY JAGUAR CLUB

### Minutes of Directors' Meeting 1/27/02

The meeting was held at the home of Mike and Muriel Tate. Present were: George Carr, Jeff Dement, Joe Federico, Tom Jones, Steve and Betty Kress, Dick Michie, Charlie Olsen, Ann Perry, Paul Racette, Kurt and Pat Rappold, Jack and Bernice Sanft, Clara Saxton, Mike and Muriel Tate

President Kurt Rappold opened the meeting and asked that we keep in our prayers those members who are in poor health.

Treasurer Steve Kress gave his financial report and added that he brought updated disks with information for the Purr editor and membership retention chairperson. He also offered the suggestion that e-mail be considered to minimize the cost of publishing and distributing the Purr each month.

Membership Retention chairperson Ann Perry reported that she had now received the most current listing of paid and non-paid members and could make the necessary contacts to get them brought to a paid-up status. Letters should be going out in the next week or so. Ann has some additional membership leads which she will consider for written contact.

Purr Editor Mike Tate reported that he is producing and distributing the Purr. Later in the meeting we learned that he has entered several of this year's articles for competition within the national organization. We feel confident that the caliber of Mike's work is such that he is sure to win an award. Nicely done, Mike!

Advertising chairman Jack Sanft announced that he was resigning from that position. Since he just received at the meeting the latest information on which advertisers had and had not paid for their Purr ads, he agreed to pursue any necessary collections on those accounts. Paul Racette indicated that his wife, Kit, had asked that he place her name in consideration for some duties within the club. It was determined that this would be one of those functions. We are pleased to accept her offer.

Photographer Joe Federico reported that he continues to enjoy his work as club photographer. The directors recommended that Joe consider digital photography so that pictures could be sent by computer and passed a motion to contribute up to half the cost of the camera Joe selects, making some specific recommendation as to its general cost and capabilities. Joe has agreed to research and implement that recommendation.

The question of club shirts came up and in the absence of Larry Schear, New Jersey coordinator Tom Jones has agreed to make inquiries about having shirts produced.

Delaware coordinator Jeff Dement recommended that the club have a website developed and after considerable discussion has agreed to assume responsibility to get it started. The directors agreed to provide the necessary funds to have the website registered and to pay the annual maintenance fees for the domain.

Concours chairman, Kurt Rappold announced that the Marque for the concours in 2002 is the V12XJ and V12E Roadster, since they are celebrating the 30<sup>th</sup> year anniversaries of their introduction. He also reported that he has requested funds from the national organization to help with the cost of trophies. Some discussion was given to changing venues for the concours in the future. It was mentioned that some clubs combine their concours with a dinner event, making it a little more social. Kit Racette was again presented as someone who would further this idea. Kit had mentioned that she would like to see more variation in venues for several of our regular events and would

therefore welcome the opportunity to have input in these areas. George Carr and Charlie Olson would also be available to seek new venues for events and communicate their findings to area coordinators. They together with Jeff Dement said they would look into organizing a club Slalom.

Head Judge Jeff Dement reported that he has a good field of judges available for the concours event.

Membership coordinator Tom Jones indicated that he would like to see the title for these positions changed to area coordinator – which has broader implications than membership alone. All agreed with his recommendation and the new title has been adopted. One of the things he has proposed as a duty of the area coordinator is to have each of our respective areas sponsor at least one event in their area each year. It was suggested that he consider getting the southern New Jersey members to help with the car show at the Cloverleaf Rally in Millville. President Rappold also mentioned that there is more than that one event taking place in Millville over that weekend, so members who will need lodgings should make their reservations soon.

A question was raised as to how the Jaguar Dealer of the Year Award had been decided. It was apparently decided by the club's national office. We would like to investigate what the criteria are so that we are certain our local dealerships are being evaluated correctly for consideration in the future.

Area coordinator Dick Michie reported that he contacts members within his area to solicit participation in club functions.

President Rappold indicated that he would need \$699 this year for trophies and \$970 for the next AGM in Kansas City. Motions were passed to appropriate the funds for his use. President Rappold advised everyone that he had brought a videotape of a gathering of C- and D-types from the last AGM and would be showing it after the business meeting.

The calendar of events was distributed, reviewed and revised and will be included in the Purr as revised. Events which were proposed will be published as they become firm. Ann Perry is to arrange the visit to Longwood Gardens on July 14 & Joe Federico will organize the Franklin Mint evening on April 12

President Rappold commented that the March 9 tech session will be a joint session again with the VSCCA, with a \$10/ person fee to cover the cost of the luncheon.

Jack Sanft recommended that we have a memorial constructed, perhaps a club flag, whereon we could place the names of members who have passed on. Jack, Charlie Olson and Jeff Dement have agreed to explore this project, which might be called the David Milling memorial.

Our new JCNA regional director has asked us if we have a "wish list" of things he can do for us. Any ideas of this sort should be communicated to Mike Tate as soon as possible.

There being no further business, the meeting was adjourned.

As has become tradition at this first directors' meeting of the new year, we had a luncheon in conjunction with the business meeting. It was a lovely event and we all enjoyed seeing the Tate's beautiful property and beautiful grandson! Thank you again for your hospitality, Mike and Muriel.

Respectfully submitted,

Clara E. Saxton, Secretary *Clara*

MARCH 9..... DVJC AND

## VSCCA Southern Tech & Etcetera Session

That time of year again. The last time to get together and tell tall tales and share time with your fellow racers before the flag drops on the first speed event of the season!

This year David George has graciously agreed to hold it at his very interesting shop, D.L. Coachworks. The building and property are interesting all on their own let alone what is inside. I promised him that we were all house-broke, sort of.

Last year we had speakers from the University of Delaware stop by and give a tech on the collegiate SAE competition, this year we will have a tech session on what happens when you "improve" your vintage race car. This is not a forum to decide if what you do is legal, just what may happen to your car can when you do it. Dave, with help from me and I am quite sure from more than one of you will get this session going.

Dave has a nice big parking area so bring your sports cars. The roads out to his place twist all over. There is plenty to do in the area so bring the family and they can leave you and head off to the Pa. Train Museum, Gast car Museum, Longwood Gardens, or your better half may feel a trip to the outlet stores may balance the books a bit.

We will not be having an auction, but we will be holding a 50/50 to help raise money for the VSCCA And I expect Candy will be running a 50/50 to help her raise money for the M.S. Society of America. Participation in either of these is your choice.

We will have a lunch as we always do and liquid refreshments. No alcohol beverages will be served and we would prefer if you did not bring any. The food will be the normal, for us, mix of cold cuts, salads, smoked fish, breads and bagels. I think I can convince Candy to have some more of those VSCCA cakes made. They went fast last year.

**Time; 12:00 till 4:00**

**Location; D. L. George Coachworks  
4029 Glennville Road  
Cochranville, Pa. 19330  
610-593-7423**

**For information please contact me, Ralph Steinberg, at 610-364-3800**

**SEE OVER FOR TIMING , DIRECTIONS & REGISTRATION FORM**

DVJC & VSCCA TECH SESSION MARCH 9

**Driving Directions;**

**From US 1, exit US 1 onto Pa 41 North. Proceed to Pa 10, a traffic light and turn left. Proceed 2/10<sup>th</sup> of a mile, third street on right, Glennville Rd. turn right and proceed 3 miles. D. L. Coachworks is on your left.**

**From U.S. 30 take Pa. 41 South to Pa 10. Turn right and follow previous directions.**

**From Pa. Turnpike, Take I-476 South, {toward Chester/I-95} get off on U.S. 1 South. Follow first directions.**

**From I-95 South, get off on U.S. 322 West. Follow to U.S 1, turn left {South} and follow first directions**

**From I-95 North exit at Delaware 141, stay on this it will become 41, then Pa 41. When you cross over U.S. 1 follow first directions**

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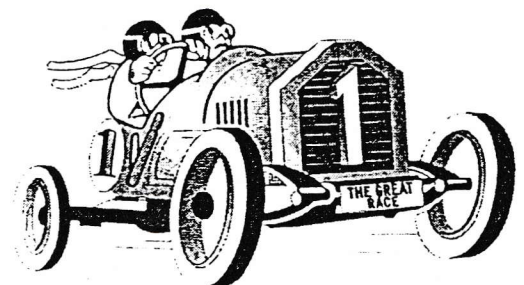
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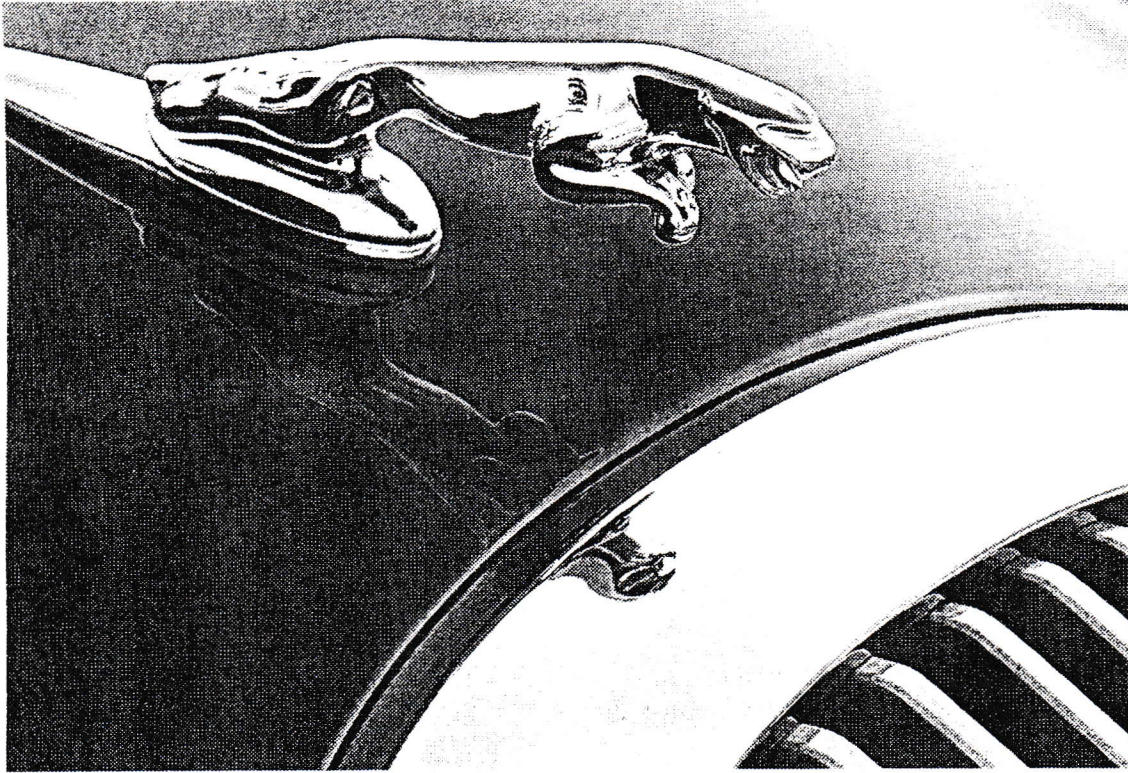
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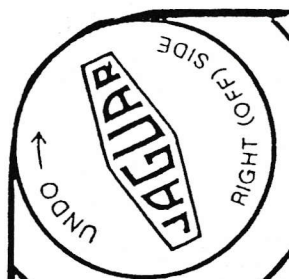
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## EDITORS RAMBLINGS

FEBRUARY 2002

### JAGUAR SALES TOP 100,000 IN 2001

“For the first time in its eighty year history Jaguar has sold over 100,000 cars in a year, the company’ fourth successive year of record sales” said Mike Beasley, Jaguars Managing Director, when he unveiled the Jaguar S – Type range at the Los Angeles Motor Show. In total in 2001 sales were 100,770. The new X –Type sold 30,000 since its mid-year introduction. In the USA Jaguar set a company record with 44,532 with a record month in December selling 5,546 up 31% over last year. Aston Martin and Land Rover also had record performances. In the UK the company sold 22,120 Jaguars which was another new record and an increase of 47% over last year. The UK sold just under 10,000 X- Type since the launch last year which gives it 65% of its market segment. Another noteworthy number is that 135000 S – Types have been sold since the car was launched making it the fastest selling Jaguar in the company’s history

### J D POWER DEPENDABILITY STUDY

Below are brands ( in order ) that owners say had fewest problems after 5 years of use ; 1 Lexus; 2 Porsche; 3 Infiniti; 4 Toyota; 5 Acura; 6 Jaguar & Mercedes Benz; 7 Honda; 8 Lincoln; 9 Buick; 10 Cadillac; 11 BMW; 12 Oldsmobile.

Jaguar is well placed in good company and this would surprise many critics who would protest BMW’s position. Don’t forget Jaguar is in the top two for new cars.

### WHAT ABOUT THIS!!!

The policeman couldn’t believe his eyes when he saw a woman drive past him on the freeway, busily knitting. Quickly he pulled alongside the vehicle, rolled down his window and shouted “Pull over!” “No” the woman yelled back cheerfully “Socks!”  
From the Readers Digest

### S.N.G BARRATT LTD

You will note that S N G Barratt Ltd , independent Jaguar parts specialist of England, have placed a half page advertisement with us for a 12 month period. It is most encouraging to see this investment in our club and also that our hobby is becoming more and more supported by organizations like Barratt

### FORMULA 1 GRAND PRIX 2002

March 3 Australia Melbourne, March 17 Malaysia Sepang, March 31 Brazil Interlagos,  
April 14 San Marino Imola, April 28 Spain Barcelona, May 12 Austria A 1 – Ring,  
May 26 Monaco Monte Carlo, June 9 Canadian Montreal, June 23 Europe  
Nurbregring, July 7 Great Britain Silverstone, July 21 France Magny-Cours,  
July 28 Germany Hockenheim, August 18 Hungary Budapest, Sept 1 Belgium  
Spa- Francorchamps, Sept 15 Italy Monza, Sept 29 USA Indianapolis  
Oct 13 Japanese Soyuka

### GO FOR IT JAGUAR - ONLY WINNERS WIN

From the UK Daily Telegraph 1.14 .02 “Jaguar team manager Niki Lauda, ,who claimed a monkey could drive a Formula one car, suffered two spins in the first three laps when he drove a Grand Prix car for the first time in 17 years. His Jaguar R2 had to be towed back to the pits.” I spun but at least I achieved (his engineers said he went into the corner

as quick as Pedro de la Rosa) the same speed and showed my drivers I am trying otherwise they won't talk to me!" Separately Jaguar Racing Marketing chief, Judith McMahon says The Leaping Cat has the full support of the auto giant

#### FIX YOUR WEBERS

Member Dick Michie sent me the following:- ". The secret to getting Weber carbs to work correctly on an E – Type is to have F – 16 emulsion tubes instead of the F – 2's that are recommended in most manuals. The F 2 emulsion tubes deliver too much fuel in the low rpm range forcing the tuner to lean the idle jet or the main jet...neither of which will work. In the case of Webers, less fuel is more power. If you know of anyone that has Webers and can't get them to work; this is the answer" Thanks Dick

#### JENNIFER ANNISTON

On January 15<sup>th</sup> Jennifer was driving her car in Hollywood, "according to a report" when someone backed out of a driveway into her. She was not injured. She of course was driving a Jaguar. Is it not amazing the mystique of the marque! If she had been driving a Merc or a BMW the report would not have mentioned the make. This report was very specific "Jennifer Anniston was driving her Jaguar when....." Lucky women....Brad Pitt and a Jaguar!

#### FROM JAMAICA WITH LOVE

As I mentioned in the January edition I had no follow on stories on member cars and may have to tell the tale of my XK 150. This is partly my fault as I had not picked a victim for this month. I will now rectify this. With apologies my story "From Jamaica With love" is included in this edition.

#### TECHNICAL SESSION

Ralph Steinberg (Cloverleaf-auto) is co-hosting aVSCCA tech session March 9 at D.L.Coachworks. Their shop is about 5 miles from the junction of Pa 10 and Pa 41. Ralph says "most of Dave's restorations start at prices that would restore an XK to 100 point show. The shop always has neat things like Bugatti's, Alfa Monza & Juan Fangio cars etc. We are going to have a full tech session that I believe club members will find interesting. There is plenty of parking in a real nice setting." As per last year there will be a small fee to help defray costs. Food and non alcoholic drinks will be provided. For further details either call or e-mail Ralph at [Ralph@cloverleaf-auto.com](mailto:Ralph@cloverleaf-auto.com) phone 610 361 3800

#### CALENDAR OF EVENTS

You will note that there are many DVJC events already listed in the Calendar all being organized for your participation. Make a note in your diary to be there

MICHAEL TATE  
EDITOR

*Michael.*

#### Speed Bumps

Jaguar F1 racing boss and former world champion Niki Lauda drove last year's R2 racer in Spain—and spun it twice.

"I've said that a monkey could drive these cars today, so maybe I'm a monkey." When he finally stayed on the track Lauda clocked a 1:29 lap vs. Pedro de la Rosa's 1:14. We bet Bobby R. would have been quicker...



Jag racing boss Niki Lauda



Eddie Irvine's replacement?



# GREATRACE L.L.C

114 N. Crockett St.  
Granbury, TX 76048

## CLOVERLEAF RALLY MILLVILLE

### NORTHEAST OLD CAR RACE 2002 RALLY AROUND THE HOLLY May 3-5, 2002

- WHAT:** Join us for #6 in Millville, NJ!! Take this opportunity to check out your vehicle, make new friends and rub elbows with fellow Great Racers. Greatrace, L.L.C. rules apply; no computers or stop watches. Rookie teams get "How to Win" video and All drivers and navigators will receive THE GREATRACER.
- WHERE:** Cloverleaf style event conducted out of Millville, NJ. Vehicles will return to the Country Inn each evening.
- WHEN:**
- |                                   |  |                            |
|-----------------------------------|--|----------------------------|
| Friday, May 3, 12:00 PM - 6:00 PM | Registration & Technical Inspection                      | Country Inn                |
| 6:00 PM                           | Parade through Downtown & Display                        | County Inn/American Legion |
| 7:00 PM-9:00 PM                   | Dinner @ Riverside Park & Rally School @ American Legion | American Legion            |
| Saturday, May 4                   | Rally begins   | Country Inn                |
| TBA                               | Pit Stop   | Penn Photo Mount           |
| TBA                               | Hosted lunch   | Dover Downs                |
| 12 NOON                           | Pit Stop   | Millsboro DQ               |
| TBA                               | No Host Dinner & What Am I Doing Wrong?                  | Menz Restaurant            |
| 6:00 PM                           | Rally begins   | Country Inn                |
| Sunday, May 5                     | Awards Luncheon  | American Legion            |
| 12:30 PM to 2:30 PM               |  |                            |
- DIVISIONS:** Pro Expert Sportsman Rookie  
(Past Champs) (Top Guns) (Novice) (Less than two days  Greatracing experience)
- COST:** NO DISCOUNTED FEE (in parenthesis) OR FREE RACE T-SHIRTS unless entry form, fee & Insurance card are all postmarked by 3-20-02 to Greatrace, LLC; Veterans \$300 (\$200), Rookies \$225 (\$150)
- VEHICLES:** Anything goes .... antiques/classics/street cruisers/rental cars... YOU PAY, YOU PLAY, no refunds
- STUFF:** Our racing undertakers, The Barbettis, Millville merchants, and Delaware River Bay Authority will host the NEOCR in Millville, NJ, for the 6<sup>th</sup> year. Experience Great Race rally competition, which runs through, around, and over several states, one bay, one ocean, a couple of rivers, swamps, hills and a few challenges; limit is 80 vehicles!! Hosted lunch at Dover Downs and pit stops Saturday with Dutch treat story swapping dinner (crab cakes & prime rib for \$24) for everybody after What Am I Doing Wrong? session Saturday night. If you don't know how, we'll teach you! CHECK OUT [www.greatrace.com](http://www.greatrace.com) and [cloverleaf-auto.com](http://cloverleaf-auto.com)!
- PRIZES:** Bragging rights and trophies for top finishers in each Division with additional prizes TBA.
- HOTEL:** Make your own reservations - Request Great Race Rates at the Country Inn -Wheaton Village (800-456-4000, 856-825-3100) Don't delay!!
- MORE INFO:** Sister McRae, 800-989-7223, [greatrac@greatrace.com](mailto:greatrac@greatrace.com); Ralph Steinberg, 610-364-3800, [ralph@Cloverleaf-auto.com](mailto:ralph@Cloverleaf-auto.com)
- TO ENTER:** Mail Entry Form, Insurance Card on Race vehicle and Entry fee payable to:  
Greatrace, LLC., 114 N. Crockett, Granbury, TX 76048

SEE OVER FOR DESCRIPTION

Millville, NJ  
May 3-5, 2002

Join us on the 11th annual Northeast Old Car Race in Millville, NJ (6th anniversary). The rally-race runs through, around, and over four states, one bay, one ocean, a couple of rivers, swamps, hills and a few challenges. Millville is going all out this year with a kick-off Parade from the Country Inn through downtown and finishing at the Riverfront Renaissance Center for the Arts, where the entrants will enjoy a hosted dinner prior to Rally School at the American Legion. Following the parade, Race cars will be on display at the American Legion.

Saturday lunch is at the Dover Downs (co-sponsored by the Delaware River Bay Authority), and finishes with dinner in NJ! This is a navigator's rally-race! Quick corners, faster elevation changes and beautiful scenery to distract you! To get any closer to the Bay on Sunday's route, you would need an outboard!

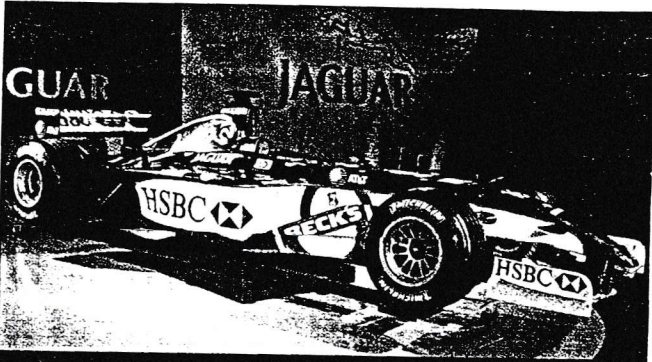
Fine tune for The Great Race! Bring any type vehicle and rub elbows with past Grand Champions Dave Teter and Wayne Stanfield, Sportsman Division winners Bill Secrest and Howard Sharp; and Dick McKone. (Dick hasn't won the big one yet, but holds SCCA titles and has won many regionals!)

Our rookie school is the best and our laid back rally is the perfect way to learn how to do it. This is also a Jaguar Club North America Club sanctioned rally (it counts as two)...so bring your Jag and win the National Jag Rally trophy. Rookie teams are encouraged. Come run with the big dogs! For more information visit: [www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)

Download Application (PDF Format)

Make your own hotel reservations - Request Great Race Rates at the Country Inn -Wheaton Village (800-456-4000). Don't delay!!

## Jag launches 2002 challenger



Batchelor/Sutton

Jaguar officials have high hopes for the automaker's 2002 Formula One car, known as the R3. Engineers and designers say the car is more compact and has a lower center of gravity.

■ Jaguar Racing launched its 2002 Formula One challenger, the R3, at its Milton Keynes, U.K., headquarters.

The high nose section distinguishes the car from its predecessor, but chief designer John Russell and chief aerodynamicist Mark Handford outlined significant internal design changes as well. "With a brief to produce something more ambitious for 2002, we focused chiefly on weight reduction, particularly in the area of the gearbox, and improved aerodynamics," said Russell. "The R2 was too robust in some areas, but we were able to build on its proven qualities insofar as suspension, engine and transmission."

Much is expected of

the latest version of the Cosworth CR3 engine, which has a revised cylinder block and head. It remains a 75-degree V10. "With the CR3, we aimed to improve not only ultimate power but also the powerband," said Cosworth managing director Nick Hayes. "It is an evolution of the CR2, but we have managed to incorporate new features and significantly reduce its center of gravity without having to resort to a wider V angle. We will introduce further modifications during the season."

Eddie Irvine and Pedro de la Rosa were scheduled to begin testing the R3 at Barcelona Jan. 8.

BY MICHAEL TATE

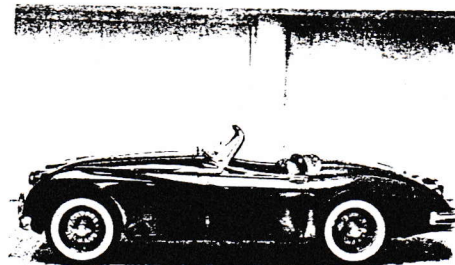
The September 1996 cover of Classic and Sports car magazine had a photo of a wonderful red XK 150 Roadster and the headline "JAGUAR XK150 MORE DESIRABLE THAN ANY E-TYPE" Controversial words! They go on to say "The XK's landmark status and exquisite shape make it one of the ultimate Jaguar classics, more valuable than any production E-type. It also has rarity on its side: just over total 30,000 XKs were built over 12 years compared with 70,000 E-types " Rarer still the 3.4 XK150S OTS, the three carburetor "S" version of which 843 left hand versions and 45 right hand versions were built...888 in total. Even rarer is the same "S" specification car with the manual overdrive control lever placed just in front of the floor gear change. Standard production was an electrical switch on the dashboard.

I knew none of the above when I went to answer an advertisement in the local newspaper called "The Daily Gleaner" for a Jaguar XK 150. It was 1972 in Kingston , Jamaica, West Indies where my company had sent me to set up an operation in all of the major Islands of the Caribbean with a base in Kingston. The Company issue to me was a Triumph PI which was a very good car but I had left behind in England a 3.8 Mk2 Jaguar and I longed for something similar to replace it and I had read in "The Motor" that "it is true to say of the XK 150S that it is one of those very rare cars in which even fast drivers find a margin of performance at their disposal under almost any conditions"

When I went to see the car I was not prepared for the sight that greeted me. She was the brightest shade of yellow imaginable, as were the walls and ceiling of the garage. The owner, a Dutchman called Herman Koster, invited me to take a ride. I climbed into a very incomplete cockpit and peered through a cracked and paint spotted windscreen. I wondered if it would start but with a touch of the button she roared to life and it was then that I discovered it was an "S" version and realized why it had been compared to the C-Types in performance: It was fantastic! It was not until I had been driving the car for a short time that I realized it was left hand drive; in Jamaica right hand drive is the law. But no matter, for the Jamaican motorist these details are unimportant. Four times in three years I met motorists coming towards me on one - way roads.

Excited by the car's performance I calmly evaluated its potential. Manual floor change with triple carburetors was there. The hood was not. The chrome gleamed. Disc brakes, with which Jaguar had been experimenting on the C & D Types were now included on a road car for the first time. I saw it had a manual overdrive lever just forward of the gear change lever but this meant nothing to me then. Then there was the poetic shape of the XK which still turns heads. Koster had found and purchased the car in the depths of Jamaica in 1969 and he had spent the next three years stripping and rebuilding. He was selling because he found the only other 150 on the island in very good shape. Hence the hasty re-spray of both exterior and interior in bright yellow

\$1,000.00 changed hands and the 150S went home with me.



My first objective was a new exhaust system and an original was supplied by a local agent. Next was the coach work and I was able to get a new paint job in white for \$100. So now I had this pretty good looking machine to amuse myself and my young kids with. I got a black hood to complete the outside appearance. The XK150 DHC has small seats behind the passenger seats whereas the roadster is completely covered up to these seats. I then realized someone had cut out the metal behind the passenger seats to try and emulate the XK150DHC!!! It was good to get the kids in but not right.

In early 1974 my company thought I was enjoying myself far too much in the Caribbean and moved me to their HQ in Detroit. Appearing in the company parking lot in downtown Detroit on a cold March day in my light weight suite and sun tan was a sobering experience.! The XK150S followed by boat to Miami from where Herman Koster drove it to Bloomfield, Michigan and collected a speeding ticket on the way. I got him off. In the week he was with me I bought a Black XK150 DHC for use as a parts car for which the owner (in the depths of Detroit) wanted \$1000.00. As he did not have the title I gave him \$500.00 with the remainder promised when he found it. I never heard from him again!!. My Roadster now got a new windscreen, gas tank, instruments, splines & wire wheels. It was looking good

The great fire at Jaguar in 1957 delayed the introduction of the XK 150 roadster and a fire at my new home in 1975 almost put an end to the 150S. I was away on a business trip. It was May and hot and humid. My wife cleaned up the garage and put the oily rags in the trash can where from internal combustion the fire self started at midnight. Luckily my eldest son woke up & got the family out. We lost half the house. The garage roof collapsed on the black one but the roadster was saved with badly blistered paint from the heat. It had a full gas tank but never exploded. I got the call on a Sunday lunchtime just as I was boarding a plane for Paris. It was a tough call....press on or go home? I went home

I wanted to restore the car to its original color of British Racing Green with suede green interior. All its numbers were matching and correct but I could not afford to do the restoration with two children at University in Michigan and a third to follow.! In early 1985 my company sent me to run Asia living in Hong Kong. Not a place for an XK150 but they did provide me with an XJ 6 Series 3. It was decided to put the XK 150 in a restoration shop in Cleveland while I was away. The restoration never got started as they were too busy and when my company purchased Sperry here in Blue Bell and formed the Unisys Corporation, the XK 150 was taken from Cleveland and put in a restoration shop in Philadelphia. I came here from Hong Kong in 1987 and the restoration was started. The car was stripped to bare metal and completely dismantled and progressed slowly. In 1989 Unisys sent me off to Europe with an XJ40 as transport. The restoration progressed ever more slowly. I did have to ship from England a new right wing as the one on the car was patched & badly damaged, plus the piece to restore the cut out in the back so it could be put back as a roadster.. I returned to my home here in 1995 to find the car still in many pieces.

To cut an extremely long story short the restoration progressed at snails pace. Changes of staff through illness brought periods of inactivity.

A great moment was on Feb 9 1999 when I heard the engine started for the first time since 1985 and it purred like a kitten! The body was painted BRG in 1997 but has just been painted again because bubbles appeared on the drivers door. Then the whole car had to be re-sprayed because there were different shades of green!! This meant taking off all the chrome and taking out the dashboard and parts of the interior.

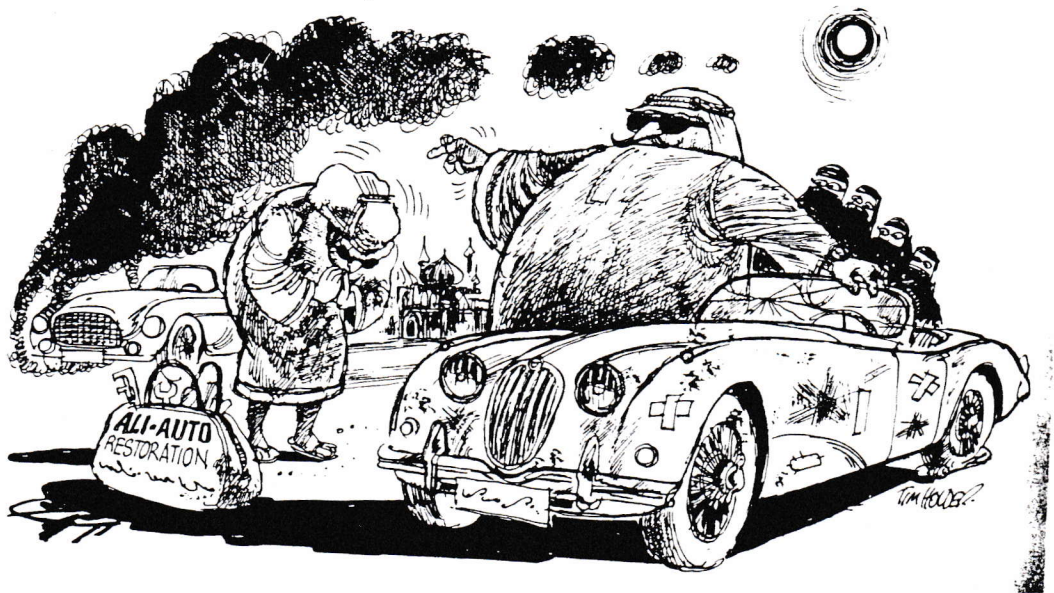
As I write this in January 2002 the car is practically together after having owned it for 30 years of which 17 were in the restoration shops. Two positive things.....low mileage and a thousand photos.

My hope is that in May I will be able to drive this 1959 BRG XK150S Roadster with manual overdrive and all matching numbers in the Cloverleaf Rally in Millville. After being garaged for so long it deserves to be exercised and driven. One question that crosses my mind is "is the car an old restoration or a current restoration. Is it a restoration done in the 20<sup>th</sup> century or the 21<sup>st</sup>?

Herman Koster? We have remained friends all this time. A few years ago we visited him in Houston and went to his very splendid local car show....like Pebble Beach. He has changed his preference to Porsche partly due to his son's influence which, as I told him, is part due to wrong parental guidance .See you in Millville! ....with any luck

Michael Tate

It takes more than a snap of  
your fingers to restore an XK.



**Press Release  
We Never Finished**

Not to be confused with  
a "tactical" lubricant

Jaguar, Land Rover and  
Volvo announce they have  
appointed Castrol as  
their worldwide strategic  
lubricants partner....

# Delaware Valley Jaguar Club Annual Dues Invoice

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 ICNA Jaguar Journal continues uninterrupted, your membership fee must be paid by **January 15 2002**

- 
- |  |           |
|--|-----------|
| Individual Membership<br>voting membership for yourself only     | - \$40.00 |
| Family Membership<br>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

## CLASSIFIED ADVERTISING

FOR SALE 1948 3 1/2 - litre drophead coupe with wire wheels and 1951 (registered 1952) 3 1/2-litre drophead coupe. Both stored over 30 years in dry garage. Great restoration projects do turn over. Buy one or both. Some things apart but mostly complete. Call Rich after 5pm. Newtown 610 495 9983 (DEC)

BOTH THE ABOVE CARS NOW SOLD  
ONE TO FLORIDA AND ONE TO SOUTH AMERICA

JAGUAR TRANSPORTATION. Cars like the two above deserve special care and handling to your hobby garage. Why let the junk yard dog move these art objects? Quality, no rush, no slam.. Bam..."Thank you mam" here. Call Kurt 610 358 4055 for rates. (DEC)

FOR SALE 1992 XJS Coupe V 12 64K miles. Dark Red with Beige interior. Excellent condition Asking \$11500 Call Jim Coyne 610 892 3301 (JAN)

FOR SALE 1981 XJ6 White/Tan leather interior. Power sunroof. Rebuilt engine & transmission. 132K miles. Needs TLC Best Offer to George 610 449 3963 (JAN)

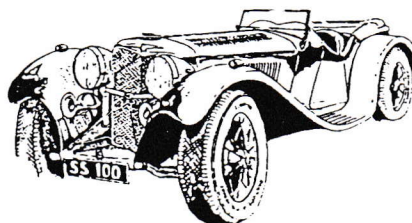
WANTED At the Holiday party a couple of members noted there was a hub cap missing from my Kent wheels on my XJ6. They said they had a one they could let me have. I did not make a note of their names. Would anyone who can supply this hub cap please contact me. Paul Aslanian 610 328 2773 (JAN)

WANTED We are looking to purchase a restored 99 point concourse car restored in the last 5 years. The dream car would be an XK150 FHC 3.8S, black with red interior which would be show quality. Engine would be recent rebuild. No radio. Any suggestions to Ron Rader/Debi Nichols 310 306 6060 (JAN)

OFFER I have started a website for British cars at <http://www.britishusedcars.com> and I invite club members to put their free car ads, parts ads or wanted ads on my site. Cherie Tittel 877 233 6497 Toll Free Fx/Voice Box 54190 Cincinnati OH 45254 [cherie@britishusedcars.com](mailto:cherie@britishusedcars.com) (JAN)

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# Morse Jag to stay in Oxford

The famous Inspector Morse Jaguar MK2 is to stay in Oxford. After filming of the long-running detective series ended, the car, which starred in most episodes, was offered in a competition run by Carlton Video and Woolworth and was won by an Oxford man who bought part of the series. James Went, 25, contended that he could not drive the car yet, as he had broken his arm playing rugby, but that he was "stunned and delighted." He added: "I have read all the books and watched all the TV

programmes, and I now have most of the videos as well." His girlfriend Tamasin Bertram, also 25, said she was "nervous of driving the 1959 car," as she had heard of its reputation of being difficult, and John Thaw, who played Morse, famously hated driving it.

Morse creator Colin Dexter, who was at the handover at Magdalen College where the first episode was filmed, said: "It's a little bit sad. The series is finished and we won't be using the car again. But it's a big plus that it has gone to a big Morse fan."



OXFORD TIMES

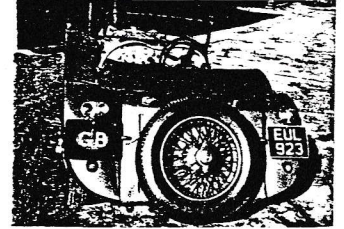
# Ford boss' Jaguar to stay unrestored?

This rakish '38 SS100 Jaguar has recently been bought by president of Ford Europe and former chairman of Jaguar Cars Ltd, Nick Scheele. What's more, he's only the second owner from new.

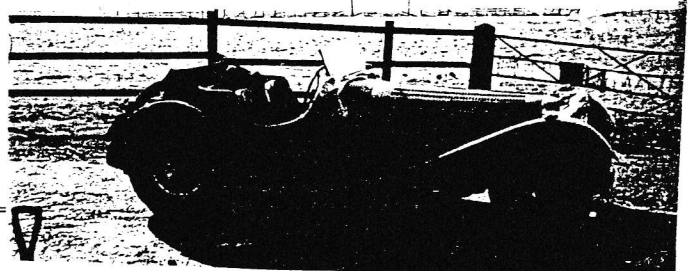
The SS was first owned by William Whitfield of Leverett Kearton Ltd, Davies Street, London, who drove the car regularly, including a trip to Brooklands where he clocked 85mph before being defeated by the track's notorious bumps. The car was put into storage in 1969 after Whitfield purchased a new Mercedes-Benz. In 1985, it was

moved from its resting place and restored but Whitfield never drove it again.

After Scheele bought the car, it was entrusted to David Davenport for general tidying and electrical work, although Scheele is undecided as to whether or not to have the Jaguar restored once more. In the meantime, it will be displayed at the Jaguar Daimler Heritage Trust Centre at Browns Lane.



This fabulous SS100 Jaguar has had just two owners from new



FROM: THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB  
EDITOR : Michael J Tate

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Gwynedd Valley, PA 19437



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