



See Vintage Car Racing  
Trip to Poconos April 20  
Join In A Fun Event

# The Jaguar's Purr



MARCH - APRIL 2002



# The Jaguar's Purr

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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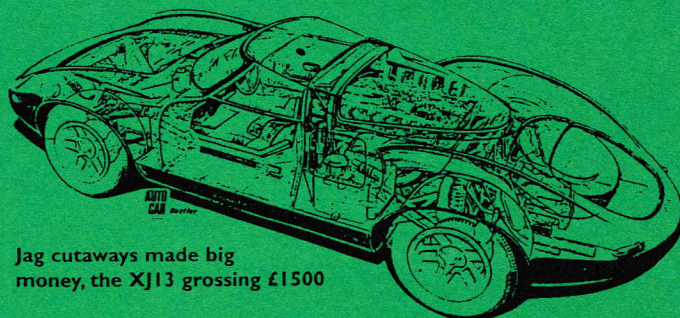
**JCNA BADGE \$30**

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**P&P \$3**

MARCH - APRIL CONTENTS  
Calendar of Events  
Pocono Vintage Races Details  
Pocono How It Was In 2001  
Technical Corner  
Win A 1957 Thunderbird  
Editor's Ramblings  
Champion Wheel  
The Exploded View  
Millville Cloverleaf Rally  
"Little Yellow" Bob Steig  
Tech Session At D.L. Coachworks  
Classified Advertisements



Jag cutaways made big money, the XJ13 grossing £1500



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## CALENDAR OF EVENTS

### MARCH

- 16 Colonial Vintage British Car Show Walsingham Academy  
21 - 24 The JCNA AGM hosted by 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. Location is the 2<sup>nd</sup> level in the Plaza. Start is 7.0pm. Organized by Joe Federico  
20 Pocono VSCCA Vintage Races hosted by Mike Wolf  
Meet at Lancers Diner across from the Willow Grove Naval Air Station on Rt 611 8.30am depart 9.0am. SEE FLYER

### 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. SEE FLYER

### JUNE

- 1 D. V. J. C Concours. Brandywine  
16 Eurocar 02 all European Cars Show. Held at Lorenzo State Historic Site in Cazenovia, New York. Call 315 446 3606  
23 Jenkingtown 2002 Car Show Town Square @ Greenwood & Leedom Streets

### 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 to be decided.  
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 15<sup>th</sup>  
Optional pre-show Buffet & Reception on the 14<sup>th</sup>  
?? Hagley Antique Car Show Wilmington  
?? Radnor Concourse

### OCTOBER

- 13 DVJC Al & Tucky Pincus Fall Tour to Morland House

DECEMBER On the 7<sup>th</sup> DVJC Celebration & Holiday Party





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# DVT Ride/Event

## VSCCA Vintage Races Pocono Raceway

Saturday, April 20<sup>th</sup>



Hosted by Mike Wolf : (W) 215-567-7545 (H) 610-964-1104 email: XKEWOLF@aol.com

Mike has received permission from Don Nattrass, the Event Coordinator, to permit visitors to attend the Vintage Races at Pocono on Saturday, April 20<sup>th</sup>. This event, sponsored by VSCCA (Vintage Sports Car Club of America) is normally closed to the public. Don is a prior member of Delaware Valley Jaguar Club, and he thinks it would be fine if our club wants to attend. We should be able to see, and talk to the owners of all sorts of TRs, Jags, Healeys, Corvettes, Mini-Coopers, Lotus 7s, Porsches, etc. Unfortunately this is the only vintage event for Pocono this season.

Mike would like to lead a tour to Pocono, using scenic, secondary roads as much as possible. The trip should be about 70-80 miles each way. Perhaps someone else would like to lead a faster group up the N.E. extension and I-80, if so please contact Mike. If the

weather is good it will be a very nice day. Mike suggests packing some lunch in case the local bar/restaurant at the track is not yet open for the season. There is NO entry fee for this event!

If this works out and people enjoy it, we may be able to schedule an "overnight tour" to either Lime Rock or Watkins Glen at some point in the future.

We should meet at Lancers Diner (across from the Willow Grove Naval Air Station) on Rt. 611, a mile or two north of the PA Tpk. interchange, at 8:30 am - Leaving at 9 am.

In the event of rain, or if the weather is questionable, contact Mike before 8:AM the day of the event to confirm if he is going.

**PLEASE CONTACT MIKE IF YOU ARE GOING SO HE CAN ORGANIZE THE DRIVE AND ALERT THE VSCCA ON HOW MANY PEOPLE WILL BE ATTENDING SO ENOUGH TRACK RELEASE FORMS WILL BE AVAILABLE.**



## Vintage Racing at Pocono....What you missed.

By: Michael Wolf



The telephone rang loudly at 6 am. It was Saturday morning, April 21<sup>st</sup> and barely daylight. Kurt Rappold, President of the Jaguar club was calling to tell me it was raining in Media. I dragged myself to the window and squinted out into the gray dawn. "It's dry here," I reported. "Are you still going? Do they race in the rain?" he asked.

"Damn right I'm going. We've been planning this trip to Pocono for two months. The instructions are printed, the track has been alerted. We're going." I said, trying to sound confident.

As I left home at 7:30, a few scattered drops fell on the tonneau cover of my ancient TR3. By the time I reached the Blue Route it was pouring. Drivers of behemoth SUVs, with wipers on high speed looked down on me with disbelief. Except for my left hand I was dry in the cockpit. "This is definitely gonna hurt the turnout," I thought as I exited the turnpike at Willow Grove. When I arrived minutes later at the meeting point, Lancers Diner, the sun was shining. An E-type roadster followed me into the parking lot. His top was up. In a little while Lenny Seidman and Brian Schlorff entered the restaurant. Brian had stayed up all night replacing a rear axle bearing on his TR4.

By the designated departure time of 9 am, we had eaten breakfast and had about 14 cars in the lot, including a few Triumphs, a few Jags, a Miata, a Fiat, and a few American sedans. Kristen Bartell came in her green TR6 (top down), accompanied by her father and mother in a nice XK-120 Drophead. Kristin reported that the drive down from Doylestown had been dry. A minute later it started to drizzle.

We divided ourselves into two groups of about 6 or 7 cars and left with a separation of about 5 minutes. I led the first group, while Damon Kane led the second group in a yellow Fiat X1/9. Each car received a set of printed instructions. A few people read the directions, but most just played "follow the leader."

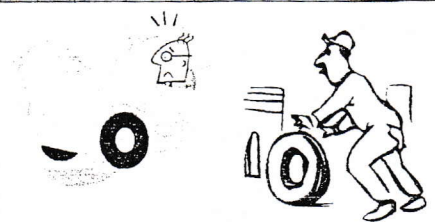
We followed Route 611 north, by-passed Doylestown and were joined at Plumsteadville by George Carr and David Heckler. David is a Judge who hopes to eventually restore his Morgan and take it vintage racing. A little later, along scenic River Road, Jerry Kunkle joined us in an XKE. We managed to stay together nicely, lost a few cars at a tricky bit near Lafayette College, and continued north along the Sullivan Trail to Wind Gap and on to the Track. We had traveled about 75 miles in a little more than 2 hours and nobody broke down. The second group arrived about 25 minutes later, having stopped twice for bathroom breaks. They had also collected the lost cars from the first group.

We toured the pits and saw some unusual pre-war cars including: an ERA single seat formula car, an Offenhauser powered Indy car, a very early MG, and a 1920s Morgan with chain drive and a twin cylinder Blackburn motorcycle engine. Later cars included



T-series MGs, several Lotus (Elite, Series 7 and open-wheeled), XK Jags, 'bathtub' Porsches, Turners, Morgans, MGAs, a Jaguar SS-100 and an Elva Courier. (If you don't know these cars, you should join us next time.) Except for the Pittsburgh Vintage Grand Prix in July, this is the only Vintage Race in Pennsylvania.

By 2 p.m. people started to depart and most took the Turnpike home. Stubbornly, I followed the route instructions alone, through a beautiful valley, over a covered bridge, past the Blue Mountain Ski area, and home via Slatington and Route 309. I arrived home tired, windburned and anxious to go again next year. Thanks to all who came and thanks to Don Natrass, who arranged to let us attend.



## JAGUAR TECH CORNER

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### 1992 XJ6 STICKY DOOR

Try this tip to solve sticky door problems. This usually involves adjusting the turnbuckle on the door handle - which is located inside the door. Open the door and with your finger move the latch toward the door - you should hear two clicks as the lock latches in the closed position. Pressing with a screw driver may be easier than using your finger! While holding pressure on the latch away from the door, with your other hand slowly pull on the outside handle. Until you feel the latch release with your finger, and if you have to use excessive pressure on the door handle, then you must adjust the turnbuckle inside the door.

### SAGGING SPRINGS ON JAGUARS

Sagging front end? If you're on a tight budget and need to raise the front or rear of your Jag - try this temporary tip. Local after market auto parts suppliers - offer coil spring spacers that can be inserted between the coils, which can raise the Jag anywhere from 1/2 to 1 1/2 inches. They are to be used in pairs on coil springs. Cost is somewhere around \$5.00 for a pair. Keep in mind folks this is only a temporary fix. Sagging springs will affect the ride and handling - especially at freeway speeds.

### 4.2 E-TYPE BREAKER POINT & CONDENSER

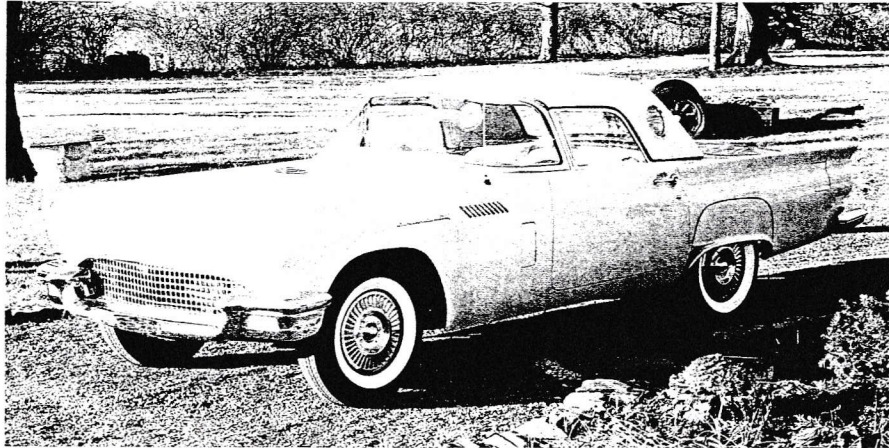
Removal & installation (six cylinder). Unsnap the two retaining clips on the distributor cap - then remove the cap and rotor and inspect for cracks or deterioration. Replace if in doubt? Check the points for pitting or burning, minor imperfections can be filed off with an emery board - again if in doubt replace the points. Usually it is always wise to replace the points along with the condenser and rotor. They usually are packed together as a set. Now with the cap removed place a drop of oil to the center of the distributor shaft. Do not attempt to remove the screw in the center of the shaft. Make a mental note or jot down the location of all electrical connections from the points to the distributor before disassemble. Be careful not to lose any washers, screws or spacers when you remove the points. Now lift out the old points and condenser and install the new point and condenser in reverse order of their removal. Adjust the point gap to specifications (.014 to .016). This is done by slightly loosening the contact plate retaining screw and adjust the gap by turning a screwdriver in the slot on the contact plate. Turn clockwise to decrease the gap - counterclockwise to increase the gap. I usually use a feeler gauge to set the gap - but you can also use a dwell meter with very good results.

All twelve-cylinder engines are equipped with breakerless transistorized ignitions. The only maintenance involved is the lubricating of the center of the distributor shaft with oil and inspecting the cap and rotor



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## EDITOR'S RAMBLINGS MARCH 2002

### Purr-March – April

You will note that we are providing a single issue of the Purr for the months of March and April. February leading to the March issue is a quiet month news wise and therefore we all get better value by combining these issues besides reducing our costs

### Vintage Racing At Pocono . Saturday April 20

Following the successful visit to Pocono last year Mike Wolf has volunteered to again lead a party to visit the vintage racing on Saturday April 20. Please see the enclosed flyer and the write-up by Michael telling us "What we missed" by not taking part last year. Please note you should let Mike know if you plan to take part

### Auction Results

Everything I read says that all is well in the classic car market. Prices and demand are holding up. Perhaps people feel safer putting their money into something tangible rather than stocks. You can fix a crooked car but you can't fix a crooked broker or CEO !! A typical quote is from the magazine "British Car" "If there is a recession, there is no evidence of it in the classic car world. After an uncertain autumn, we were pleased to see that the classic car hobby is back in full swing, judging by the bellwether auction sales in Scottsdale & Phoenix the second week of January. Overall, sales percentages were even higher than last year and sales prices seemed solid"..

Here are some typical results:-

Barrett-Jackson...1949XK120 Alloy Roadster \$120,000; 1950 XK120 Roadster \$60,000; 1952 XK120 Roadster \$56,000; MKV11 M Saloon \$25,000; 1957 XK140MC Roadster \$49,000; 1958 XK150 DHC \$50,000 1959 XK150S Roadster \$60,500; 1962 XKE Roadster \$95,000 1973 XKE Series 3 V12 Convertible \$33,000 (condition 3)

RM International...1948 3.5 Litre Drophead Coupe \$71,500;1963 E-Type S1 Roadster \$68,200;1967 E-Type S1 Coupe \$28,600

Russo & Steele...1966 XK13 Replica \$108,000

Poulain Le Fur, Paris A 1936 SS1 Tourer with standard factory four seater coachworks \$66,000

### October 13th Fall Tour

Al Pincus tells me he has now firmed up plans for our Fall Tour. We will give full details later but the major event will be a visit to "Morland House"



the recently renovated house (\$650,000 & countless volunteer hours) in Hartsville. George Washington used Morland House as his headquarters. See the enclosed article from the January 21<sup>st</sup> Inquirer which reflects the houses important place in history. There will be an especially arranged lunch for the club. Make a note in your diary now

See Morland House next page

### Deliberate Mistake

Only one person spotted and reported on my deliberate mistake in my article titled "From Jamaica with Love" in the February edition. When I described the fire that started in my home I said it started from "internal combustion." This obviously should have said "spontaneous combustion" Well spotted brother Peter! I am surprised that many people do not know that rags soaked in petrol or/and oil put into a container, especially when its humid, can self ignite. This is what happened with me. The trash can was in the garage by one of the windows. My wife kindly cleaned up & put the rags in the trash, they ignited & caught the curtains & up she went in flames. Not my wife...the house!

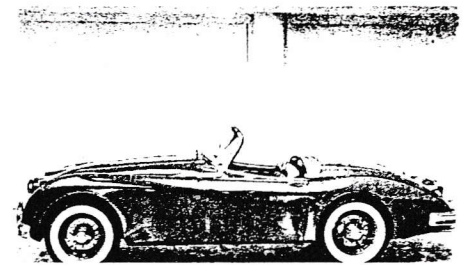
### Formula 1 Australian Grand Prix

On Saturday I was very despondent when Jaguar qualified next to last for the Sunday race. Even behind new boys Toyota! What I did not realize is that it was all part of a cunning strategy! When the race started and on the first bend Ralph Schumacher ran straight up the back-end of the pole position Ferrari of Reubens Barrichello which resulted in a huge pile up wiping out 9 cars from the race our two Jaguars were so far back that they managed to avoid the carnage. The result of the race was Jaguar 4<sup>th</sup> (Irvine)& 8<sup>th</sup>.(De la Rosa). Michael Schumacher won for Ferrari. Only 8 cars finished!

Steve Nichols, Technical Director Jaguar Racing, resigned at the beginning of February. This followed disappointing pre-season testing. A series of new parts have been rushed through including a new floor. Not a good start to the season

### "Little Yellow" By Robert Steig

Bob Steig has stepped up and given us a wonderful story about his 68 year old Harley Davidson, 32 year old XKE Coupe and 61 year marriage! Bob is 83 and regularly drives the motor cycle and E-Type. Bob says "Writing your story for the Purr is a great idea. It's one way to get to know a bit about your fellow club members as well as their cars" Thank you Bob. So who will write the next article....It must be your turn!!





FAMILY EVENT. JAGS & TEA JULY 14<sup>TH</sup>  
Mark your calendars. Conducted tour of Longwood Gardens followed by a proper English tea! Details to follow.

### Morse Jag For Auction

Last month we reported that the Morse MK 2 had been won by a man in a competition in England. He is now putting it up for auction at Christies. The cars value is estimated at \$8000.00 but because of the Morse connection will probably bring \$38,000. Sadly late in February it was reported that Actor John Thaw the star of Inspector Morse and The Sweeney had died. He had been battling throat cancer and died aged 60 at his home in Wiltshire, England



### The Prez Says

President Kurt Rappold is visiting Daytona and I understand he sent me his monthly "Prez Says" but it has not reached me and as to day is March 12 I must get the Purr in the mail. He will just have more to say next month

# Restored Bucks house its important place in history

Moland House in Hartsville, once George Washington's quarters, is being reborn.

By Michael Rubinkam

ASSOCIATED PRESS

HARTSVILLE, Pa. — George Washington slept here — though he might have crossed the street had Moland House been the dump that it was 220 years later. The stone farmhouse was so dilapidated by the mid-1990s that some people here wanted it torn down.

Six years, \$650,000 and countless volunteer hours later, Moland House is well on its way to becoming a museum showpiece — a restored gem reflecting its important place in history.

"It is significant that the building still exists, because so many of the others [that Washington used] haven't survived," said Frank E. Grizzard Jr., a University of Virginia scholar who has edited several volumes of Washington's papers.

Washington used Moland House as his headquarters from Aug. 10-23, 1777, a few weeks before the Battles of Brandywine and Germantown. It was here that the Marquis de Lafayette joined the American Revolution and that Washington received Casimir Pulaski, who be-



CHRIS GARDNER / Associated Press

Warren Williams, the Warwick Township Historical Society president, is turning the Moland House into a museum showpiece.

came the father of the American cavalry.

The centuries were not kind to the house, about 20 miles north of Philadelphia, site of the third-longest encampment of Washington's army in Pennsylvania. Though listed on the National Register of Historic Places, the Georgian-style house was close to demolition by the mid-1990s.

"The house was broken open, all the windows were knocked out, vandals had set fires, and the weeds were eight or 10 feet high," said Warren Williams, 80, president of the Warwick Township Historical Society.

In addition to its physical deterioration, the circa-1750 house had undergone significant renova-

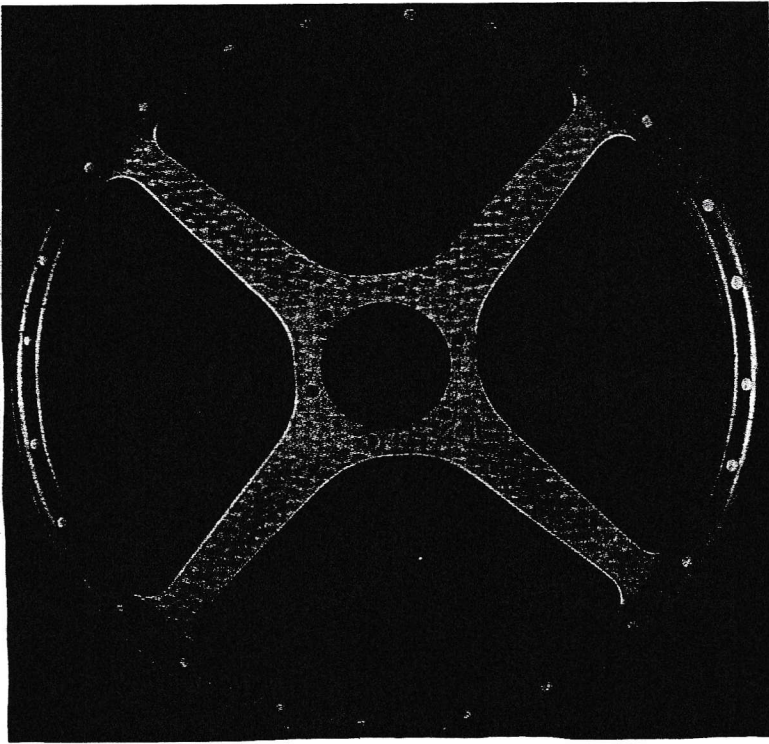
tions and additions. There appeared to be little hope of saving it. But Williams and a dedicated band of local volunteers were determined to do just that. Their first big break came in 1996, when a developer who planned to demolish Moland House instead gave it to Warwick Township.

The township then entered into a 15-year management agreement with the historical society, which began raising money to restore the house.

Moland House is no longer in danger, though the historical society is about \$400,000 short of its fund-raising goal.

Williams said the public will get its first look at Moland House, also known as Headquarters Farm, in 2003.





# Champion wheel deal

The steering wheel fitted to Mike Hawthorn's 1958 World Championship Ferrari sells for £37,391

FERRARI parts traditionally cost a lot of money, but even the most hardened fan of the marque might think twice about buying a secondhand Dino steering wheel for £37,391. Yet that is what one has just changed hands for in Switzerland.

The wheel has a slightly more colourful history than most autojumble finds however. In 1958 it was fitted to the Ferrari Dino 246 in which Mike Hawthorn became the first British Formula 1 World Champion. The wheel was sold last month at the Bonhams Ferrari car and automobilia show in Gstaad to an unknown buyer.

The 41cm diameter wooden rimmed wheel, with four turned aluminium spokes,

was specially fitted to the Dino at Hawthorn's request. After Hawthorn won the World Championship, Ferrari presented it to the Englishman in recognition of his achievements throughout the 1958 season. Hawthorn's overall victory in the series was by the briefest of margins.

He only managed to win one race – the French Grand Prix – but took the Ferrari to five second place finishes throughout the season.

Success over close rival Stirling Moss came at the final race in Casablanca, which Moss won just ahead of Hawthorn. However Hawthorn's second placing meant he amassed 42 points to Moss's 41.

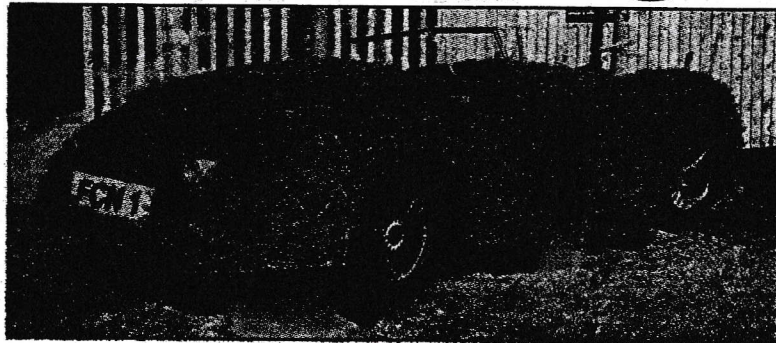
# The Jagged hedge

CLASSIC enthusiasts in Uxbridge have been startled by the appearance of this organic take on Jaguar's XK120 at a local nursery.

Garden designer and CCW reader Christine Kearley spotted the tasteful topiary while visiting Farnham Common Nurseries. She said: "It's made up of two huge Ligustrum bushes in separate pots and is very skilfully finished."

The sculpture is said to have taken ten years to grow and originates from Italy, a country renowned for its tip-top topiary.

Unlike most classic cars, this example would actually benefit from being left outside in all weathers, and maintenance would be a snip, literally. The same could not be said for the price, however. If you want to



go green with this Jaguar you can expect to pay around £10,500.

■ For further details contact Christine Kearley on 01895 832145.

## Jag S-Type R Set to Howl

▶ Jaguar has formally taken the wraps off its S-Type R high-performance model. By supercharging the car's 4.2-liter V-8, the company promises 400 bhp and 408 lb.-ft. of torque, a 0-60-mph sprint of 5.3 seconds and an electronically limited top speed of 155 mph. The

S-Type R is distinguished by a new rear spoiler, 18-in.

Zeus alloy wheels, xenon headlamps and a bright mesh grille with body-colored surround and R badging. The R version also

heralds the availability of a 6-speed ZF automatic transmission across the S-Type model range.—MDL







# Side GLANCES

By Peter Egan, EDITOR-AT-LARGE

## THE EXPLODED VIEW

From Road & Track March

JUST BEFORE SHUTTING OFF MY READING light the other night, I looked at the page number of the book I was reading, Melville's magnificent *Moby Dick*. Page 659, chapter 105. Only 164 pages left. What a great book. How had I gotten to the ripe old age of 53 without ever reading it before?

CliffsNotes, that's how. Exam coming, not enough time to read it all. The typical college deal. Yet I had time to learn the chords to "Wild Thing." All three of them. Ah, well.

I put down the book and examined my hands, flexing them and wincing a bit. Two fresh Band-Aids leaking mercurochrome, four visible healing cuts and two blood blisters. You'd think I'd been boxing with a robot. But no. Earlier that evening, I had successfully transplanted a freshly rebuilt 4.2-liter Jaguar XK twincam engine from a wooden engine dolly upward from the bottom and into the engine bay of my 1967 E-Type coupe.

What a process. Between the wooden engine dolly, made from thick, oil-stained timbers, and the overhead cherry-picker with its massive chains, the whole operation looked like a medieval siege device being readied to fling an engine block at a Norman castle. Except the XK engine was too heavy to fling anywhere. It was a massive, beautiful lump that seemed to comprise at least a full third of the Jaguar, as if the chassis and wheels and that svelte body were nothing but a delivery system for the engine, much like helmeted soldiers with a battering ram, headed for the castle door.

Sorry about all this ancient martial imagery, but there is something undeniably heraldic and glorious about the best British cars that calls this sort of thing to mind. They are all genetically related to Robin Hood's bow or Richard Lion Heart's shield. The Brits can't

help it. It's how they make things.

And the engine was in the car, at last, sitting on its motor mounts, ready for its carburetors and exhaust manifolds. Back in its home after a two-year absence. In defiance of all sound physical theory, I half expected a vacuum to form where the engine had been sitting over in the corner, sucking all my posters and photographs off the wall of the workshop. The garage looked almost empty without it, as though a whole car were missing from a two-car garage.

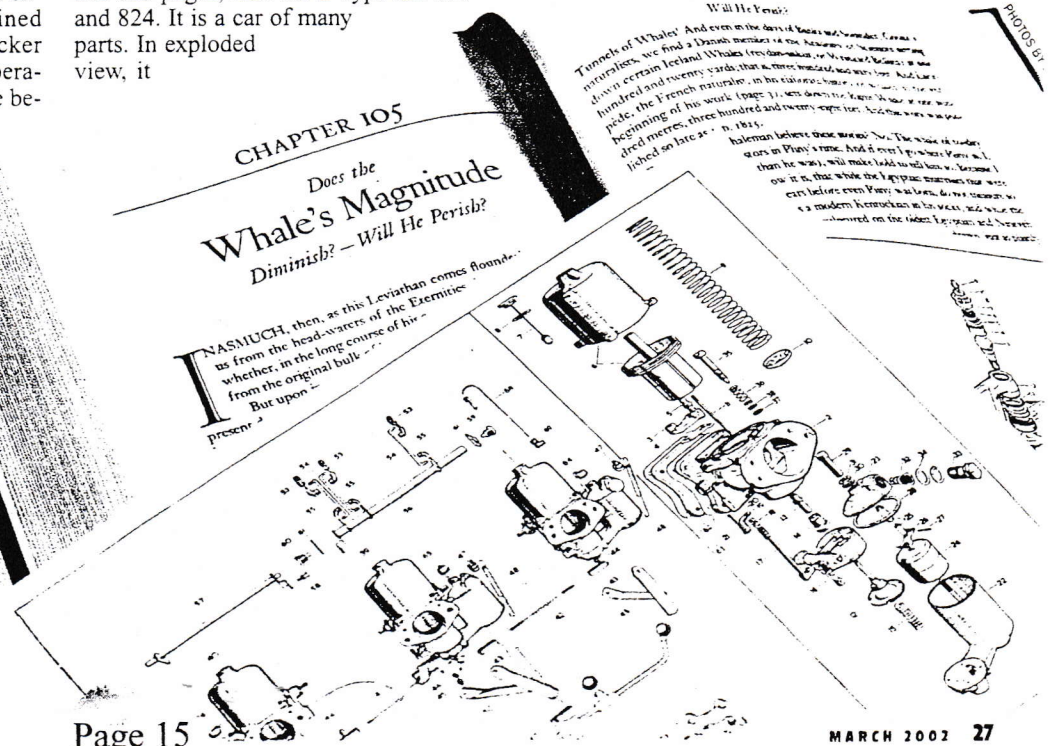
In any case, I was well on my way to accomplishing the two things I'd vowed to do this past fall: Finish reading *Moby Dick* and get the Jaguar running. Two classics needing completion, each amazingly complex and freighted with meaning just beneath a smooth surface of considerable beauty.

Of the two, however, I'm not sure the car doesn't have the novel beat for complexity; it may be that Sir William Lyons and his team of engineers have out-Melvilled Melville. If *Moby Dick* has 135 chapters and 823 pages, then the E-Type has 136 and 824. It is a car of many parts. In exploded view, it

looks like the atomic structure of the universe, pulled apart into all its compounds and elements.

Take the throttle linkage, for example. No Sprite-like cable that runs from gas pedal to throttle arm for the Jaguar; it has a series of bell cranks, levers and rods that takes the forward motion of the gas pedal and routes it forward, upward, across the firewall, down the firewall and forward to the carburetors. Beautiful, smooth and elegant, but complex. An Austin-Healey Sprite has about six distinct, individual parts to its throttle linkage and the Jaguar has about 55, by quick count as I stand in front of the engine bay.

And then there are the brakes. No simple master cylinder and brake lines here. You have two separate masters joined remotely by a system of brake lines, vacuum boosters, vacuum lines, reservoir and check valves, along with a remote set of





fluid reservoirs protected by a pair of heat shields that bolt to the frame with multi-piece brackets. Part of the vacuum system runs through a pipe behind the firewall, held in with retainer plates and rivets. The hoses use three different sizes of special hose clamps.

This brake system is so complex I can't actually remember exactly how it works for more than a few minutes, even after I've just read about it and looked at the schematic diagram. It's enough to make a steam locomotive designer weep. For all that, the brakes are none too powerful for stopping a supposed 150-mph sports car. But they are virtually failsafe, full of backup circuits and contingency features. You have to experience about six kinds of bad luck at once to totally lose your brakes on an E-Type.

If the Jaguar's various systems are complicated, so is most major repair work on the car. The clutch comes to mind. It has a very short service life, yet clutch replacement requires a full engine and transmission pull, after the usual removal of the huge and heavy bonnet (which requires the assistance of two men and a dog), radiator, cooling system, etc. Part of the suspension has to be disassembled, too, to get the tie plate for the torsion bars out of the way. A messy, time-consuming affair. And expensive, if you hire it done.

Back in the 1970s, when I worked as a full-time foreign car mechanic, you could buy used E-Types with slipping clutches quite inexpensively (\$1500 was typical), because no one wanted to spend the money for a new one. Some already had, and once was more than enough. A second clutch job was a drain on your lifetime reserves of enthusiasm, like finding out you had to go through college all over again because the dean had forgotten to record your grades.

But if complexity is the curse of the E-Type, it is also one of its finest virtues. It may even be the reason I own the car. It's the trait that makes an evening in the garage seem worthwhile.

Sure, the front suspension is made of many separate parts rather than a couple of simple stamped A-arms, but look at those forgings! Strong, yet delicate in appearance, right off the D-Type at Le Mans. Yes, the three SU carbs can be difficult to rebuild or synchronize, but was anyone ever

**“Moby Dick**  
has 135 chapters  
and 823 pages,  
then the **E-Type**  
has 136 and **”**

greeted with any more beautiful sight when raising the bonnet of a car? And that gold twin-cam cylinder head with the polished cam covers and chromed acorn nuts looks like the first cousin to a Rolls-Royce Merlin in a Spitfire. The car bristles with paper-weight-quality hardware.

Even now, when you rebuild an E-Type, you can't believe Jaguar was able to build this car for less than \$6000 in 1960s' money. No parts-bin engineering here, either: nearly all its suspension, steering, brake and body parts are unique to the Jaguar range, and most are specific to the E-Type itself. The beautiful casting that suspends the brake and clutch pedals from the footwell, for instance, appears in no other car I know of. How did they do it?

I don't know.

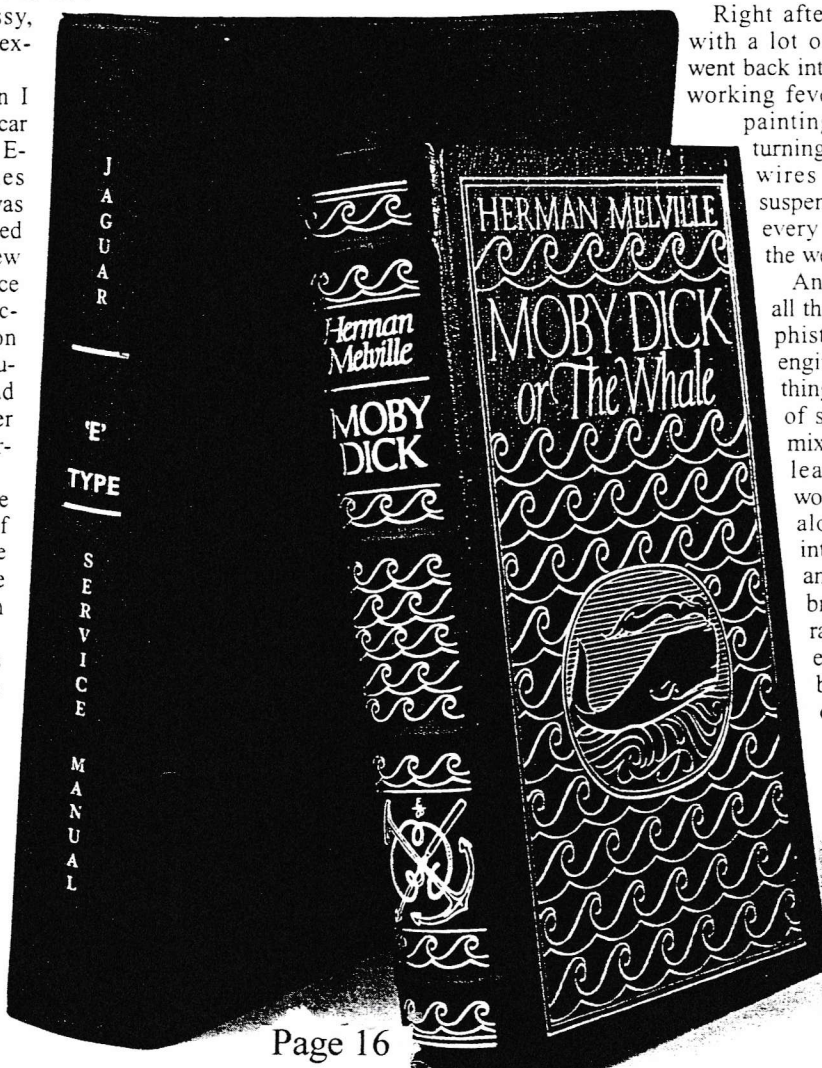
But, in a strange way, I've been grateful lately for those many parts. This past summer, I quit working on the car for a couple of months because the weather was too nice to stay in the garage. In my spare time I walked the dogs, rode motorcycles and bicycles, sailed, went fishing, read books, drove the old 356 on country roads.

Then, on perhaps the most beautiful morning of autumn, three airplanes crashed into three buildings.

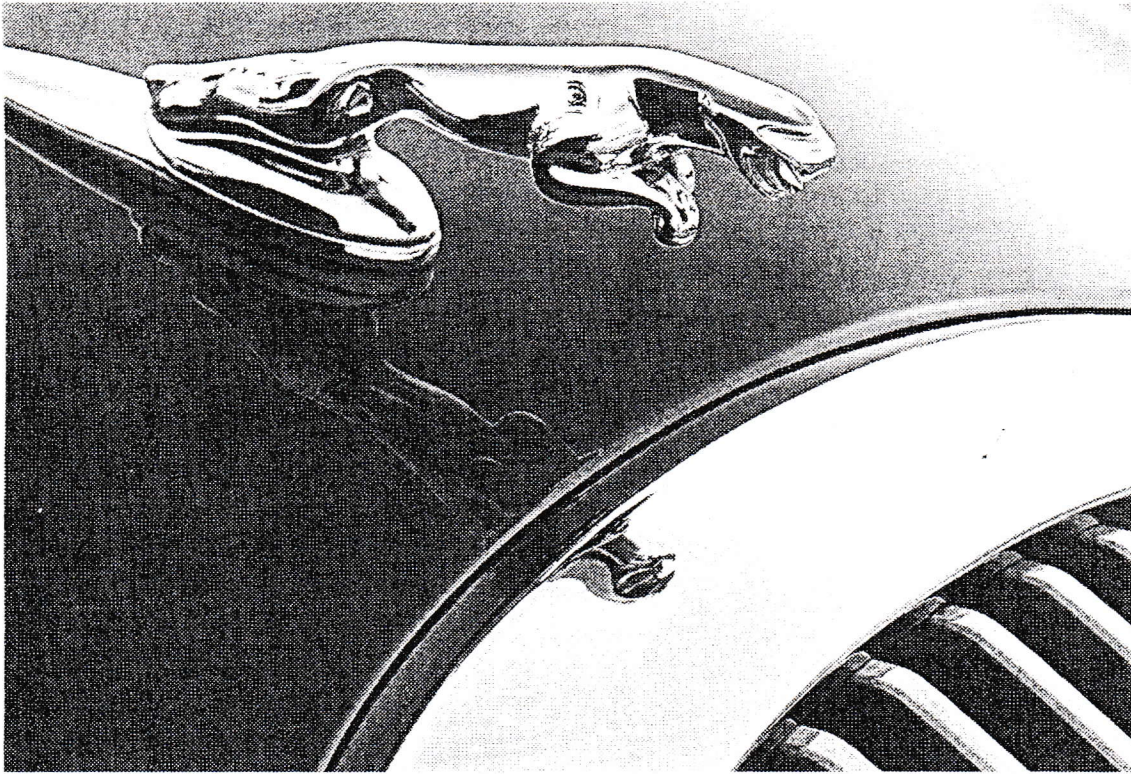
Right after that, I found myself with a lot of undirected energy. I went back into the garage and started working feverishly. Bead-blasting, painting parts, lifting things, turning wrenches, hooking up wires and hoses, adjusting suspension. I've been working every night, sometimes until the wee hours.

And I've been thankful in all that time for the subtle sophistication of the Jaguar's engineering. There is something about its combination of style, grace and quality mixed with the whiff of old leather and the grain of wood on the steering wheel, along with the car's very intent to make life bigger and more colorful and vibrant than it has to be—rather than smaller, meaner and more pinched and brutal—that reminds me of Civilization.

So it's been good, spending all these hours working on the car. Besides, I had to do something. I think I'm too old for the Army to take me back. ☑







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### 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<br>Legion | County Inn/American |
| 7:00 PM-9:00 PM                   | Dinner @ Riverside Park & Rally School @    | American Legion     |
| Saturday, May 4 TBA               | Rally begins                                | Country Inn         |
| TBA                               | Pit Stop                                    | Penn Photo Mount    |
| 12 NOON                           | Hosted lunch                                | Dover Downs         |
| TBA                               | Pit Stop                                    | Millsboro DQ        |
| 6:00 PM                           | No Host Dinner & What Am I Doing Wrong?     | Menz Restaurant     |
| Sunday, May 5 TBA                 | Rally begins                                | Country Inn         |
| 12:30 PM to 2:30 PM               | Awards Luncheon                             | American Legion     |
- 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:  
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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)

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“ Little Yellow”  
A 1970 Jaguar XKE Coupe with the 4.2 Liter Six  
Plus Air And Power Steering

By Robert W Steig

March 2002

Other names have been applied to this Jaguar (largely complementary) depending on the situation at hand, such as:- “The Yellow Marshmallow” when dancing for a picnic ride and “Miss Primrose” when looking polished, sophisticated, and ready for a concours or “ The Yellow Peril” when in disfavor after disaster has struck

It is impossible to stay angry with a pretty girl for long however and when she can't run I just sit down, admire her beauty, and remember that all things non electronic are fixable. Electronic things are exchangeable....but don't ask the price.

One “Yellow Peril” experience occurred while I was driving home from work and had only one stop light to negotiate. An horrendous noise happened at engine speed inside the bell housing. The noise stopped when the swinging portion of the clutch linkage broke off, but it left me with no connection to the clutch. I soon learned how to clash shift through a stop light without disengaging the clutch and I made it home without further difficulty

.As I said, “all things non electronic are fixable” and so was this.

When Mike Tate, the Purr's editor, asked me if I would write an article about my car I was a bit doubtful, as its like telling the Eskimos what a wonderful dog the Alaskan Husky is ! However after reading his articles the members personal articles, such as George Carr's, Paul Racette's, Russell Tate's, and Ralph Steinberg's excellent obituary for David Milling, I decided it's a great idea. It's one way to get to know a bit about your fellow club members as well as their cars. So here something about both myself and my Vehicles.

I was born in the small town (4500) of Clintonville, Wisconsin in 1918. I was always interested in mechanical design, particularly in transportation such as motor-cycles, cars, trucks, and aircraft. Consequently my first experimental sports vehicle at age 15 was a well used 1924 Harley Davidson J D model purchased for \$8.00. It ran , but of course the first thing my brother & I did was to take the engine apart to see if we could make it run better. It was a push & jump on experience as the kick starter gear was



stripped. Also a serious obstacle to the fast jump-on was a large car battery mounted on the luggage rack over the rear fender. (Old ones were free). On one occasion I hit the car battery & the bike went on without me. In a small town there isn't much for a bike to hit, so the crash was harmless.

My second purchase was in 1938 for a much newer 1934 Harley 74 cu.in.VLS model. At the time was attending the U.W. to get my degree in mechanical engineering. This bike had a national reputation as its first owner won the 1934 "Michigan Jack Pine", a 500 mile two day off highway endurance race with 67 starters and only 9 finishers. I tend to become friends with my vehicles and keep them for some time. In this case I still have the bike 64 years later and ride it each summer. Kurt Rappold & I have two things in common here, motorcycles and Jaguars.

I started my truck design career in my hometown at FWD – Seagrave, and spent twenty eight years with them becoming Chief Engineer. The company is in the national news at present. They are the principle fire truck supplier for the city of New York, and are as busy as beavers on a twenty five million dollar order for new fire trucks to replace those lost September 11

In 1966 I decided to treat myself to a small English sports car, so I bought a new Triumph Spitfire with a remove able hardtop for Wisconsin winters. It was a pretty little car in BRG paint, spoke wheels, whitewall tires, and I drove it to work for fun for six years.

In the meantime I had changed my job and location to Mack Truck in Pennsylvania, and the heavier traffic gave me some second thoughts about the daily commute in the Spitfire. In 1972 I spotted an advert in a used car listing for an XKE with only 12,000 miles on it. It seemed unusual to find a good classic car listed in the daily paper so I was curious. I was only vaguely familiar with the E-Type but my curiosity increased so I made the trip the same afternoon. Wow. I was instantly stunned and speechless at this beautiful car!! The one time I can remember having a similar reaction was the first time I met a wonderful girl at age fourteen, and, eight years later we were married. Next month we will celebrate our 61<sup>st</sup> anniversary so I'm confident it is going to last!

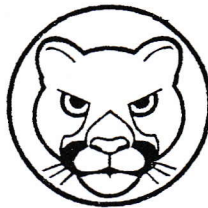
Back to the Jaguar E-Type. I bought it the same day and traded in the Spitfire. A few years later I was showing the XKE at an all English car show at the Hope Lodge historical site. Joe Federico approached me about the Delaware Valley Jaguar Club and JCNA. I joined, and even though I'm at some distance from your main activities, I have enjoyed those I could attend. Sixteen years of a daily twenty mile round trip commute to work, summer and winter, was pretty hard on the E-Type. However our needs are met with compromises, and in the end what a wonderful way it was to go. When I



retired in 1988 I had the engine rebuilt, clutch & driveline parts replaced, body repaired, leather portions of the interior replaced, and a new primrose yellow paint job applied, as was the original. "Little Yellow" was grateful. She perked up and has been running well for 35,000 miles since. At age 32 & 13800 miles on the odometer I am very pleased with her lasting qualities. Of course with a 68 year old Harley Davidson in the next bay, and an 83 year old driver for both, "Little Yellow" is still being challenged

See you at the Brandywine Concours

Bob Stieg



Wisconsin Jaguars Ltd.

## JAGUAR TECH CORNER

### JAGUAR XJR 100

Jaguar Cars has approved the limited production of the XJR 100. This is due to the positive response of the XJR special performance sedan at the 2001 Greater Los Angeles Auto Show. Jaguar will only export 239 XJR 100 to the United States in 2002. The heart of the car is the 370 horsepower super-charged version of the 4.0 liter AJ-V8 engine. It produces 387 lb.-ft. of awesome peak torque at 3,600 rpm. Acceleration from 0-60mph. is an impressive 5.4 seconds. That's not bad for a 4,098 lb. Cat!!! Top speed is electronically controlled to 155mph. \*%@!\*&#\*.

Also added to the performance package are 19 inch BBS Montreal modular wheels, Pirelli P-Zero 255/35ZR tires and Brembo cross-drilled rotors and four piston aluminum calipers. Front rotors measure a whopping 14 inches in diameter and 1.26 inches thick!! Rear rotors are impressive at 13 inches! - and 1.26 inches thick.

The interior of the XJR 100 - has the finest Connolly Autolux leather with the hallmark Jaguar wood veneer in smoked maple. All the other trim is in a warm charcoal leather with red stitching!! Last but not least is a 320-watt Alpine Audiophile sound system with nine speakers and a six-disc CD changer - - and don't forget it also comes with a DVD satellite navigation system.

### XJ40 3.6 HESITATION / STALLING

Most times the following fix will solve this problem. Usually the problem has to do with throttle. You need to adjust and clean the throttle gap to .002. First measure the throttle position sensor voltage -this should be done at idle - this voltage should be listed in your shop manual. The voltage should change smoothly as you open the throttle. Two possible ways to set idle speed are as follows with a warm engine.

With the engine off, turn key to the on position - unplug the ISCV connector under the hood. (Idle speed control valves) this is located on the intake manifold and has four orange wires with the word idle, marked on it and a large hose to the air intake. Turn the key in the off position, wait about 15 seconds - than plug in the ISCV connector.

Second options - turn the key to the on position with the engine not running - unplug the ISCV connector again, than start the engine and adjust the hex head screw located on top of the ISCV to read 500 to 550rpm. Than plug in the ISCV - idle speed should be somewhere around 600rpm in drive. This should give you a smooth idle, even when the a/c is on.



## TECHNICAL SESSION AT D.L COACHWORKS MARCH 9 2002

From Efrim Adnopoz

The tech session was presented by Ralph Steinberg (Cloverleaf guru), and Dave George, our host to a group of 50 enthusiasts with eleven from the DVJC and the remainder from the Vintage Sports Car Club of America (VSCCA)

"Modifications" was the theme of the day underlined by what is *Legal; Safe and Practical*. Apart from the hair raising examples of modifications such as Ralph's comment about a pre race inspection revealing a battery strapped down by a bungee cord riding in the boot next to a gas tank, other useful tips were passed along

Both Ralph and Dave pointed out that alterations to our cars from the original intent and specifications to obtain performance must be well thought out. We should avoid the tendency to "out engineer" the original specs that were designed into the total infrastructure of the car. Continued use of original parts is fine but after years of use, we also need to be well aware of metal fatigue producing visible or, importantly, hidden stress cracks found only by sophisticated "x ray" equipment.

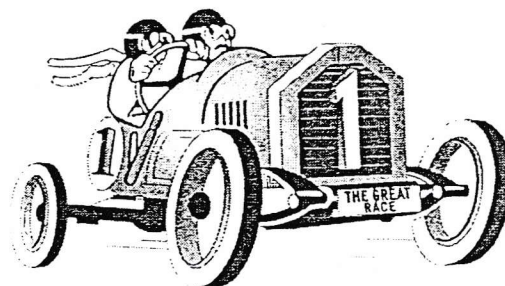
It was pointed out that each modification would probably require subsequent modifications to support the original change because new issues are usually created. A simple size change of a wheel or tire set will lead to unexpected complications in handling characteristics was an example.

In summary, modifications are best left in the hands of pros, after careful consideration and dialogue, to determine what might be gained and is practical, particularly on "street" cars as opposed to those of us who race

ADDITION FROM MICHAEL TATE.

There was an outstanding array of cars in the car park brought by participants including various Jags, a Porche Speedster, an Alfa Romeo, a Rover, an Austin Healey etc. Dave George's premises were very professionally organized and all his staff were in attendance to answer questions. The quality, rarity and uniqueness of the cars being restored was one of the highpoints of the visit and the extremely high quality of the work was very evident. This is the feast we were treated to:-

1923 Rolls Royce Silver Ghost "Springfield"; 1927 Alfa Romeo 6cy 1500 TF; 1937 BMW 328; 1912 Thomas Flyer 6cy; 1927 Mercedes 6cy Supercharged; 1928 Mercedes 6cy Supercharged; 1938 Alfa Romeo 8cy 2900 Twin Supercharged; 1927 Bentley 3 Litre; 1925 Bugatti Type 35 A; 1928 Bentley 4 1/2 Litre; 1932 Alfa Romeo 8cy 2300 Supercharged; 1954 Siata 208 S Spyder. This latter car must be quiet a rarity because no one I spoke to had heard of it before. It has the look of the AC sports car  
Our thanks is given to David George (and his staff) and to Ralph Steinberg (and his willing helpers, Patti Dement & wife Candy & father Frank) It was a day really appreciated by all the attendees I know.



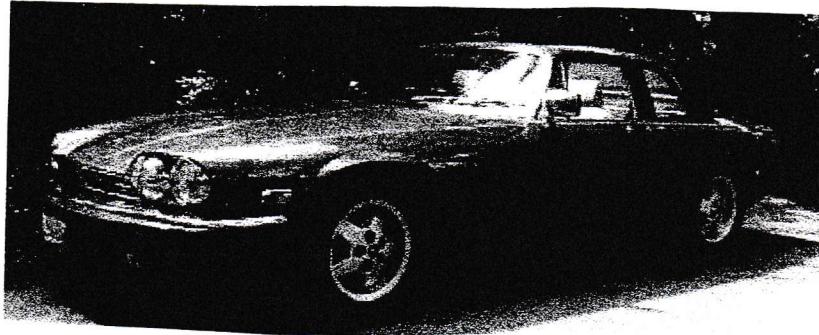


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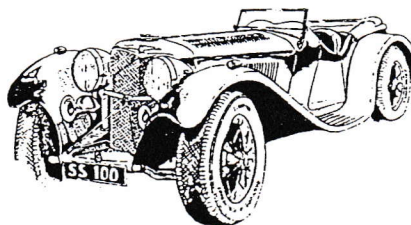
FOR SALE 1990 XJ6 Vanden Plas 97K miles Very Good Condition. Many new parts. Service records available. Topaz exterior, Bisque interior. Garage kept Clean and polished. Asking \$5500 Call Jack 570 825 0503

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 Titel 877 233 6497 Toll Free Fx/voice Box 54190 Cincinnati OH 45254 [cherie@britishusedcars.com](mailto:cherie@britishusedcars.com) (JAN)

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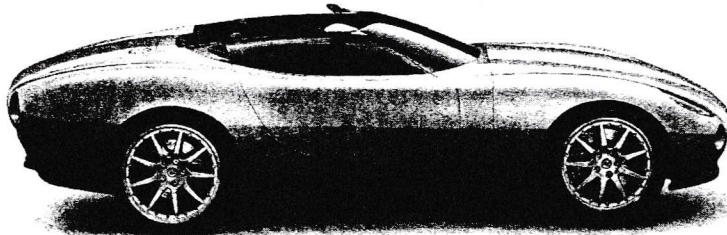
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# Jaguar F-Type On The Way

No firm date yet or hard information but I have taken a few orders. It will probably be a 2004 model and targeted at a starting price of \$50,000. A 5-Speed or Automatic will be available and engines will start at the 240 HP V6 and go up from there. As I get more information I'll pass it along. The time to leave a deposit is about a year away from debut as there is normally a year waiting list for new Jaguar models of this type.



Bill Marshall Great Britains

FROM: THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB  
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