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The Jaguar's Purr

MAY 2002

The Jaguar's Purr[©]

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
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ADVERTISING RATES

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Quarter page \$ 85 a year / \$20 per issue

CLASSIFIED RATES

Members free / non-members \$10

Members get 3 free inserts.

Non-members get one insert for \$10

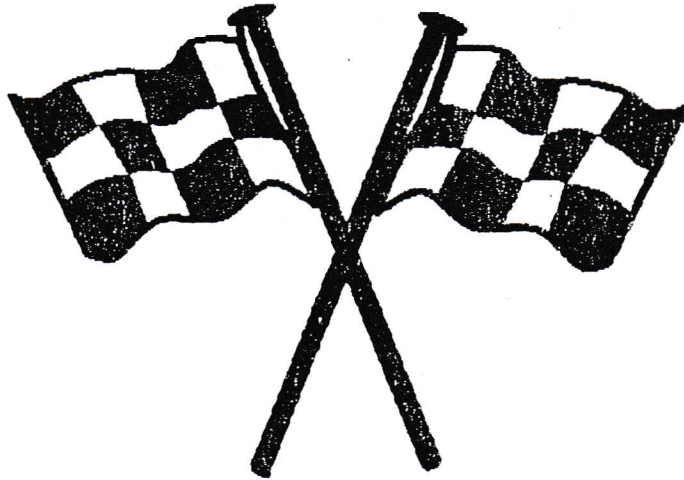
MEMBERSHIP RATES

Family	\$45.00
Single	\$40.00
JCNA Badge	\$30.00
DVJC Badge	\$10.00
DVJC License Plate	\$ 6.00
P & P	\$ 3.00

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CALENDAR OF EVENTS

MAY 2002

MAY

- 4 Lewes British Motorcar Show, Blockhouse Pond Park, Lewes Delaware 11.0am to 3.0pm
- 3-4-5 GREAT-RACE. CLOVERLEAF RALLY Millville NJ. DVJC sponsored. See Cloverleaf website www.cloverleaf-auto.com for detail and entry forms SEE FLYER
- 11 Willow Grove Lions Auto Show/Flea Market. Upper Moreland School 9.0am – 4.0pm
- 19 British Motor Club of S New Jersey at Atsion Lake, Atsion Registration 9am -11am. Information 609 457 7051

JUNE

- 1 DELAWARE VALLEY JAGUAR CLUB CONCOURSE DeELAGANCE See Flyer and entry form in this issue
- 1 The Brits Are Back Hope Lodge. Bethlehem Pk Ft Washington
- 16 Eurocar 02 all European Cars Show. Held at Lorenzo State Historic Site in Cazenovia, New York. Call 315 446 3606
- 23 Jenkintown 2002 Car Show Town Square @ Greenwood & Leedom Streets

JULY

- 14 DVJC VISIT AND TOUR OF LONGWOOD GARDENS See flyer and reservation form in this issue
- 19-21 20th Pittsburgh Vintage Grand Prix. Pittsburgh. The pre-war race is the late DVJC member Dave Milling memorial

AUGUST

- 10-11 New Hope Car Show
- 30- 2 Limerock Vintage Festival Limerock Ct

SEPTEMBER

- 14-15 Buckingham Township 4th Annual Concourse on the 15th Optional pre-show Buffet & Reception on the 14th
- 15 Hagley Antique Car Show. Wilmington 10am to 4.0pm Details from 302 658 2400 Luxury Autos and Caddy's
- 15 Radnor Car Show
- 29 The Franklin Mint Car Show Off Route 1

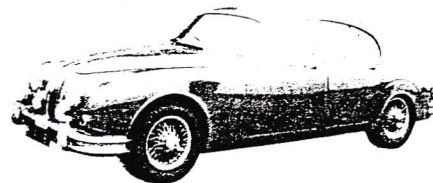
OCTOBER

- 13 Al & Tucky Pincus Fall Tour to Morland House

DECEMBER

- 7 DVJC Celebration & Holiday Party

Get the Discount
Sign up for the June 1
Concourse by MAY 15



DVJC Visit to

Longwood Gardens,

July 14, 2002

Price per person \$32.00

Price includes entrance to the Gardens, private guided tour and proper English afternoon tea !!

A special area of the parking lot will be allocated to the Club so that we will all park together.

Guided tour begins at 2pm but tickets for entrance will be available from noon onwards.

No tickets will be available for this outing at the door and numbers for the tea are limited.

Please fill in the form and send it along with your check to Kit Racette, 6 Haycroft Drive, Spring House PA 19477

Re Longword Gardens outing

Name of DVJC member: _____

Number attending _____

Check enclosed for the amount of _____



THE PRESIDENT SEZ

MAY 2002

JCNA CLUB MAGAZINE COMPETITION

I was extremely pleased to accept awards for D.V.J.C members at the recent JCNA Annual General Meeting in Kansas City. We in JCNA have a new revised news letter award program which Jaguar Journal Editor Mike Cook wrote extensively about in the March/April issue. This new competition was announced at the end of 2001 and was retroactive. The awards were orientated towards participants who provided articles for their local magazines and not as in the past the editors. There are seven categories. Mike Tate submitted entries into three of these not having material to submit for photography, technical, pre event publicity, and post event reports. In the three categories we entered we did very well and I would like to recognize the following members for their achievements:

NAME	CATEGORY	PLACE
Mike Tate	Series "Editor's Ramblings"	2 nd
Jim Shields	Heritage "His XK 140 story"	1 st
Vince Gatto	Heritage "His SS 100 story"	2 nd
Efrim Adnopoz	Travel "His trip to Watkins Glen"	1 st
Paul Racette	Travel "His trip to the Uk"	2 nd

It sure was nice to be recognized. Thanks to Editor Mike Tate for entering the articles and for encouraging members to write down their tales so that we can all have enjoyment reading these true and very different stories. I would encourage any member to write an article in any of the 7 categories. We have the attention of Jaguar Inc on this new program and I think we may see a spin-off of this down the road. (So where is the story on that original E-Type of yours Kurt? Editor)

SERIES 1 "E-Type" Guide

While at our recent A.G.M we attended the Technical Session presented by Bob Stevenson from the Jaguar Auto Group of Michigan. Bob gave us a 14 page "Judging and Authenticity Guide" and we discussed all 14 pages. As I hope you all know the Concours Chairman and Head Judge every year conduct "Judge Training" For our club we usually put new judges on the functions of checking lights, signals, horns so that they learn not to converse with the entrants except to ask for them to demonstrate these functions and to learn all the 20 champion classes and 10 driven classes. This year with such an accurate guide, thanks to Bob Stevenson, we will concentrate on his guide with two sessions using my Series 1 E-Type as a "test bed". Both Jeff Dement (Club Head Judge) and I will be available at the April 20 Pocono VSCCA run and from noon to 5.0pm at the Millville Rally May 3 to pass out the guide and review the actual car with you. Should you wish to have a one on one with me on a Series 1 E-Type this can be arranged. YOU CAN ONLY GET THIS GUIDE FROM US.. If you do a session you get to keep your copy for reference. After you are done you will be able to tell where a "Convuluted Hose" is supposed to be and what part must be painted "Pumpkin". This is a great opportunity to learn the facts on the Series 1 E-Type and I would like all our judges to make an effort to review this before the Big Show June 1st.

The first 20 Jaguars to go through tech in Millville will receive a special little memento that I have made Also we have the "Dave Milling" memorial trophies prepared for all to enjoy and first three places to take home. There will also be a special prize to the winners of the Triumph/Jaguar challenge. Triumph won the challenge last year by 3 seconds. We can't let that happen again so boys and girls "sharpen your pencils" By now those who are taking part in the rally should have made reservations at Wheaton Village. Anyone who would like to visit just for the Friday night parade would be in for an extra treat as the famous "Blue Angels" Air Force flying group will be in town at the Millville airport the same weekend. Why not watch the start of our Saturday Rally at Wheaton Village and then take in the "Blue Angels"?

"FROM JAMAICA WITH LOVE."

I can hardly wait to see our Editor's restored XK 150 S OTS. I am not sure I would rally this car before it had a chance in the 2002 Concourse circuit. Mike's article titled "From Jamaica with love" was a good example of the type of material we need sent in each month for inclusion in the Purr. I know of three other 150 S' in our club, Dan Herrick, Carl Bullock & John Spillman. It would be great if all 4 cars would join us in Coatsville for the June 1 Concours Hope fully they would be joined by George & Doris Carr's XK 150 Coupe.

SECRET SURPRISES FOR US IN FLORIDA

While in Florida in late February Pat and I went to Naples on the Western Gulf of Mexico's shore line to pick up a 3.5 liter acquisition motor. We enjoyed the beautiful red sunset and picked up the motor the next

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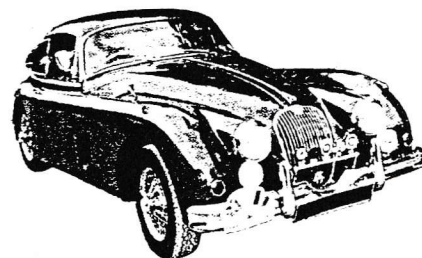
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morning. The gentleman we purchased the motor from does not wish to be identified but I must tell you about one of his cars the 1949 XK 120 OTS with aluminum body. It is a very early car with bolt on front parking lights atop the front fenders and has no side vents in the front fender. It is painted dark brown with a tan interior. WOW! What a car. It's the first all aluminum bodied 120 we have ever seen. Less than 300 of these were ever hand made. This is a high 90 points car. They didn't have wire wheels and came with rear fender spats. Mr "X's" project at this moment is a complete restoration of a 1936 SS 100 in his garage at his home. Talk about clean and bright. This is the correct way to restore a car and he was installing a washer he had precision made the day before!

Of course this is all part of the joy and happiness of being associated with the hobby. "Just a peek into your garage Sir with possibly a photo or two?" "yes Sir, I will not tell the world who you are or where you live!"

Happy Motoring

Kurt Rappold President



JAGUAR TECH CORNER

CHECKING FOR HEAD WARPAGE

Whenever you remove cylinder heads from you Jaguar, make sure you check for signs of water seepage which show up as dried corrosion or white flakes. When touching this stuff turns it into a sandy substance that crumbles. At this point you should check the entire surfaces of the block as well as the head – use a quality mechanics straight-edge. A warped condition would show either the head or block warped by 0.004 inch or more – high spots of 0.002 usually are corrected easily by minor milling of the surfaces. Usually most warpages occur on the head surface. It's good idea to send them out to a machine shop to have all the ports checked out for cracks that are not easily seen by the naked eye.

Once your satisfied with the surface condition of the block & heads – you need to determine the type of head bolts that are used on your engine. Remember a lot of today's new factory head bolts have been engineered to be used only once!! They are labeled as TORQUE-TO-YIELD - Once you torque them, That's it!!!! They no longer can be re-used. I've seen previous people who removed heads and reinstalled the old head bolts – a week later the now double stretched bolts were not squeezing the head gasket properly and coolant was entering the cylinders and crankcase. So !! only use recommended bolts by the manufacture use torque-to-yeild bolts only ONCE.

From "Jaguar Tales" Jag Owners Club CA

JAGUAR ARCHIVES

FINDING YOUR JAGUAR'S STATISTICS

Most JCNA members know about Jaguar Cars vehicle data research program under which, for a small fee, you receive a certificate listing when you Jaguar was build, the original colors and specifications, etc. This information is stored on microfilm at Jaguar headquarters in New Jersey, which handles all research requests from North America. The microfilm is an exact duplicate of the film held by the Jaguar Daimler Heritage Trust at Browns Lane.

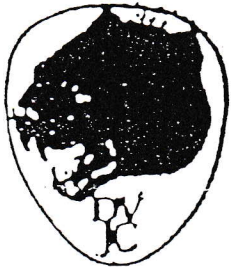
When a request comes in, most of the time it is researched by JCNA member and past regional director Charlie Morgan who volunteers in the Jaguar North American Archives. Charlie has been doing this for ten years and knows the records as well as anyone in the world. He is also JCNA s publications chairman and the author of several AGM vehicle seminars.

It isn't just a matter of inserting a reel of microfilm into the machine, finding the place and reading off the data. Until 1984 all of Jaguar's vehicle records were handwritten in huge ledgers and the microfilm is simply photographic copy of the pages. Later records are on computer. The employees who entered the data had varying degrees of handwriting skill. Even the very tidy-looking entries can be extremely hard to read.

If you don't have a certificate for you car, write to Karen Miller, Archivist, Jaguar Cars, 555 MacArthur Blvd., Mahwah, NJ 07430 or fax your request to her attention at 201- 818-0281. You can also call 201-818-8144 and leave a message. Karen will assign you a file number and send you a form. The completed form and \$25 (regular fee is \$40) will get your certificate to you in 3 to 5 weeks. Just don't be surprised if you get a request to re-submit some numbers. The Archives wants to be sure you get the correct information.

PHILADELPHIA AREA
THE DELAWARE VALLEY JAGUAR CLUB CONCOURS DeELEGANCE 2002
37TH ANNUAL DVJC CONCOURS & CAR SHOW
FEATURING 30 YEARS OF 1972 XJ12, XJ12L, AND "E" TYPE V-12

This event to be held rain or shine at the Annual Strawberry Festival on June 1, 2002 at 9:00 a.m. to 5:00 p.m. to benefit the Brandywine Hospital and Trauma Center located just off the Rt. 30 Bypass 2 miles east of Coatesville, Pennsylvania. Look for the green-roofed white barn on your north side.



Featuring: 30 years of 1972 XJ12, XJ12L and "E" Type V-12, Antique and Classic Jaguar Cars, the exciting new Jaguar XK8, Daily Driven, Class #18 for Preservation, Unrestored Vehicles and a Class #19 for the new "S" type sedans!

Fireworks, Majestic Midway Rides, International Food Fair, Kids Health Fair
 Hole-in-One Golf, Petting Zoo, Pony Rides, Live Entertainment featuring "The Grease Band",
 country atmosphere with plenty of parking.

PLACE JUNE 1ST ON YOUR CALENDARS NOW!

REGISTRATION AT GATE WILL BE \$40.00

Discount Fee of \$25.00 expires May 15, 2002.

Any 50-year-old Jaguar or 1961 XKE types are free for display.

Any 1972 XJ12 is FREE!

Call ahead if you wish to participate in judging,
 or for local Holiday Inn accommodations nearby.

Contact: Kurt Rappold, DVJC President at (610) 358-4055
e-mail: Twincam@voicenet.com

D.V.J.C. Concours & Show
 Saturday
 June 1, 2002

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone No.: () _____

J.C.N.A. No.: _____

JAGUARS TO BE EXHIBITED

Serial #	Model	Year
_____	_____	_____
_____	_____	_____
_____	_____	_____

Please check one:

[] Champion [] Driven

Revised 2002

J.C.N.A. rules of judging will be followed.

2002 Head Judge:

Jeff Dement, D.V.J.C. member and certified judge

J.C.N.A. official trophies to be awarded.
 Value \$1,100.00

Certified and retrained judges.

New Car Display by Phil Penn Car Co.

Best in Show trophy presented by Jaguar Cars

Custom-made trophy for Longest Distance
 Driven to Show

Make checks payable to:

D.V.J.C. c/o Kurt Rappold
 116 Governor Markham Drive
 Glen Mills, PA 19342



Release Statement

I hereby agree to enter the car(s) described in the Concours DeElegance on June 1, 2002. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, Concours Committee, D.V.J.C. Club, and Brandywine Hospital and Trauma Center from any and all liabilities for injury, damages, or loss arising from my entry, attendance, or participation in these activities.

Signed: _____

Dated: _____

Top Ten Fastest Cars of 2002, by Eric Peters

Ferrari 550 At \$212,000, the 550 Maranello is not a casual purchase. But this 550 is worth every penny, regaining the subdued elegance of the old 365 Daytonas and other great Ferraris of the past. Like those cars, it is front-engined, with a mighty 5.5 liter V-12 belting out almost 500-hp and drinking high-octane fuel at the rate of one gallon every eight miles around town (13 on the highway).

Aston Martin DB7 Vantage and Vanquish This British exotic is closest in concept to a certain type of V-8 American GT coupe last built in the late 1960s. It's just a tick more expensive than, say, a 1968 Shelby Mustang GT500 with the twin-carb 428 Super Cobra jet engine, and a bit classier, too. For a base price of \$155,000, you get a hulking 4,115-pound 2+2 propelled by a supercharged 420-hp V-12. That and a 6-speed manual transmission will shoot all that mass to 60 mph in just under five seconds flat.

Bentley Continental R The 2002 Bentley Continental R, which weighs more than most SUVs at nearly 6,000 pounds, has the brute power to steam to 60 mph in under six seconds. The price you pay for this dazzling show is \$319,000 or so out of pocket, plus the distinction of topping the EPA's list of least fuel-efficient passenger vehicles: On a very good day, with the wind at your back, a light foot, and lots of downhill, you might tickle 10 miles per gallon.

BMW Z8 Like its spiritual ancestor, the classic 1955 BMW 507 roadster, the Z8, which can hit speeds of 60 mph in about 4.5 seconds, is among the very few ultra-exotics that aren't afflicted with a desperate look-at-me stylistic overkill. It's obviously expensive. But with production of the Z8 limited to just 5,000 copies over the next four years -- only 1,600 of which are designated for the North American market -- BMW has already secured the exclusivity of its new sports car.

Corvette Z06 For a not obnoxious \$49,910 -- a bit more than half the cost of a 2002 Viper ACR -- you can own the keys to a true world-class performer, the 405-hp 2002 Corvette Z06, a car capable of beating the paint off just about anything out there regardless of sticker price -- whether the measure is quarter-mile, top-end, or lateral acceleration/handling ability.

Jaguar XKR 100 The cheetah may be the fastest cat in the jungle, but if it's pavement you want to sink your claws into, consider this 370-hp Jaguar. Twin cams on each of the 4-liter V-8's cylinder banks, with four valves per cylinder, allow it to pull almost 400 horses from a fairly small engine (as V-8s go). Add an Eaton supercharger fitted with twin intercoolers and the results are most impressive -- 60 mph in about five seconds flat.

Lamborghini Murcielago The few who hold the keys to the all-new Murcielago -- (and with a MSRP of \$280,050 before gas guzzler and luxury taxes, they will indeed be few) -- won't have to worry much about what's in the rear-view. Only 400 of these bullets -- with almost 600 horsepower and a "drag-limited" top speed of 205 mph -- will be built during the first year of production -- and just 150 of those are headed for the United States.

Porsche 911 turbo This rear-engined icon is one of the very few mainstays of the exotic high-performance car world: a true hard-core enthusiasts' car that has changed only slightly over almost four decades of continuous production. The Big Kahuna is the turbo'd 3.6 liter head-kicker used in the top-of-the-line 911. It generates all of 415-hp -- truly mighty output on a per-liter basis, particularly when compared to vehicles such as the Dodge Viper and the Chevrolet Corvette.

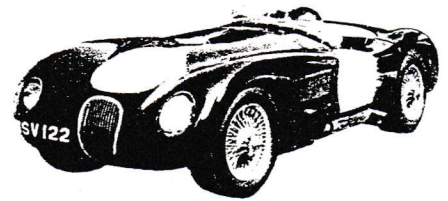
Mercedes SLK32 AMG The \$54,900 SLK32 AMG, an ultra-performance version of the \$39,400-\$44,800 Mercedes SLK two-seat retractable hardtop roadster, uses a screw-type supercharger with teflon-coated aluminum rotors to pump itself up to 349-horsepower -- the equivalent of 20-inch biceps in the sports car world and a heady 134-hp more than the regular SLK320.

Dodge Viper Come August 2002, Dodge will unleash the "500-500-500" 2003 Viper featuring 500 horsepower, 500-pounds-feet of torque, and 500 cubic inches from the punched out V-10 that will power the car. Riding on the longer VGX wheelbase (98.8 inches, or 2.6 inches longer than the '02 Viper), the 2003 Viper should be able to hit 60 mph in less than four seconds, traction willing, and top out around 200 mph.

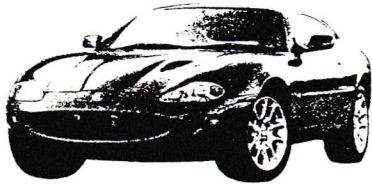
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GREATRACE L.L.C

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 |
| Saturday, May 4 | 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 | 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 6th 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 and 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; Ralph Steinberg, 610-364-3800, 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

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

[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!!

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Printed version available too....



All models covered in full from 1949-1994, engine to bodywork with price list 300 pages of detailed exploded diagrams and easy to follow text. **FREE** digital Adobe Acrobat version now available by e-mail. Simply send an e-mail and we'll send it straight back the minute we get it!
catalogue@sngbarratt.com

Whatever you need, call us first!!!



We not only sell Jaguar parts we make them too! Many of the parts available elsewhere are produced by the SNG Barratt Group. So what not cut out the middlemen and deal direct with possibly the world's largest independent Jaguar spares specialists? Products, service and systems of the very highest standard available anywhere....and that's official!!!!



ISO 9002 accredited in the UK
- the very first in our industry!

Why not visit our counter when you're next in New England? Situated at 92 Londonderry Turnpike, Manchester, New Hampshire 03104, USA.

COST SAVINGS

Mailing costs are about to be raised again so I have to find a way to cut costs on the Purr. One easy way is to cut the content and therefore cut the number of pages but this would not be in the best interests of members. So my first attempt is to reduce the size of print I use. So here goes and if we can't read this then perhaps we should not be driving our Jags!

LONGWOOD GARDENS

If you have not visited Longwood Gardens in mid-summer then you have missed one of life's treats. If you have been before then it is always even better another time. The gardens are so spectacular that people come from all over the world to see the display. But what is different this time and specially arranged for our club by Kit Racette and Ann Perry is a private guided tour followed by "a proper English Tea". What better way to spend a July Sunday afternoon than a drive in the Jag through pleasant countryside, then a visual and gourmet treat in peaceful surroundings in this troubled world.

Also we have our own private parking space where all the Jaguars can be parked together. I hear the Ferrari club is doing a similar thing on a different date. Lets show Longwood what a proper tea and proper cars are all about. Please see flyer in this issue and indicate to Kit Racette your attendance as soon as possible.

THE VINTAGE WIRELESS COMPANY

I was looking for a period radio for my XK 150 and remembered that I had purchased one for my MK2 some years ago from The Vintage Wireless Company, 17 Cross Street, Sale Cheshire M33 7AQ England. I thought that some of our members may be interested in this facility. They say they stock the correct radio for most classic cars and supply them fully restored/overhauled with 12 months warranty and where possible a copy of the original fitting instructions. Also they can provide period aerials and loudspeakers in many shapes and sizes. If you already have a radio they offer a full range of repair and restoration services. Their phone/fax is 011 44 161 973 0438. The website is www.vintagewireless.co.uk

JAGUAR THE TRANSPORT OF CHOICE

If any of you watched on TV the funerals of Princess Margaret and the "Queen Mum" then you will have recognized that the hearse that carried their caskets was a converted Vanden Plas Jaguar. Hope I can get one of those when it's my turn.

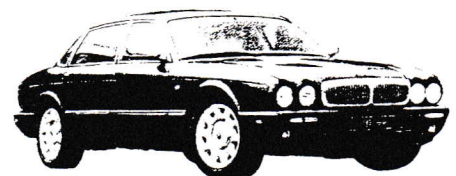
Also Regis Philbin said on his morning show that he got a Jaguar. I'm not sure if that is good or bad! Then of course in the 1950's both Clark Gable and Gary Cooper owned XK 120's. In the case of Cooper his daughter wrote in her book "Gary Cooper off Camera" This very fast, very cantankerous car was like a highly tuned thoroughbred. My Father gave it extra care & attention & put additional vents in the hood to keep it cool"

Another great car collector is movie star Nicolas Cage who sold a variety of cars at the RM auction at Amelia Island March 9. Amongst these was a couple of Bugatti's and a Jaguar D-Type XKD 546 that I read is highly original. When I know what it sold for I'll let you know

The obvious thing is that Jaguar is still considered cream of the crop

AL PINCUS FALL TOUR

Al has now firmed up the details of his Fall Tour October 13th. We will start at Al's home at 10.30am and view his car collection. At 11.30 we will take off in convoy for the Morland historic house which they will close to the general public for our visit. We will have private parking. The staff will be in period dress. Lunch will be a Classic Barbeque served in the house and we will then have a conducted tour of the house & gardens. Cost, including a donation to the house fund will be \$30.00 per person. We will be promoting this event nearer the time but we



need at least 60 people, just like last years tour, in attendance. Kurt has suggested that we also wear period dress!

JCNA MAGAZINE COMPETITION

In "The Prez Says" Kurt has given you details of the 2001 competition. As this was retroactive I had to make a decision what we should enter & where I thought we would be competitive. For the "heritage category" I entered all the articles we had printed regarding our members cars. For the "Travel Category" I only had two contributions so I entered them both. For the "Series category" I entered the "Prez Says" and the "Editors Ramblings". Considering there are 57 clubs making up JCNA we did very well. So this year we have a great chance to excel with your input as has been suggested by Kurt. So lets have a crack at the categories we did not enter this year particularly photography , technical and event publicity. I am getting a good response for my request for articles from members. Please keep it up!!

FALL OLD CAR RACE

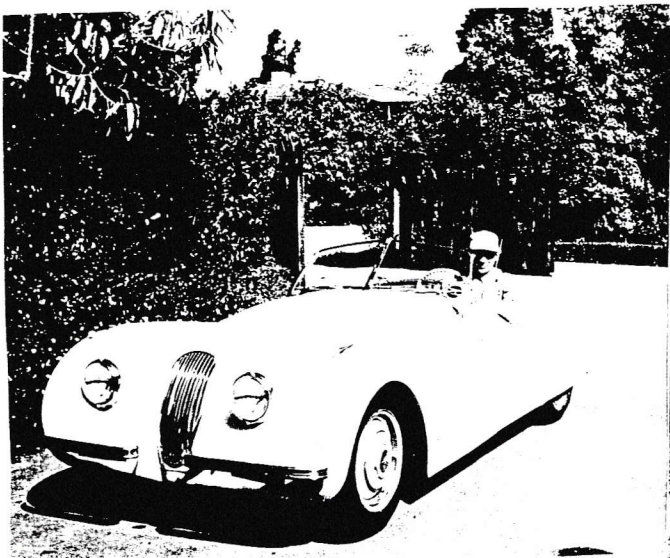
I have received a letter from Bob Bryan, 406 Jackie Drive , Millville DE 19970 inquiring into the possibilities of holding an old car race (similar to the Northeast Old Car Race) in central or southern Delaware in the fall The event would include check-in & rally school on Friday, rally on Saturday & Sunday concluding with a lunch on Sunday afternoon. Anyone interested in this event please contact Bob at 302-539-4374 or e-mail rbryan@webtv.net

IT IS NOT TOO LATE TO ENTER THE GREAT RACE-CLOVERLEAF RALLY IN MILLVILLE MAY 3 4 & 5

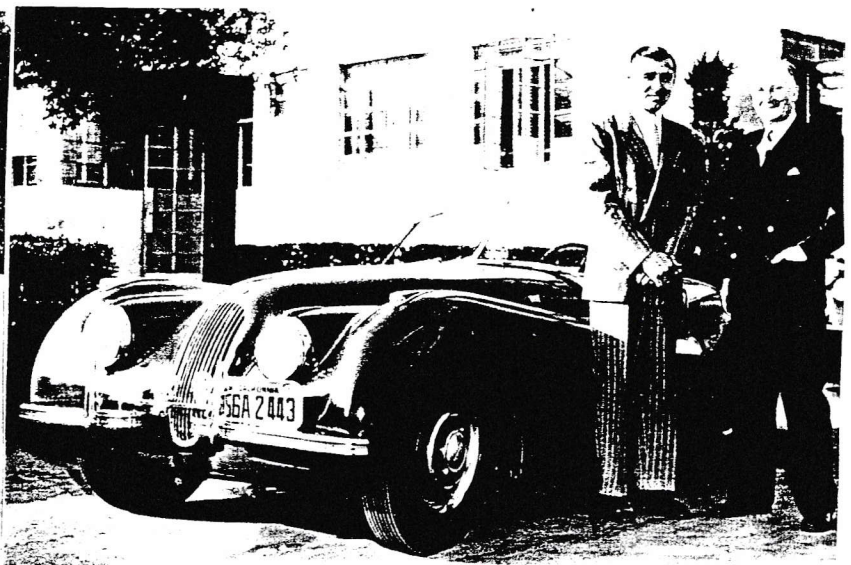
CLEMSON UNIVERSITY – DAVID MILLING

We received the following message from Clemson University. "On behalf of the faculty, students, and staff of the Department of Mechanical Engineering, I want to thank you for your recent unrestricted gift to the department in memory of David Milling. Such gifts allow us to offer quality student programs and projects that are not funded through our state or university budget"

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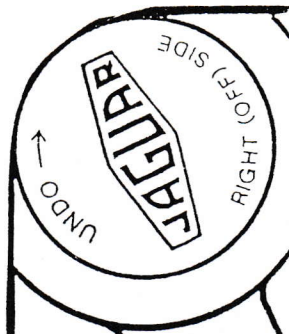
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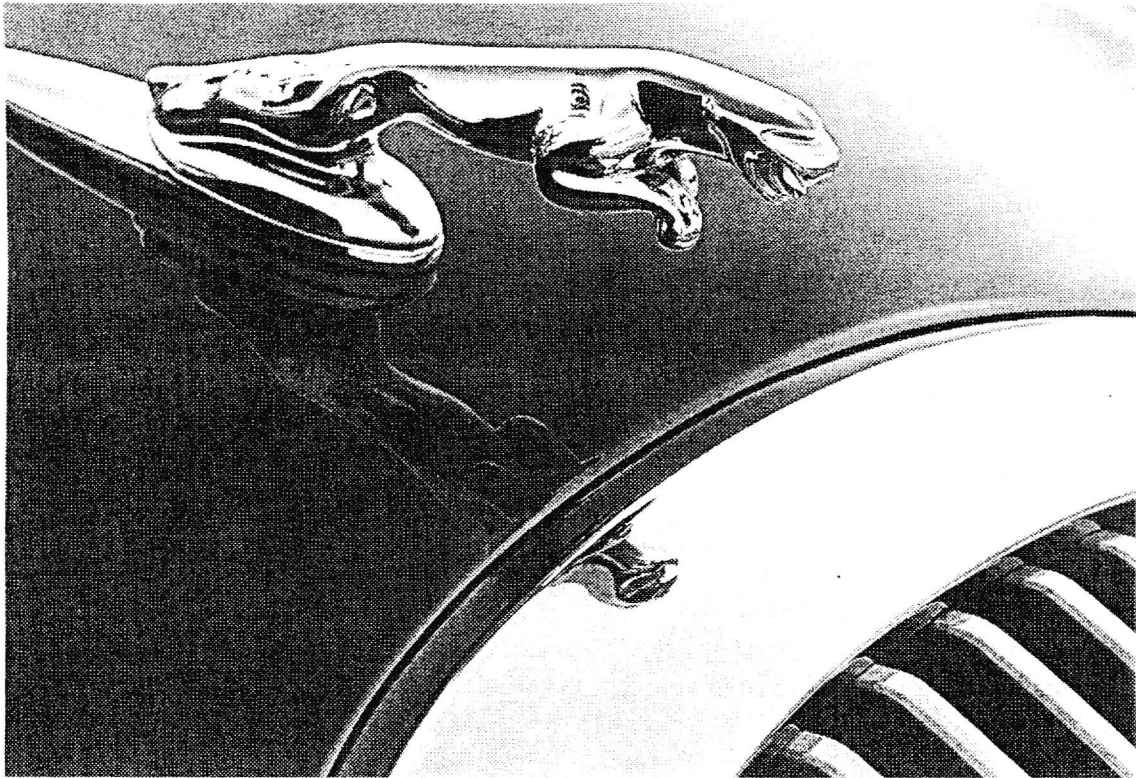
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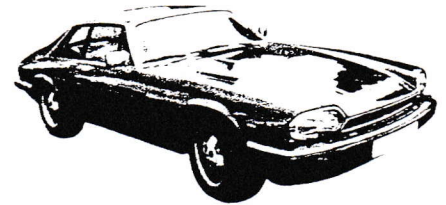


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DELAWARE VALLEY JAGUAR CLUB
BOARD OF DIRECTORS MEETING
APRIL 12, 2002



Attending:	Joe Federico	Paul and Kit Racette
	Steve and Betty Kress	Kurt Rappold
	Fred Mack	Clara Saxton
	Charlie Olson	Mike and Muriel Tate
	Ann Perry	Mike and Susan Wolf

The meeting was held at the Franklin Mint retail location in the Plaza at the King of Prussia Mall, through Joe Federico's sponsorship.

President Rappold opened the meeting and thanked Joe for sponsoring the event. The refreshments and hospitality we received were truly delightful.

The minutes of the previous meeting were accepted as published.

President Rappold gave Mike Tate a copy of the invitation to the Franklin Mint car show for inclusion in the Purr. It was noted that there is no fee charged to display a car this year. The display cars should date from 1976 or earlier. The mint usually does not allow hot rods. It is recommended that members caravan into the event, so we can park together.

Joe Federico reported as club photographer that he had acquired a digital camera, which was approved at the January meeting. He got a Nikon 775 with all the bells and whistles. We should be sending pictures over the Internet soon.

There will be an event at Pocono Raceway in June. Mike Wolf is spearheading that event. He indicated that 24 cars are signed up to participate at this time, but we have no limit, so all are encouraged to join in. President Rappold reminded us that even those who don't want to cruise around the track should consider coming along, since it's a truly beautiful ride getting there.

Charlie Olson presented a photo of Dave Milling and Paul Kiejck in Dave's rally SS100 to President Kurt, which the Kress' will have framed for the May rally event, when the Milling trophy is unveiled.

Treasurer Kress reported that we still need to pare down the publication costs of the Purr, since at the current rate we will exhaust the treasury before next year's dues are received. Considerable discussion was devoted to options to reduce the costs – e-mail, bi-monthly distribution, fewer pages, etc. Editor Tate will be doing whatever he can to see that cost containment steps are promptly implemented. The Treasurer also reported that Membership Retention Chairman Perry's efforts were indeed effective and that several delinquent memberships had been received recently. We also have some new members. Advertising Chairperson Kit Racette reported that she had brought along three checks for paid up ads from patrons. A suggestion was proposed to make all advertising one-year, with the understanding that one year could be 8 issues of the Purr. This would take into consideration those times of year when we decided to publish bi-monthly.

Kit Racette also reported on her efforts to establish a web presence for the club. She proposed as our domain name "DVJC-Jaguar" which was acceptable to all present. It was agreed that the purpose of the website would be to a) make the Purr available to everyone who has Internet access, b) encourage membership and c) announce events. It

(April 12, 2002 minutes, continued)

was agreed that while there could be links in the website to specific chairmen within the club, we would not make available any rosters of names, addresses, etc.

Bi-law changes, which President Rappold had requested, were given to him. He also reported that at the AGM it was agreed (against his personal inclination) to increase the national organization's annual per capita assessment by \$3. The major impetus was the changes in the Jaguar Journal and increased insurance thresholds. This being the case, we will have to increase our membership dues next year. He reported that he was honored to pick up 5 awards presented to our members for their articles in the Purr. Editor Tate explained the categories in which we placed, which were virtually all but photography, and offered his confident opinion that since Joe Federico now has a digital camera we will sweep them next year.

Several present reported on members who are dealing with serious health issues at this time. President Rappold asked that we all continue to pray for these dear friends.

Ann Perry received information on a proposed rally in Millville DE in October which is being put together by rally enthusiast Bob Bryan. Editor Tate will put all the necessary information in the Purr.

Chairman Kit Racette reported that she has been exploring new venues for our events. One event, which has already been scheduled, is the Longwood Gardens event. Information will be available in the Purr and she will e-mail information through the club. The Holiday event location is still under consideration. We all enjoy the Corinthian Yacht Club, but would like to circulate the events as well. She is seeking a centralized location where we could hold the event at a cost of approximately \$35 per person. Editor Mike Tate reported that he had been hoping to hear from a lot of members regarding their personal "stories" of their beloved Jaguars. One such story is forthcoming from Fred Mack. Fred bought his Jaguar new in 1953 and has offered to submit the story, but has been delayed a little because of a recent skiing injury. This is of note, particularly since Fred is 91 years young!

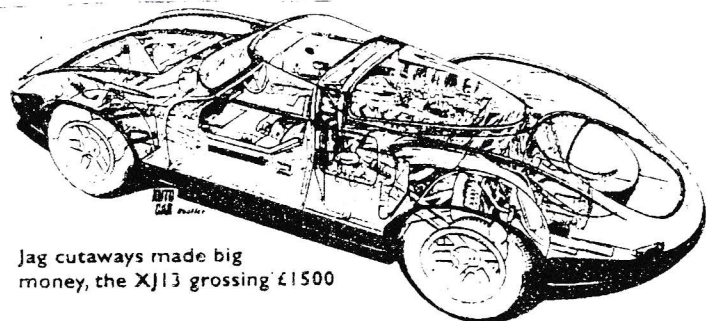
At this time, Joe Federico made personal presentations to his co-workers Verna and Stephanie who made us all feel so welcome and comfortable. He also had personal presentations for Mike and Muriel Tate who hosted the January Directors' meeting. At that time, we were treated to a raffle, resulting in the presentation of six beautiful gifts for six lucky members, donated by the Franklin Mint store!

Hard as it may be to believe, we were then treated to yet another setting of wonderful deserts! The lovely staff at the Franklin Mint Store actually stayed with us and allowed us to remain and finish our meeting, even after closing time for their establishment.

The meeting was adjourned. Thanks again, Joe, Verna and Stephanie!

Respectfully submitted,

Clara Saxton
Secretary



Jag cutaways made big money, the XJ13 grossing £1500

“THE BLACK CAT”

by Charles W. Olson

My '67 XKE Jaguar series 1.5 OTS was purchased in September, 1975 from a co-worker who was less than enthusiastic about British autos and since I was driving an MGB to work, he approached me to see if I had an interest in the Jag. It took less than a minute of persuasion to make a deal even though it was not running. However, it was all there and I couldn't resist owning my ultimate dream!

It was then I discovered that dreams could take a downward spiral when the previous owner tried to start it without the valves being properly timed. The result was most of them were quickly bent and I had a mechanical problem I didn't anticipate. In fact, several mechanical problems required me to field strip the engine completely down to the bare block. I had it magnafluxed while I “miked” the cylinder walls and crank. I had to marvel at the size and strength designed into this 4.2 liter engine. There also was no wear on the crank or cylinder walls. The odometer had a total of 67,000 miles and I imagine that the 4.2 would easily go over 200,000 without an overhaul.

One thing is paramount in starting any project, actually two things. The first is documenting and tagging anything you take apart. Two, decide what you want to have as a final result, that is to say “do you want something that appears presentable as a ‘driver’ for everyday transportation,” or, at the other end of the spectrum, an authentic driver, and still further the ultimate 100 point car. This will determine the direction for your initial start. “Do I have the capabilities of doing most of the work myself or should I elect to contact a restorer?” I've found it best to choose a restorer that does mostly Jaguars because he has the experience and contacts for those hard to find spare parts and, in the long run, is the most cost effective. After selecting a restorer, discuss what you wish to achieve as a final result. After examining the vehicle and the condition of all the parts you have available, he can give you an idea of what it might take to reach your goal. Always consider it will probably take twice as much and a bit more. In the case of the mythical 100 pt. Car, quite a bit more and then some. I've found that it's a reasonable approach to suggest to your restorer you wish to obtain the highest quality point car that's realistic, and as you proceed, it will become more clear if your goal is reasonable due to the amount your willing to spend. After taking the body down to bare metal your decision may change right there. In the case of the monocoque construction of the XKE it's essential to replace all the panels that have been structurally compromised due to rust. And there will be those panels! In this type of construction it will be necessary to provide a jig or fixture to hold the body dimensionally stable during welding and replacement of major panels. The body is the foundation on which everything else attached and no compromises should be considered in taking short cuts to save money.

There are two other very important aspects in the final selection of a restorer, and that is communication and trust!! All restorers I know will require “start up money” and when the initial amount nears depletion, they'll want enough to continue thru the next phase. I've heard there are people that provide an enormous amount of money up front and tell the restorer to call them when its finished! However I'm not one of them! I assess my skills and decide what I can do and let the restorer do the rest. This is where good communication skills are important

for you have to have an understanding what you will do and integrate that into the plan. A lot of money can be saved by the customer cleaning parts, obtaining items that are missing and preparing them for installation. They'll be plenty other ways to spend money as the project moves along, such as chrome plating, a complete interior, not to mention the hood and bonnet, plus ancillary purchases. Fortunately chrome and leather can be put off while you road test the vehicle, perhaps with a milk carton serving as a driver's seat. Adjustments aside, this is the time to ensure all your instruments are working properly. It would be wise to have them overhauled in advance to ensure what you observe is accurate, especially oil pressure and coolant temperature. E-types do have a tendency to run hot and an operating fan is essential. A high heat transfer radiator might be considered if authenticity isn't the paramount concern. Usually a clean cooling system will allow maintaining proper temperature levels if your not stuck in traffic on a hot day. The tachometer and speedometer can be monitored for operation at this time as well as all the panel lights. Of course you've cleaned or replaced every connection in the fuse block and don't forget the ignition switch. Make sure each switch position clicks smartly as you turn the key. If not, replace it! This will go a long way in preventing a thing called "Lucas revenge" which is an unexplained happening, that might mysteriously disappear! If you have to get at the fuse box later on you must remove the plastic strip under the instrument panel before you can drop the center dash panel to allow access. This can be accomplished by using the two outboard screws and eliminating the two inaccessible screws in the center that hold the strip. Then reinstall the center console under the dashboard.

There are several phases in the "resto" process and good planning, in conjunction with a cooperative restorer, will make the job less frustrating and perhaps enjoyable throughout the process. As in most tasks, sequence planning is the key to moving the job along. Also a lot of money, up front, and frequent visits to ensure you both are on the "same page"! Usually the biggest roadblocks are unavailability of parts and, of course, money to continue. As the project moves along consider new wheels and tires. Unless those wheels are like new, order new ones, and you might as well order the tires. Don't cheat on tires especially if you don't want a failure traveling at high speeds. Then balance, accompanied by alignment, after the final stages of the restoration is near. I suggest leaving the interior and hood until the very last, and as an option, hold off installing the bonnet until all road testing is complete. A milk carton will suffice for a seat. Perhaps even the windscreen may not be installed to provide easy access to the instruments. You can get all the mechanical, electrical and performance problems worked out while waiting for the upholsterer to start a seven to ten day period to install the interior and hood. Yes, it takes more time than you realize, with a nice hunk of money for the kit and installation.

The windscreen has been installed perhaps with new glass, the wipers checked out for proper operation with new blades before the upholsterer finishes his task of fitting the hood. It may be decided to install the bonnet at this time. You are now ready to "roll"!! There will usually be some odds and ends to complete after you put some initial miles but that won't stop you from having fun. When you feel your ready to start competing for your first competitive outing you'll most likely experience that "I've still got a few things wrong" feeling. FORGET ABOUT IT!! You know everything about your vehicle. After all you've been looking at it for the entire restoration period and you know there are a few things you'd like to have done different or perhaps correct. BUT remember, the judges have about fifteen minutes to check out your car and there's always a good chance they'll miss the things your concerned about.



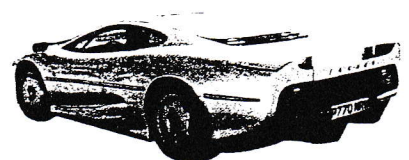
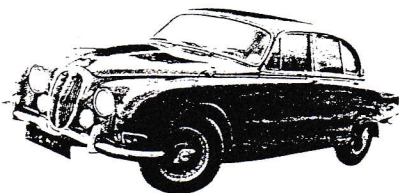
Cleanliness and presentation go a long way at any meet to score high and dirt or missing items, no matter how insignificant, could be the difference between a second or third place. Assuming you drove the car to the meet you are going to have dirt or at least some dust. Attitude is also something that I've found to be important. If you drive and enter the Champion class don't expect to beat out a "trailer queen"! That car is a work of art of the highest quality that happens to be an automobile. I love to see them and respect the owner's dedication required to meet that level of perfection. However, I choose to drive and be realistic about my expectations and which is my way of competing.

Most of us require a "drop dead" date as the catalyst to finish that restoration and so it was with me to finish in time to enter the AACA National Fall Meet at Hershey, PA in October of 1997. The car was rolled out of Terry Lippincott's Restoration Shop at Sinking Spring, PA, just South of Reading, and loaded onto a trailer for delivery to the staging area at Hershey the following morning. As I looked at the gleaming body, glistening in the bright sun, I dubbed it "The Black Cat."

With only a few miles on the road during restoration, I thought it prudent to be close by Hershey in case of an attack by a thing we Jag owners call "Lucas Revenge". On the way from the staging area, I detected a strange smell and lift whiffs of smoke from the bonnet louvers. A quick check revealed it was just some new paint being baked and it quickly disappeared. You really don't want to experience a problem on your way to your first meet or anytime for that matter.

What started as an apparent disaster ended with joy at my winning a First Junior Prize presented to me at the banquet that evening. I now qualified to compete for a Senior First at the next National meet in Salisbury, MD. I drove the Jag down the following Spring and received my Senior First Prize award. That's a top prize in the AACA competition and I then turned my attention to competing in the JCNA sanctioned meets where Kurt Rappold encouraged me to compete for the Challenge Cup in 1999. This would require entering three concours in the Champion Class, a sanctioned road rally and a slalom. The "Cat" entered the concours of DVJC, JTC and J.A.N.E. Also, the Northeast Old Car Race Rally at Millville, NJ which was a wonderful weekend driving event requiring more luck from my point of view, than good management. But luck persisted in my case and I placed 3rd in the rookie division, helped immensely by the daughter Christina, the navigator, who kept insisting "we may be lost, but we're makin' good time."

As you know, competition in the concours champion class is quite difficult to score in the 99 point range. In addition to authenticity, quality of restoration and cleanliness are the primary factors. However, you can't overlook the ancillary items such as tools, correct matching spare in the well, including the jack and correct pouches and covers. Omission of any of those or not properly cleaned can be the difference between a first, second or not to place at all. After a couple of concours, I finally reached the 99 point plateau, placing second behind a Trailer Queen. Don't try and beat 'em, just admire them. It was the JANE meet in New England when I drove in the rain to get there and was thankful I had thoroughly checked out the wiper function which made driving the "CAT" in bad weather actually a pleasurable experience.



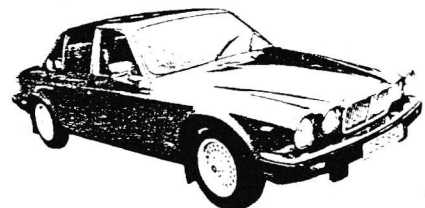
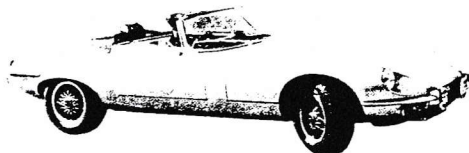
The JANE meet was a weekend affair with the concours on Saturday with a banquet in the evening and a slalom on Sunday. I thought I could finish my required events that weekend with the slalom scheduled to take place at the Hanscomb Air Force Base early the next morning and as I arrived I was greeted by Gary Hagopian shrugging his shoulders as he approached my car indicating he had no control over a pouring rain. So, I had to wait until October at the Jaguar Headquarters in Mahway, NJ to compete in my first slalom. It was overcast but no rain and the "CAT" looked good but not the driver completing three out of five runs in the stock class. Anyway, I did have a lot of fun, especially watching Gary Hagopian put on a fantastic driving exhibition in the modified class. Incidentally, I recently saw in the Journal that he broke the 40 second barrier!! It is worth going to a slalom to watch him race.

The "CAT" was entered in practically every British Car Show and exhibition from New England to Washington, DC. My biggest surprise was winning a first prize in the Jaguar Class at the Buckingham, PA Concours D'Elegance Auto Show in 1999. I considered that a special honor among a quality of entrants at a most prestigious show. Then, at the Spring Brunch at the Corinthian Yacht Club, Kurt Rappold presented me with a second place trophy in the Challenge Cup for the Northeast Region. To me it represented the achievement of the goals I had planned in driving and competing. In addition sharing some great times with wonderful people. While the quality of the restoration was still intact a decision was made to sell the "CAT" and share the Jag experience with more of the family.

I was looking for a sedan that my wife would feel comfortable driving as well as other family and friends who could join us. My good friend George Carr called when he heard that I was looking for a sedan. It was a near perfect 1987 XJ6 series III sedan that he was considering selling and when my wife saw it, a deal was made. We drove away and she is now experiencing the joys of driving a Jag. I found the car to be top quality and worthy of competing and displaying. I've continued to compete in the Concours Champion Class and plan to attend every possible meet in this year 2002. It might be noted that the JCNA is among a few other marquees that allow competition from the newest to the oldest vehicles. This allows the new 2002 Jaguar owners the opportunity to have fun, compete and extend the joy of Jaguar ownership.

Perhaps I shouldn't have sold the "CAT", but I'm a "one car guy" when it comes to Jaguars, we like to dust off the car with the wind, while driving down the road!

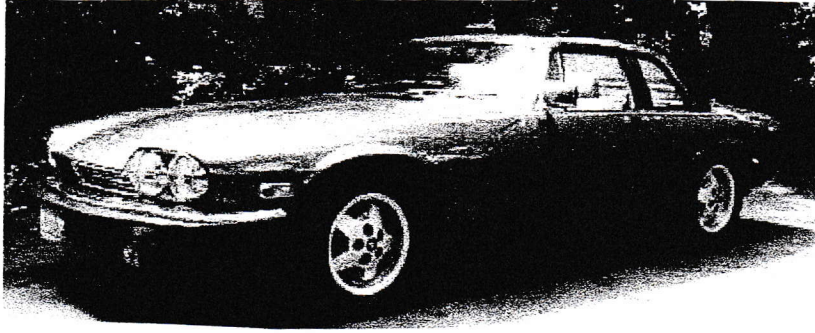
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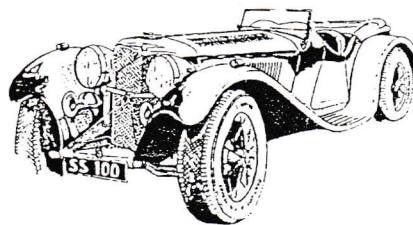
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All things must pass. So even as true classics like the XK120 and E-Type came and went, their existence played a part in establishing a signature Jaguar DNA. You can sense those genes—that history— coursing under the skin of the XJ sedan, and more acutely in the XJR. Like its revered predecessors, the XJR combines a polished elegance with brute power, its 370-horsepower supercharged V8 moving sculpted steel

and buttery leather down motorways with an air of finesse that graces all Jaguars, if only because they share a common breeding and a common legacy.

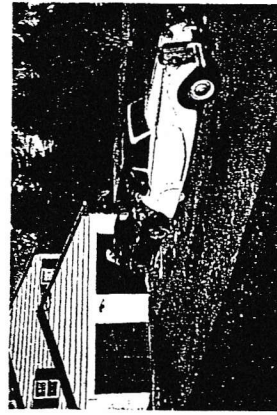


Jags rust in peace in the States

READER Michael Tate of Pennsylvania, USA, has discovered two caches of Jaguars in his home state. A pair of 3½-litre drophead coupes (the black one is a 1948 model, the white one from 1951) saw daylight for the first time in more than 30 years when they emerged from a domestic garage in Pughtown, near Philadelphia.

Says Michael: "The cars are fairly complete, with little rust but some wood rot. The engines turned over." An XK120 FHC was buried in the same garage. All the cars belonged to the householder's late husband and are now for sale.

Michael also came across a collection of Jaguars — including an early XJ-S, MkI, MkII, XK120 and various XJ6s — decomposing in a Philadelphia compound. They are all for sale. If you're interested, *Classic Cars* will forward details to Michael.



Roadsters are complete, restorable and engines fire



XJs and elder brethren decompose in Philadelphia

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