

ELECTRONIC PURR. SEE DETAIL IN "THE PREZ SAYS"



DON'T FORGET NEW HOPE
IN AUG & BUCKINGHAM SEPT

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IN AUG & BUCKINGHAM SEPT

The Jaguar's Purr

ELECTRONIC PURR. KIT RACETTE NEEDS YOUR
E-MAIL ADDRESS

AUGUST 2002

The Jaguar's Purr[©]

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
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Half page \$165 a year / \$30 per issue
Quarter page \$ 85 a year / \$20 per issue

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JCNA Badge	\$30.00
DVJC Badge	\$10.00
DVJC License Plate	\$ 6.00
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Calendar of events

The Prez Says

Editors Ramblings

DVJC Web Site news

FLYER & RSVP FOR AL PINCUS
AND MOLAND HOUSE LUNCH

AND TOUR

"A LONG & WINDING ROAD" BY
FRED MACK PART 2

CLASSIFIED ADVERTISEMENTS

CALENDAR OF EVENTS AUGUST 2002

AUGUST

- ✓10-11 New Hope Car Show. Have to pre-register
- × 17 British Car Show Princeton, NJ Hosts NJ Triumph Ass
- ✓25 A Taste of Britain Polo Match & Car Show Rothsville PA.
Field opens 12 noon. Polo starts 2.30pm Hosts Lanco MG
- × 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
Rain date Sept 22. 10.am. Al Pincus 215-598-0882
- × 15 Hagley Antique Car Show. Wilmington 10am to 4.0pm
Details from 302 658 2400 Luxury Autos and Caddy's
- ✓15 Radnor Car Show
- × 22 Bryn Mawr Rehab Car Show. South of Rt 30 near Malvern
- ✓29 The Franklin Mint Car Show Off Route 1 Entry is free,
Continental breakfast & lunch is free as is a die cast car & dash
Plaque. Meet across the street at 10.45 so we can all park
together. Last year 37,000 visited the show

OCTOBER

- ✓13 Al & Tucky Pincus Fall Tour to Morland House and lunch
- ✓26 Jaguar Touring Club Slalom, New Jersey....must do for Fred
Horner Trophy consideration

NOVEMBER

- ✓ 9 Ragtops & Roadsters Tech Session. The mysteries of Lucas
Start at 10 am See their advert for their address

DECEMBER

- ✓ 7 DVJC Celebration & Holiday Party
*****INFORMATION REQUEST*****

*invite chris
& Ron*

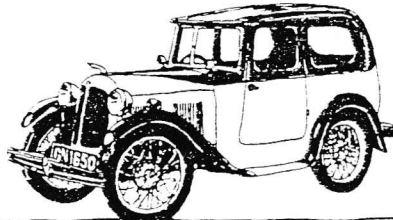
Philip Porter, the well known author of Jaguar books which includes the XK Gazette,wants to locate the remainder of the 20,000 XK plus imported into the USA. If you have an XK would you send the following information to Gary Hershoren 22634 Brookdale, Farmington, Michigan 48336 email GJHJAG@aol.com 1 Chassis number 2 model 3 current registration number 4 current owners name & address 5 date purchased 6original engine number 7body number 8 original color of body and trim 9 completion date & dispatch date 10factory extras 12 original distributor 13 first owner 14 country/state from which first sold 15 original dealer 16 previous owners 17 current engine number if not original 18 current body & trim colors 19 cur current condition. Porter will only use this info for identification purposes.



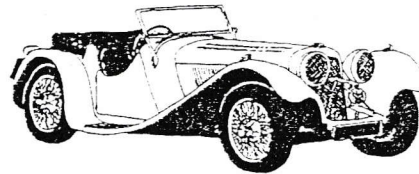
JAGUAR Family Tree



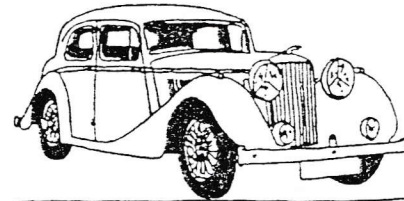
©1977 JAMES RUPPERT



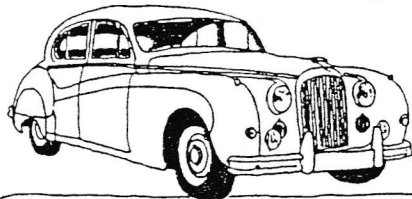
WILLIAM LYONS ACQUIRED AN AUSTIN SEVEN IN 1926 WHEN THE SWALLOW SIDECAR CO. OFFERED COACHBUILT BODIES ON AUSTIN, ALVIS, FIAT, SWIFT, WOLSELEY & MORRIS CHASSIS PROGRESSING TO STANDARD FOLKED SS1 & SS II MODELS FROM 1931.



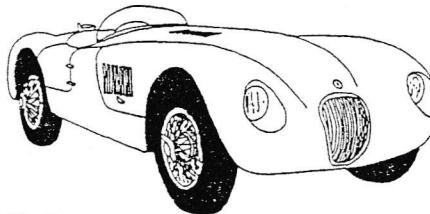
IN 1936 THE JAGUAR NAME WAS ADDED TO THE MARQUE AND THE SS100 WAS BORN, THE COMPANY'S FINEST PRE-WAR HOUR. 106 MPH TOP SPEED AND 60 MPH IN UNDER 11 SECS MADE IT IDEAL FOR COMPETITION WHERE IT THRIVED.



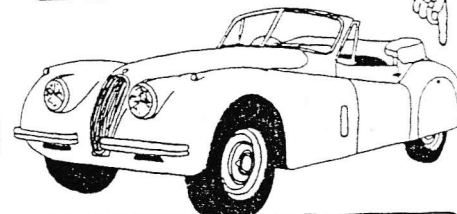
THE SS NAME DROPPED IN 1945 AND JAGUAR LAUNCHES PRE-WAR, BUT UPDATED RANGE OF 1½, 2½, 3½ LITRE SALOONS. THE FIRST TRUE JAGUAR THOUGH, WAS THE MARK I IN LATE 1948.



XK CHASSIS AND ENGINE UNDERPINNED HUGE MARK VII IN 1951. 1957 FACELIFTED MARK VIII WITH SINGLE WINDSCREEN AND 210 BHP ENGINE. FINALLY MARK IX IDENTICAL, BUT 220 BHP 3.8 ENGINE, DISC BRAKES AND POWER STEERING.



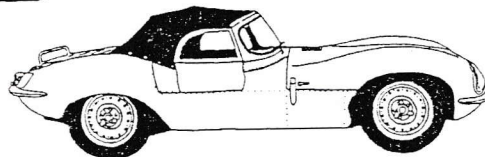
XK-C OR C-TYPE FROM 1951 WAS ESSENTIALLY A SPACE FRAME CHASSIS AND TUNED XK ENGINE WHICH PRODUCED 204 BHP, WINNING LE MANS IN '51 & '53



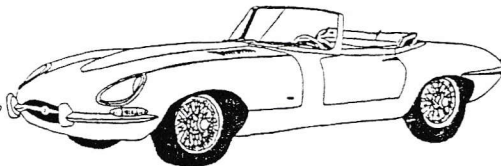
27TH OCTOBER 1948, THE FIRST POST WAR MOTOR SHOW AND LAUNCH OF THE XK120 AND ITS DOHC ENGINE. 3.4 ROADSTER FOLLOWED BY FIXED HEAD COUPE IN 1951 AND DROPHEAD IN '53. REVISED XK140 FROM 1954 AND XK150 IN 1959.



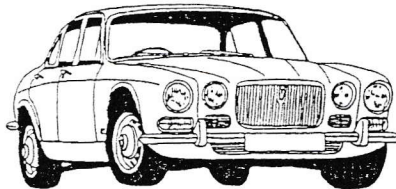
UNITARY CONSTRUCTION COMPACT SALOONS, 2.4 IN 1956, 3.4 IN 1957 WITH CUTAWAY REAR SPATS. MARK II FROM 1960 HAD DISC BRAKES, WIDER REAR TRACK & 3.8 ENGINE. REPLACED BY 240/340 RANGE PLASTIC TRIM & SLIM BUMPERS IN 1968.



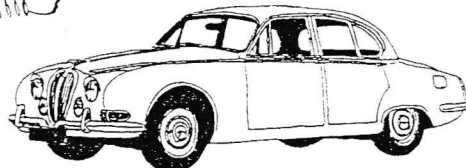
RACING D-TYPE WON LE MANS '55 TO '57 WHEN SHORT NOSE MODIFIED FOR SIDE SCREENS, DRIVER'S DOOR, LARGER CONNECTED COCKPIT, HEAD REST REMOVED TO CREATE ROAD GOING XK-SS. JUST 18 WERE BUILT



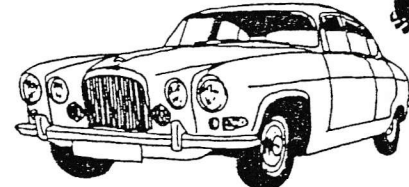
XK-E OR E-TYPE LAUNCHED AT 1961 GENEVA SHOW. POWERED BY 3.8 XK ENGINE AS ROADSTER OR COUPE. 1965 4.2 ENGINE, 1966 9" LONGER 2+2, 1969 FACELIFT SERIES 2, 1971 SERIES 3, V12 5.3 ROADSTER AND 2+2



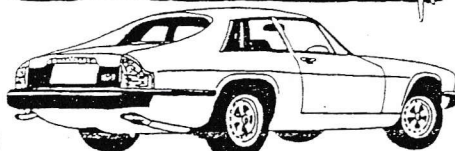
XJ6 IN 1969 RATIONALISED SALOONS WITH 2.8 OR 4.2 XK ENGINE. 1972 XJ12 5.3. 1973 SERIES 2, 3.4 REPLACES 2.8. 1975 COUPE. 1979 SERIES 3 FUEL INJECTED. 1986 XJ40 2.9/3.6 4.0/3.2. 1994 XJ6/12 3.2/4.0/6.0.



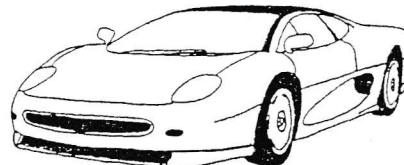
REDESIGNED GRILLE, THINNER BUMPERS, HOODED HEADLAMPS AND LONGER BOOT, THE 1964 S-TYPE A REWORKED MKII WITH 3.4 OR 3.8 POWER. 1967 REVAMPED 4.20 WITH 4.2 ENGINE AND QUAD HEADLAMP FRONT END.



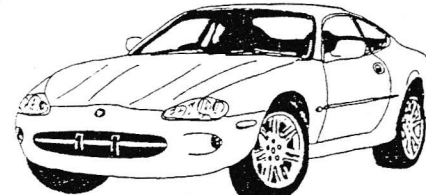
MARK X IN 1962 SHARED E-TYPE INNOVATIONS, INDEPENDENT REAR SUSPENSION AND 3.8 ENGINE. 1965 4.2 XK UNIT AND LIMOUSINE MODEL. 1967 REBADGED AS 4.20G WITH CHROME SIDE STRIP AND INDICATOR ON WING.



XJS BASED ON SHORTER XJ6 FLOORPAN WITH V12 ENGINE. LAST SPORTS CAR THAT LYONS WAS INVOLVED WITH. 1980 FUEL INJECTION. 1983 3.6 AND CABRIOLET. 1988 V12 CONVERTIBLE. 1991 FACELIFTED WITH V12 6.0 OR 4.0 POWER.

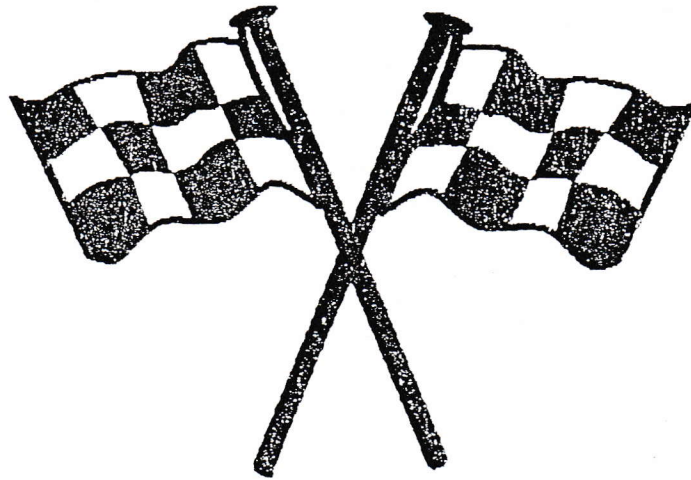


PROTOTYPE XJ220 REVEALED IN 1988 WITH MID MOUNTED 500BHP, 6.2 LITRE 4.8 VALVE V12. BONDED ALUMINUM BODY AND FOUR WHEEL DRIVE. AT LAUNCH IN 1992 ONLY RWD, 3.5 LITRE V6 TWIN TURBO. COST £415,554.



1996: JAGUAR LAUNCHES XK8 COUPE & CONVERTIBLE WITH 290BHP, 32 VALVE, ALL ALUMINUM AJV8 ENGINE AND FIVE SPEED AUTOMATIC GEARBOX. ALSO HAS CATS, COMPUTER ACTIVE TECHNOLOGY SUSPENSION TO OPTIMISE HANDLING.

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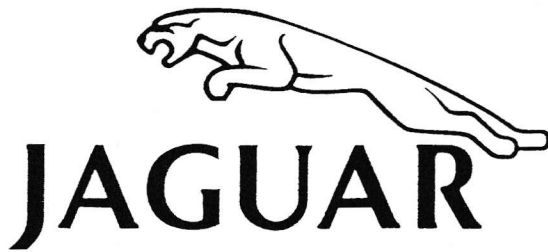
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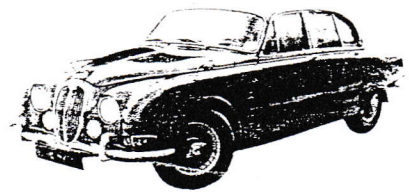
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THE PREZ SAYS

AUGUST 2002

THE GREAT RACE

“The Great Race” which started in San Antonio, TX on June 15 and finished in Anaheim, CA on June 22 is over for another year. (The Millville Rally, which the club sponsors is organized by the Great Race team.) One of our members actually drove in this demanding rally this year but suffered a “Did Not Finish” with unhealthy vibrations beneath the drive train. It was fun while it lasted wasn’t it Ralph? He tells me that a first ever E-Type, an early production model of 1961 vintage, ran the race. Also some happy news. The Great Race has been sponsored by The History Channel who were not renewing their option and therefore the future of all races associated with this were in danger. The option has been picked up by our friends Coker Tires and others. This translates to next spring for another gathering in Millville and the “Rally Round The Holly” for us. The Rumor about a Fall Rally is taking shape in the form of “A Halloween Frolic” in late October...maybe the 25th. More on this when we have more details

PITTSBURGH CONCOURS AND VINTAGE GRAND PRIX

The Pittsburgh Vintage Grand Prix featured “Bentley” as its marque of the year. This manufacturers racing history goes back to 1928-29-30 when they scored hat-trick back to back wins at Le Mans. They were known for their gigantic size and speed and the “Bentley Boys” became famous. This year 1000 vintage cars gathered of which 150 were signed up to actually race. I was proud to see so many DVJC people and their Jaguars SHOW –UP...300miles from home! We had 43 Jaguars at the JCNA show and in the next section there were 47 Jaguars attending the British Car Show so altogether a total of 90 Jaguars were on display. Oldest was a 1935 SS1 from Ohio. An alloy XK 120 was there from Connecticut. It was #147. These were the first XK 120’s, all hand made bodies of Aluminum. Our members did well with for first place awards and two seconds. The Pittsburgh club official were very helpful and appreciated us coming the long distance to attend. The trip home on 287 miles of Pennsylvania Turnpike was uneventful

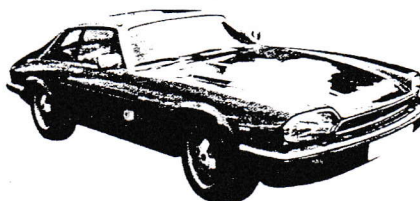
OUR GROWING CLUB

At our third quarter Directors Meeting held after the Longwood Garden Tour, Treasurer – Steve Kress announced that we have achieved over 200 member families in our club. New membership is our life’s blood and it is great to see the Jaguars you bring with you especially the X and S Types, and XJ and XK 8’s. Your input and comments are always welcome and I certainly hope you all will enjoy your time with the club and have worthwhile experiences with us and have fun doing it.

Nominations for Club officers are now open for two year terms starting in 2003. We will have an official nomination meeting shortly which will be announced in the Purr.

The procurement of Club shirts has been undertaken by South New Jersey Coordinator Tom Jones. Thanks Tom for volunteering to make this happen. I look forward to being able to order a couple of new DVJC Polo Shirts as mine are now ready for salvage.

Your Director team reviewed the calendar of events and approved some new cool activities for you. We are planning a visit to a downtown private museum with optional dinner at a restaurant we found through DVJC artist, member, and Jaguar owner and driver Jo Anne Poinsard. Also we approved the Marque for the 2003 Concours. Since next year will be our clubs 38th year and to illustrate what “Great Thinkers” we are it was decided we would feature all 3.8 Mark 2’s and E-Types with a \$3.80 discount for early registration.!!



THE PREZ SAYS CONTINUED

Please check your Purr for up dates in the Calendar of Events. You will see that there are a number of major events over the next few months at which we traditionally have good attendance from our members. Also we have added the Bryn Mawr Rehab Car Show on September 22. This is a show at which we do our own judging and the prizes are three silver cups for the Jaguar Division. There are always unusual and rarely seen vehicles at this show. We have also added the Jaguar Touring Clubs Slalom on October 26 and moved the visit to Ragtops and Roadsters from this date to November 9. Mike Engard and his professional staff and great facility always put on an interesting technical session and tour of his workshops. Mike is a dedicated advertiser, club member, concours judge and always donates to our Concours raffle so lets have a good showing of cool Jaguars at 10 am on November 9. See Ragtops & Roadsters advertisement in this Purr for their address in Perkasi

ELECTRONIC PURR

Kit Racette, who together with Ann Perry organized our wonderful visit to Longwood Gardens (See Editor's Ramblings), has spent considerable effort getting the club into this electronic age of communication will this month e-mail this Purr to all those who have provided her with their e-mail address. If you don't get a copy then we either don't have your address or it is incorrect. In the latter case your mail will be returned to Kit and we will try to contact you to correct. This will be a test month so you could receive both hard and electronic copies. Obviously we may have to do a number of tests before finally switching off the hard copies to those with e-mail. For those who do not have e-mail the hard copy will continue. Hopefully e-mail will be the salvation of our Treasury and be the answer to ever increasing copying and mailing costs. To help in this cost reduction effort again we ask you to let Kit have your e-mail address and if you don't have one consider if there is a family member or friend who could receive and give you this document. One of the major benefits of the "Electronic Purr" will be a much more professionally presented document together with clear colored photographs. Kit has put a major effort into getting us into the "state of the art" communications and I am sure you will give her any assistance that may be required to make it successful.

QUALITY

Much has been said about Jaguar quality over the many years I have been associated with Jaguar Cars. When reading a flyer to day from Kano Labs they quoted John Ruskin on his impression of quality. He wrote "Quality is never an accident it is always the result of intelligent effort" Where Leyland Motors brought Jaguar quality to new lows "intelligent effort" by Ford and Jaguar have achieved new highs and it is a pleasure to not get beat up any more about Jaguar quality!

Happy Motoring

KURT *KURT.*
President DVJC



Michele Conti - one-off late Sixties
scratch built 1:10 scale sheet metal, alloy and resin
bodied Jaguar MkX. £4000-6000.

YOU ARE INVITED TO THE
BUCKINGHAM CONCOURS d'ELEGANCE
TO BENEFIT LAND PRESERVATION
Sunday September 15th 2002
Rain Date Sunday September 22nd

Buckingham Township will be presenting their 4th Concours d'Elegance auto show to be held on Sunday the 15th of September 2002 at the Holicong Park Grounds corner of Rt. 202 and Holicong Road from 10:00 AM to 3:30 PM. Some of the finest Classic Cars in the country will be shown at the Concours with many examples rivaling the classic Pebble Beach Show.

The proceeds will benefit *The Buckingham Land Preservation Fund* established by the Township for the purpose of acquiring funds to purchase land and/or transfer development rights from farmers and land owners offering their property for sale. Once the property has been acquired it can be placed into the Pennsylvania State Agricultural Trust and may not be developed. In this way, farm lands, open space and a way of life can be preserved for future generations.

This is your opportunity to enjoy a day out with your family and join your friends and neighbors in the relaxing setting of the Buckingham countryside. Take advantage of an up-close and personal view of the large number of prestigious award winning antique and special interest cars that will be on display.

Refreshments will be available on the park grounds during the day of the show.

Award presentations will commence at 3:30 PM with a drive-through parade of cars

A Buckingham Township trophy will be awarded

A Peoples Choice trophy will be awarded

The Presenter's trophy will be awarded

The Principal Sponsor trophy will be awarded

And a large number of special category Sponsor donated trophies will also be awarded

Show entrance tickets will be available at the park entrance on the day of the show

\$ 5 per person - \$ 3 children – Children under 3 are free

Free Public Parking is conveniently located directly across from the park entrance
at the Midway Fire Company Grounds

December 4, 2001

Autoweek Magazine

"Buckingham Show attracts among the Best"

BUCKINGHAM TOWNSHIP 4th ANNUAL CONCOURS d'ELEGANCE
AUTOMOBILE REGISTRATION

Sunday, the 15th of September, 2002 – 8:00 AM to 3 AM
Rain Date Sunday, September 22nd

A complimentary breakfast (limited to two persons from each registered car) will be served courtesy of the sponsors. Additional breakfasts will be \$10 each (prepaid).

CHECK US OUT AT WWW.BUCKINGHAMAUTOSHOW.ORG

I am pleased to submit an application for the following Antique automobiles in the 2002 Buckingham Concours d'Elegance:

Check here if this is a Senior entry – **This is the first year for a Senior Division**
Make _____ Model _____ Year _____

Owner's signature: _____

By signing the above, the participant acknowledges that Buckingham Township, its employees and the volunteers of the Buckingham Concours d'Elegance are not responsible for any potential damage incurred at the car show.

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Business Phone _____

() I will require parking for a trailer () Send me information for local area overnight accommodations

ALL CARS MUST HAVE FIRE EXTINGUISHERS

Enclose a picture of your classic automobile (no people, just the car). No picture required if you are a past participant

And using a felt tip pen, list your name, address, auto description and any special attributes on the back of the picture.

Pre-Registration only up to September 8, 2002- \$15

NO GATE REGISTRATIONS

All Entrants will receive a Special Commemorative

No **ALCOHOLIC** beverages will be permitted at the show

OPTIONAL PRE-SHOW BUFFET & RECEPTION

Saturday, September 14, 2002 – 6 PM to 11 PM

Pre-Show buffet and Reception reservations are limited

Attire is Tie & Jacket

Please reserve __ tickets for me at \$60.00 per person (Normally \$80 per person)

Choice of Filet Mignon or Boneless Marinated Chicken Breast

Please indicate selection ___ Filet Mignon ___ Chicken Breast

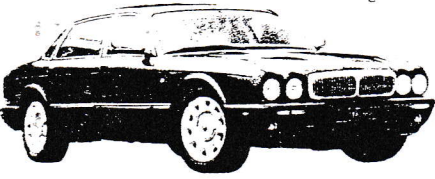
Please make your check payable to the: "Buckingham Land Preservation Fund, Ltd."

Mail this form and your check to:

Buckingham Land Preservation Fund, Ltd.

C/O Al Pincus, 1440 Pineville Rd., New Hope, PA 18938

For additional information call: Al Pincus (215-598-0882), Ralph Tompkins (215-598-3740)
or Bob Glanzmann (215-340-1523)



LONGWOOD GARDENS

OOOOH, WOW, AMAZING were among the exclamations made by the 50 members who took the Longwood Tour on July 14th. Those who had never been to Longwood before were amazed at the variety and beauty of the setting and indicated they would be back to fully explore the full extent of the massive indoor greenhouse and outdoor gardens and lakes. The "English Tea" consisting of small sandwiches, scones with clotted cream & jam, pastries, chocolate dipped strawberries and other confectionery, was enjoyed by everyone. Large Jaguar Flags, supplied by Great Britain's, indicated our reserved parking area and we had a good variety of Jaguars ranging through XK 120/150, E-Types, XJS, MK11's, XK 8, & XJ8. It was very good to see new members and their cars in attendance. Organized by Kit Racette & Ann Perry & we thank them for the faultless execution of the event.

AUCTION RESULTS

Recently there has been some interesting Jaguars auctioned. An XK 120 OTS Roadster went for \$63,000. This car was described as having had a comprehensive restoration resulting in a special and eminently useable car. It is said that this car has all matching numbers and has been re-bodied at vast expense in aluminium and uprated mechanically. Such work to day would probably result in a bill for \$112,000 so it was a good buy at \$63K. What was described as "The height of acquired taste" in the form of what was a special factory order on Jaguar for a "Roman Purple" 1972 E-Type S111 V12 roadster. A comment was "I loved the idea of a special factory ordered deep Roman Purple until I saw it in the flesh. If you are going to run with such a radical Seventies fashion statement as this it really needs to be in faultless condition. The paint quality and general presentation of this unusual example simply did not muster authority. It was quite an eyeful" The car sold for \$35,000. What was described as "an older nasty repaint but in good condition" 1964 MK2 3.4 sold for \$5,400 but a MK 2 3.8 described as very good sold for \$17,716 & yet another MK2 3.8 automatic described as very good and restored sold for \$30,252 A fair 1985 sold for XJS V12 cabrio \$5,500 and a very good 1959 XK 150S OTS sold for \$60,538

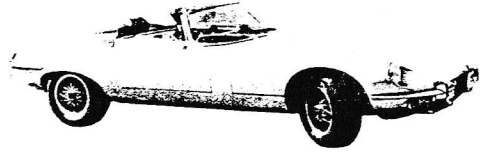
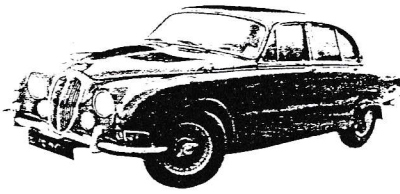
RECORD SALES AT JAGUAR

Ford Motor Company returned to profit in the second quarter earning \$570 million compared to a loss of \$752 million last year. A major contributor to these results was Jaguar who reported a sales increase of 62% for the first half of the year. Major contributors to these achievements were the unit sales of the X and S Types. Land Rover which a number of Jaguar dealerships now handle (Great Britain's is an example) also had an excellent performance with sales up 57%.



Ford

X-Type sport: Sales of luxury brand Jaguar, up 62%, helped boost Ford's earnings in the second quarter.



EDITOR'S RAMBLINGS CONTINUED

THE BRITS ARE BACK

The Delaware Valley Triumph Club had their annual show at the Hope Lodge, Fort Washington, show grounds on the same day, June 1, as our annual concours. I would dearly love to attend this show but our dates always seem to clash. As both Jags & Triumphs are key British marques we should be able to sort this clash out. I will talk to their editor and see what we can fix. They attracted 108 British cars and 6 British motorcycles The award for "The Peoples Choice – Best of Show" went to Len Ardieta with his 1953 XK 120. Smart discerning people!!

Does anyone know Len? Perhaps he would like to join our club.

The "Diamond in the Rough" award went to our Mike Wolf with his 1957 TR 3
JAGUAR RACING

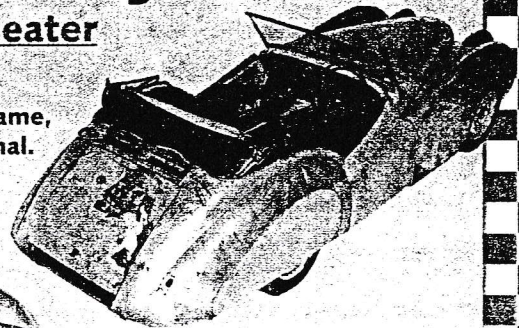
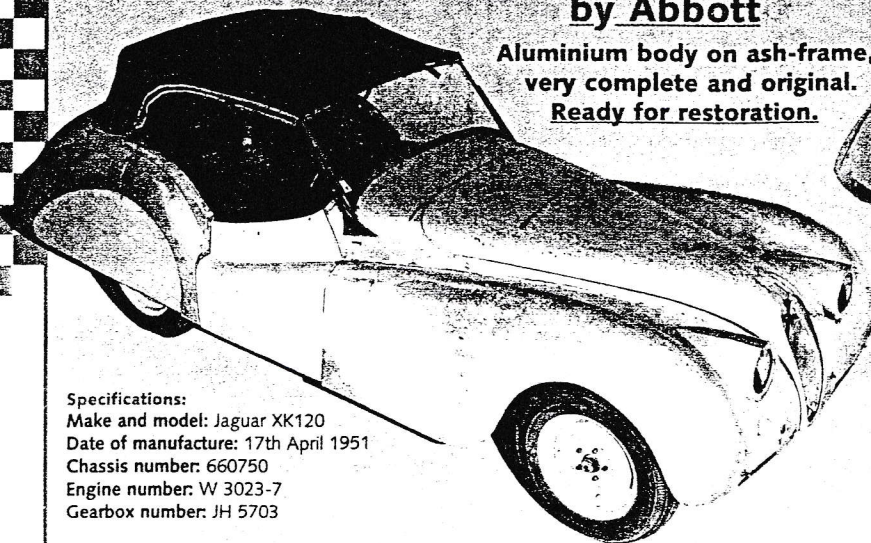
The Formula one racing team continues to struggle. There have been a succession of poor performances. In the last race July 21st at Nevers, France, where Ferrari and Michael Schumacher wrapped up the championship for 2002 with 6 races to go, both Jaguars dropped out. Eddie Irvine qualified 9th, one of his best efforts this year and was running 7th in the race and in sight of scoring points when his wing fell off. It was a very good job there was no one close behind him as it would have taken their heads off. In the previous race at Silverstone Pedro de la Rosa completed 58 laps in 11th position two laps behind winner Michael Shumacher.. Edie Irvine went out on lap 23 as the result of a spin.

Michael Tate
Editor *Mike*

The One and Only...

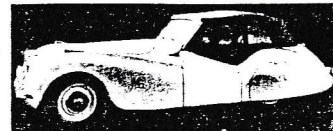
Jaguar XK120 DHC 4-seater by Abbott

Aluminium body on ash-frame,
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Specifications:

Make and model: Jaguar XK120
Date of manufacture: 17th April 1951
Chassis number: 660750
Engine number: W 3023-7
Gearbox number: JH 5703



This extraordinary car when it was new. As documented in:
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**OCTOBER 13 AT THE HOME OF TUCKY &
AL PINCUS AT 10.30am
AND THEN IN CONVOY TO HISTORIC
MOLAND HOUSE IN HARTSVILLE**

See Al and Tucky's lovely setting and their outstanding display of cars and memorabilia. Last year we had a record number of members participating. Lets do it again!. At 12.00 noon we will travel in Convoy to the site of George Washington's third longest encampment of his army in Pennsylvania. Washington used Moland House as his headquarters from August 10-23 1777. It is significant that the building still exists because others did not survive. The house was broken open, all the windows were knocked out, vandals set fires and the house became derelict. Six years, \$650,000 and countless volunteer hours later Moland House is a museum showpiece – a restored gem reflecting its important place in history.

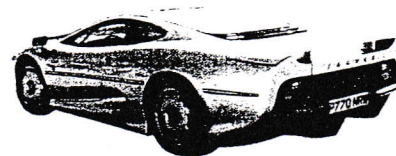
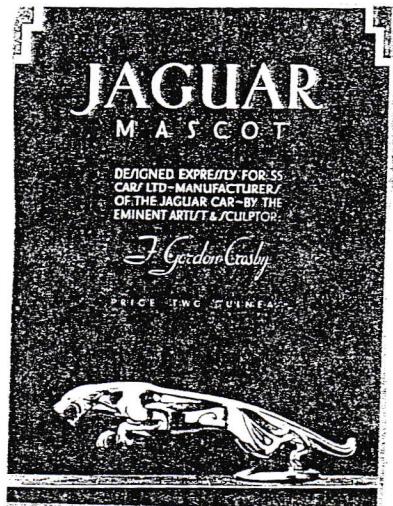
Now the history will continue when the DVJC invade this historic camp 225 years later with their British Jaguars. The house has been reserved for our pleasure so please support this effort. Lunch will be provided by Jessica Lee catering and will consist of high quality Barbeque ingredients.

Cost per person is \$30 which includes the tour, lunch, and a donation to Moland House. Please advise attendance as early as possible together with your check made out to DVJC for \$30 per person to Mike Tate Box 627, Gwynedd Valley PA 19437

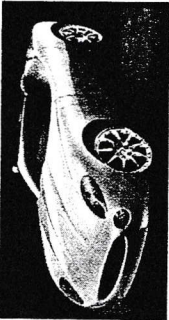
DIRECTIONS to the Pincus home which is at "Cold Spring Farm" 1440 Pineville Road, New Hope PA 215-598-0882. Take the 202 to Peddlers Villag, Lahaska. At the lights at 202 and Street Road take a right if your traveling North and left if traveling South. Cross the railroad crossing and turn right on Pineville Road. The Pincus home is on the right.

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London - with the Royal Flying Corps in WWI -



No F in future

The is-it-dead-or-isn't-it saga of Jaguar's "postponed" F-Type mid-engined two-seat sports car seems to have been settled by Ford chief executive Nick Scheele. "It is uncertain whether the F-Type would ever make it into production," Scheele says.

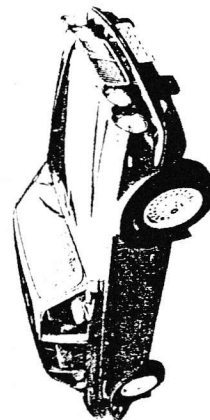
Suppliers on the project have mothballed their work. "We'll lose the people that have worked on it and with the inevitable legal changes, when we start again, it'll be from scratch," said one.

Jaguar chiefs have said the F-Type could still be built—but some years after its originally scheduled 2005 introduction date (AW, May 27). One possibility is for the F-Type to become a platform variant of the next S-Type or X-Type—suggesting a launch around 2007 or 2008.

LATE RACING NEWS

Jag ultimatum

Jaguar's faltering F1 program has been given an ultimatum by new Ford chief executive Nick Scheele—to find a fix in three months. "I have given Richard Parry-Jones 12 weeks to tell me what we have to do to fix it to become podium material," says Scheele. Parry-Jones, Ford's chief technical officer and product development chief for the PAG brands, has a near-impossible task. This year's R3 has an inadequate aerodynamic package, and a much-trumpeted revision failed to make any improvement at the all-important British Grand Prix. Adds Scheele: "It's fair to say that F1 is not doing for Jaguar's image what we had hoped. But if there is anyone going to get hold of the situation it will be Richard."



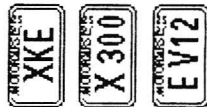
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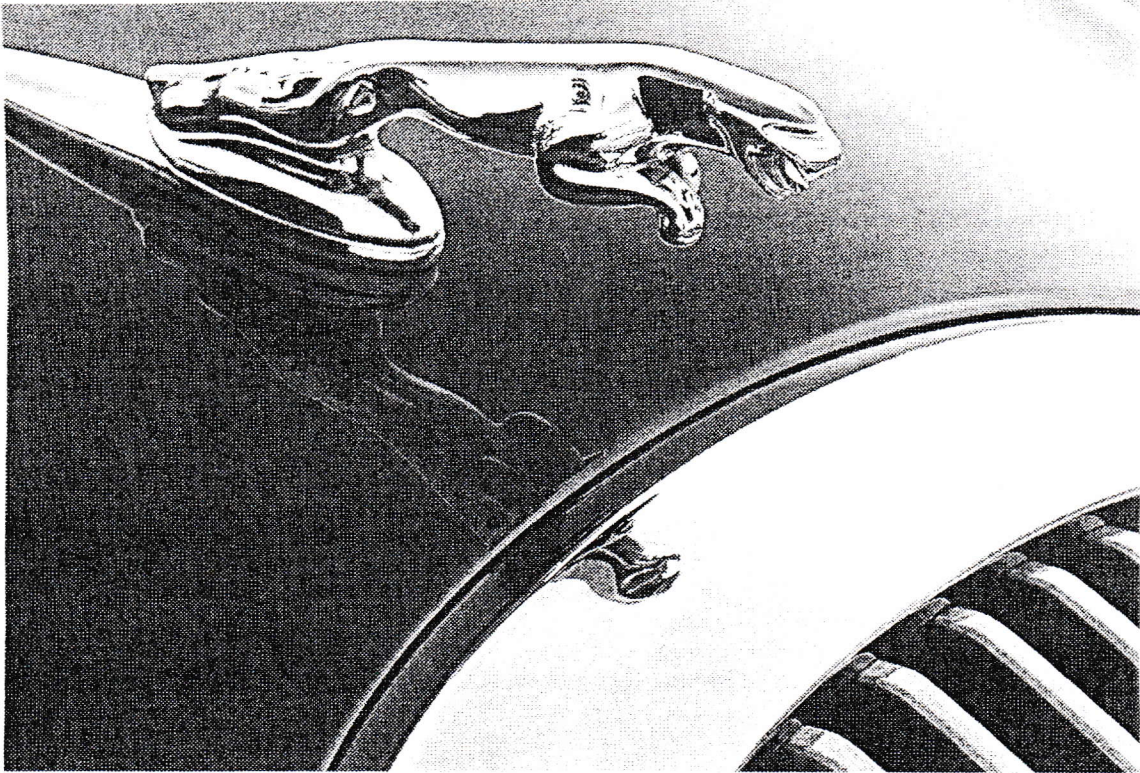
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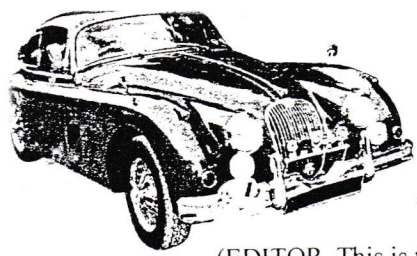
Jaguar

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A LONG AND WINDING ROAD CONTINUED BY FRED MACK AUGUST 2002
A LIFE LIVED TO THE FULL

(EDITOR This is the second installment of the story of Fred Mack's life with cars. I would remind you that Fred is 91 years old and a regular member, with the car he purchased in 1953 his XK 120 Roadster, at our club events. He was at Longwood with an attractive companion!!.. Ah the pulling power of those XK's Fred. Rock On)

After two years at Fairchild's happily working in the shop, welding, riveting, forming metal and assembling aircraft components I decided to move on. I did learn to fly and was enjoying the social life. I arrived out on Long Island at Seversky Aircraft Co in the power plant group in the engineering department. We were working on the P 35. I bought my third car there. A new 1937 Ford two door sedan for \$777.00. It could do an honest ninety miles an hour.. This time I had to drive through New York City both coming and going to Wilkes-Barre. I was going full throttle at three o'clock in the morning on a ten mile stretch between Hempstead and Farmingdale when the only traffic light turned red. I peeled rubber to stop. Doing this trip one late Sunday night I took a "No-Doze" pill to stay awake. It worked fine until the next morning when I missed a door and fell into file cabinets in the chief engineer's office.

After a couple of years at Seversky I switched to Brewster Aircraft Co in Queens, Long Island. There I worked on the cowling and power plant installation of the Brewster Buffalo.. I was 25 miles closer to Wilkes-Barre but the traffic through the Holland Tunnel and over Pulaski Highway (route 22) to Easton was pretty risky. There were service trucks cruising along with the traffic like vultures waiting for something to happen. While at Brewster I got an offer from Curtis Aircraft Co in Buffalo. I asked for twice as much as I was getting and the reply was "When could I start and bring your birth certificate" To top it off we were working seventy two hours seven days a week. That is thirty-two hours of overtime on the P-40. After two weeks I bought a new Mercury. The first car that would do better than a hundred. But now I was three hundred miles from Wilkes-Barre. On November 6th it snowed twenty inches and we never saw the sidewalk again until April. I had to use No10 oil (No10-30 Uniflow was not available then) or you didn't start at minus 18 degrees. A quart lasted about 100 miles. When I had a Sunday off I drove to Wilkes-Barre and back. When approaching a snow plow with the lights way up high they would let me pass under a raised wing blade as I would be the only one on the road

While there I got myself into real trouble. I came in Monday and my boss said "design the air scoops for die casting." This meant they intended to make at least one thousand. So I mentioned I was going to buy company stock. They sent me to the company treasurer who informed me that there is no reason for a stock price change. The embargo law (that no airplanes could be sold to warring countries) went off on Wednesday. The company announced that they had orders from France, Norway, and China for several thousand planes and the stock doubled in price by Friday. From then on I couldn't do anything right!!! I returned to New York where my fiancée, Mary, lived and joined a small company that didn't last long. I was being drafted (number 30) so I took off for Glenn L Martin in Baltimore. I had a 1940 Mercury Club Coupe by then. I finally got married just as gas rationing started My allowance was 12 gallons per week instead of two for non war workers.

I was having a good time in research and development designing whole airplanes and having a group of MIT boys slipping their sticks checking my wing loading and area, frontal area, parasitic drag, fuel capacity, bomb load, speed, maximum range etc to come up with specifications and performance for the proposal. One day I was sent out to check out a British Mosquito bomber with the smallest crew quarters I ever saw. Then I got an offer with a per diem to go to New York to show engineers from Otis Elevator Co. how to design airplane Structure. My wife hated Baltimore so off we went to New York City. Our apartment was two blocks from the Empire State Building. One Saturday morning an airplane flew down Fifth Avenue and up through some clouds and struck it with a crash that echoed through out the area. I was there before the police and firemen put up barriers. The street was covered in glass and fire was coming from all sides of the building. I decided to study Industrial design after the war so I resigned and registered in Pratt Institute in Brooklyn. In my class were a lot of boys sent there by Harley Earl of General Motor who designed the first Corvette. After graduating I got a job in the firm of Henry Dreifus and Van Doren both of whom were noted industrial designers. Being considered a neophyte my pay wasn't what I was used to. About this time I went over to Fifth Avenue and sat in a XK 120 Jaguar Roadster. What a magic moment but I had no hope of ever owning one. The 1940 Mercury had over two hundred thousand miles on it so I traded it in on a new forty-nine V-8 Ford sedan. I received a call from the personnel director of Piasecki Helicopter Co in Morton, PA. The boys from Glenn L Martin had given him my name. They offered much more than I asked for so we moved into Drexelbrook Apartments with Ed McMahon as a

neighbor. He would and his wife would sit on the front lawn and wave to us in the sports cars but not in the Ford which would upset Mary no end. About this time I was able to buy a MG TD. It handled real well and I could take it to corners without letting up on the throttle. We joined the Sports Car Club of America and went on several of their rallies and hill climbs. One was up a log trail in the Poconos. We were first until late in the afternoon when a Jaguar beat our time. It got my interest. We also joined the Rose Tree Car Club of Media, PA. At one of their meetings, a sports car dealer came and said he was selling M.G.'s but would like to sell Jaguars. The stipulation from Jaguar was that he order three to get started and which he offered to sell wholesale. I ordered a Roadster just like the one I sat in on Fifth Avenue with red leather interior, slate grey exterior and chrome wire wheels for \$3,600 instead of \$4,400. When I went to New York City to pick it up at Hoffman Importers they drove out a white one with painted wire wheels. I called him and he said he thought this was better for me. The final price was \$3800 minus \$125 for not getting the chrome wheels. My original Guarantee is dated August 3rd 1953. The envelope I received the Guarantee in was dated September 10th 1953 with a 21/2 penny stamp on it direct from Jaguar Cars Limited, Coventry, England. Also one of my treasured possessions is a letter dated September 1st 1953 signed by the great man himself, The Chairman and Managing Director William Lyons. This document and others are reproduced in this Purr.

This car proved to be bigger and harder to shift than the MG so Mary gave up the idea of her racing. When I found out that I would need a set of tires for each race and the possibility of smashing it up, Mary said "let the dealers race, like Howard Hanna, who gets all the tires he needs wholesale. Soon it became routine in the spring and summer to pick up Mary after work and take this wonderful sports car over the back roads west of Philadelphia, have supper at a little tea room or restaurant and return at sunset. On a vacation trip to visit General Motors boys I met at school a man driving an Oldsmobile came up back of the Jaguar as if I was in his way then pulled beside me. I dropped into third because I knew what he wanted. I ran the tack to the red line then put it high at ninety miles per hour. He dropped out and later Mary with the speedometer on her side announced "134Isn't that enough for to day. When I got to Detroit I could not find any of the boys. They were putting in their obligated time at G. M during the day and "moon lighting" at Chrysler at night. Coming back through Canada a "Mouny" was following me. When I pulled over to put on a sweater he stopped and I asked him "was I doing something wrong?" He replied "No I just wanted to look at the car.

THE CONCLUDING PART OF FRED'S STORY WILL BE FEATURED IN THE SEPTEMBER ISSUE

COVENTRY 62677

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MANAGING DIRECTOR'S OFFICE

F. J. Mack, Esq., Jr.,
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1st.
September,
1953.

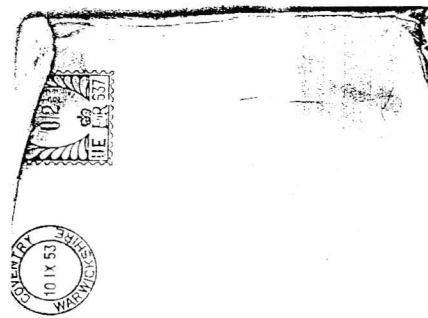
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William Lyons
Chairman and Managing Director.



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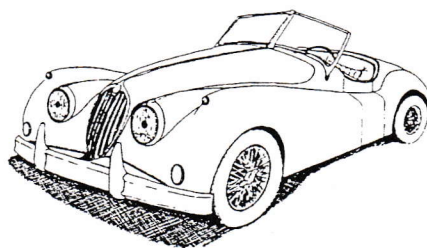
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XJ40S THAT MIGHT HAVE BEEN



HAUGHTY 40: THE ESTATE CAR

THIS IS an oddity. The explanatory notes at the Jaguar Daimler Heritage Trust say that this J-registered XJ40 estate car was created in 1994 at Jaguar's Whitley design centre, but Randle remembers one being designed while he was still at Jaguar. It seems likely that it's the same car, given its age and the fact that by 1994 the X300 was ready for launch.

It's low, sleek and more of a rival for a BMW Touring than a Mercedes-Benz or a Volvo. Jaguar had tried an XJ estate before – Sir William Lyons experimented with an estate shape for the original XJ6, using sticks and string – and in 1980

Ladbroke Avon did a hideous conversion on the Series Three. This one looks elegant and credible apart from its stick-on heated rear window (typical of the heart-warming boggles often found in prototypes), but the rear floor is higher than the level of the folded rear seats which creates an awkward step in the load platform.

Jaguar seriously considered building this car. Had it done so, I hope the result would have been more rigid than this prototype. It creaks and squirms like a tired Triumph Herald. Maybe that's why it got canned.



SPORTY 40: THE COUPÉ

Here is maybe the best-looking XJ40 of all. Seeking to recreate the look of the Seventies XJ Coupés, Jaguar's Special Vehicle Operations 'unofficially' sawed an XJ40 in half, took 6in out of the wheelbase, filled in the back doors and extended the front ones by 8in.

The result, interior trimmed in cream leather and external brightwork refinished in bodywork-matching metallic red, lacks the original XJ Coupé's frameless doors and centre-pillarless construction, but the gains are saloon levels of stiffness (high) and wind noise (low). The side windows are

Perspex and non-opening, the rear side window frames are cut-and-shut pieces of the original rear-door frames, but that's because it's a prototype.

Clamped in a Recaro-like, deeply bolstered seat you can enjoy the thrust of the 6.0-litre V12 and an agility alien to any other XJ40. The short wheelbase is the main reason why, but firm suspension also plays a part.

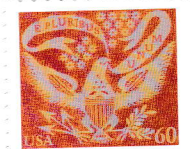
If put into production, the coupé would have been based on an X300 rather than an XJ40. But Jaguar was developing the XK8 and two coupés seemed an extravagance. Shame.

THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

EDITOR :- Michael J Tate

Box 627

Gwynedd Valley, PA, 19437



TO :-

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302 S. Hawthorne Ave.
Langhorne PA 19047