

# The Jaguar's Purr<sup>®</sup>

Is an official publication of  
 THE DELAWARE VALLEY JAGUAR CLUB  
 A chartered, non-profit corporation  
 Founded in 1965 and incorporated in 1968.

©copywrite 2003. All rights reserved. Reproduction without permission is prohibited.



**MARCH 2003**

## CALENDAR OF EVENTS

### MARCH

15 DVJC & VSCCA Technical Session, Silent Auction & Rally. D.L.George Coachworks Cochranville, PA 19330 See Flyer.

18 Delaware Triumph Club meeting, Sumneytown Tavern, North Wales. 7pm

21-23 JCNA Annual General Meeting. Charlotte

### APRIL

23-27 Spring Carlisle

26-27 Hershey Hill Climb. Spring event. Mike Wolf has volunteered to lead us to this event which he says is outstanding

### MAY

1-4 JCNA Challenge Cup, Phoenix, AR

2-4 CANCELLED Great Race- Cloverleaf Rally., Millville NJ. JCNA & DVJC sponsored CANCELLED See Editor's Ramblings

17 Ragtops & Roadsters 9<sup>th</sup> Annual Spring Open House 9.00am – 4pm at 203 South Fourth St, Perkasio. 215-257-1202. See www.ragtops.com

16-18 Import Car Show, Carlisle

31 DVJC ANNUAL CONCOURS. BRANDYWINE. Put it in your diary now

### JUNE

6-8 Chemung Canal Trust Historic Races, Watkins Glen

20-05 The Great American Race Start Detroit – Finish July 5 in Daytona.

### JULY

20 Pool party at the home of the Musselmans in Lancaster. More details closer to the date

### AUGUST

10 New Hope Car Show

### SEPTEMBER

7 Bryn Mawr Rehab Car Show

14 Buckingham Township 5<sup>th</sup> Annual Concours. The pre Concours dinner will be held the evening of the 13th

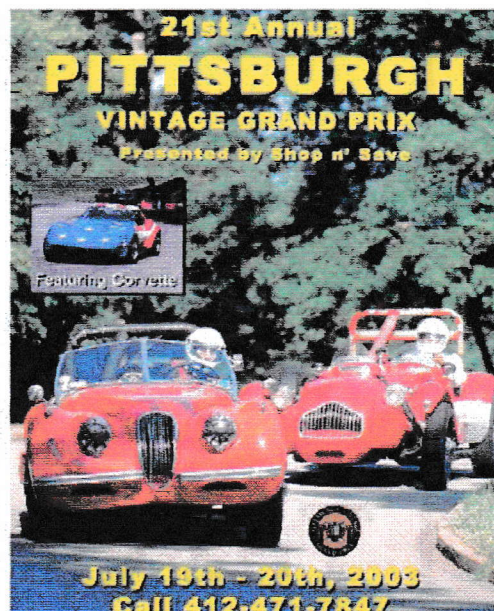
19-20 13<sup>th</sup> Annual British invasion. Jaguar the featured marque. Stowe, Vermont

### OCTOBER

24-26 Millsboro, Delaware Fall Rally. JCNA sponsored

### DECEMBER

7 Annual Holiday Party – Whitmarsh Country Club



Ralph Steinberg on the cover of "Victory Lane", the Vintage Car magazine  
 See the beginning of a series articles written by Ralph exclusively for the Purr

### In this edition

Prez Says	Page 3
Editor's Ramblings	Page 5
DVJC Tech Session	Page 7
Hershey Hillclimb	Page 9
Great Race Introduction	Page 10
Technical Information	Page 11
Classified Ads	Page 13



# THE GREAT BRITAINS WILLOW GROVE

900 South York Road • 215-443-5900

[www.greatbritains.com](http://www.greatbritains.com)

*Visit our new dealership...*



MAIN LINE on Lancaster Avenue in Wayne, PA • 610-964-9100

## THE PREZ SAYS

MARCH 2003

Snow, snow and more snow. Considering we had 4.0 inches of snow in 2002, we are now 500% ahead. However, our average yearly snowfall is approximately 17" so we have beaten that figure. I guess that my Investment Councilor, who's probably reading this, is wondering what I am leading up to. No, I am not going to whimp about my personal fortune being down so much percentage wise because most of us are in the same boat unless you own 100% bonds, Real Estate or Classic Jaguars.

### GREAT RACE

As you will see in the "Editor's Ramblings" I am the wrench man for Ralph Steinberg in the Great Race. Also as explained together with Ralph we will be featuring reports of events on our 14 days coast to coast adventure and I will be particularly focused on any Jaguars that are running in the race. Like all races, first you must finish. I will be there for Ralph and his navigator Dr Richard McKone to be sure we are ready to roll every morning. Hopefully our biggest concern will be the removal of tar and bugs from the XK 120M OTS. A lot of people probably wonder what all those letters behind the 120 mean. First of all 120 indicates the top speed obtainable by the car....120mph. "M" stands for "Modified" which means high lift cams, wire wheels and dual side by side exhaust system. Of course with wire wheels there are never "spats" or rear fender covers. The "O" "T" "S" means "Open Two Seater". Our race car will really be open, as Ralph does not plan to even take a top. During the race I will be keeping the timed scores in minutes and hundredths of seconds every day as our club holds the Regional Sanction for the event. These times I will send to the Head Rally Master each day. The JCNA rules state that we can only use the two best times for their National Competition. All told this will be 14 Rallies over 3,500 miles so we get 14 chances to pick two times. Looks like an adventure!!

### ANNUAL DIRECTORS' MEETING

The DVJC - AGM, or the meeting that never was. It seems mother nature had to exercise her might in the form of a gigantic record breaking blizzard. Even as the storm was approaching I was on the phone talking to your Directors and watching my cable weather station. We went to bed sure that the storm would not hit us until the AGM was history but it moved in during the night with all her might. We will re-schedule for another day.

### 2003 MEMBERSHIP

Ann Perry has the list of members who have failed to re-sign for 2003 so that she can perform her magical work of Membership Retention Specialist. Believe me, Ann has the touch. I've been pleading to the club members now for three months to sign up for 2003 but still about 50 members must like to have Ann ask them the same question. Good luck Ann!

### RALLYING

For 10 years our club has held its annual Spring Rally the first weekend in May. The town of Millville opens up its heart to us and it is now like a mini reunion with all

those nice folks in Southern New Jersey. I always sit down at Thanksgiving and apply to JCNA for the next year's sanctions. This year we have four. The Spring and Fall Rallies, the May 31<sup>st</sup> Club Concours and the Great Race Rally which crosses four separate JCNA Regions in our country. Anyone in JCNA is welcome to run this Rally with us. The JCNA Bi-Annual Challenge Championship is being held in Phoenix, Arizona May 2-3 and there is a rule that prohibits any other Jaguar Club in the country from holding a local event at the same time as this event. This meant we could not get a JCNA sanction for the Great Race North East Rally starting in Millville. We appealed this ruling and it was put to the vote to grant us an exception. It is pleasing to see the support we get from JCNA with the exception granted by a margin of 3-1. However, as you will see in "Editor's Ramblings", Ralph Steinberg has announced that the Rally has now been cancelled. We will try again next year. There is still the Millsboro, Delaware Rally in October. Those guys are also ready and willing to open their town to us so they can Headquarter this Rally. Let's plan on that and as usual I welcome new comers to "try it, you may like it." You don't have to run a Jag; however, to receive credit points to JCNA you must finish in a Jaguar.

### JCNA ANNUAL GENERAL MEETING

I offered the opportunity to anyone in DVJC to join us in Charlotte, NC for the JCNA AGM on March 21-25 but no one seems to be able to go down there. Some are doing the "Petty Driving Experience" at Lowes Motor Speedway. It's pretty expensive and after watching a lot of NASCAR races I'm not thrilled at the odds of not having an accident.

### CONCOURS AND SPRING EVENTS

The President and his wife of the Carolina Jaguar Club are regular attendees at our May 31 Concours. Nice people and we welcome them. Before then I am looking forward to a great start to the club year and getting our cars on the road for our Spring events in March, April and mid May. The first event is a visit with the VSCCA to D.L George Coach works at Cochranville on March 15. We had a visit here last year and saw some world class classic cars. On April 26 Michael Wolf has agreed to lead us to the Hershey Hill Climb, and in May Ragtops and Roadsters have announced their 9<sup>th</sup> annual Spring Open House. See the calendar for more on these events.

I have spent a great deal of time sorting out the National Trophies again this year. I did not intend for this to be such a project. It really consumed a lot of hours. At this point I still do not have responses to all the work orders/letters that were sent out January 15<sup>th</sup>.

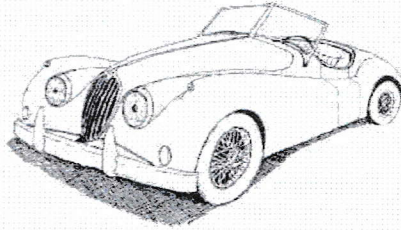
Pat and I are now off to Daytona for 2003 Bike Week!! Great fun.

Happy Motoring

Kurt Rappold, President

# RAGTOPS & ROADSTERS BRITISH AUTOMOBILES INC.

Repairs &  
Restorations



203 South Fourth Street, Perkasie, PA 18944  
www.ragtops.com • email: info@ragtops.com  
**(215) 257-1202**

## Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell  
Panel Shop & Structural Wood Reworking  
Electrical Work / Fuel Injection Fault Diagnosis.  
High-Quality Refinishing a Specialty.  
Upholstery Shop  
Engine and Driveline Rebuilds  
Comprehensive Maintenance on Later Models  
*Servicing British Makes at the Same Location Since 1967*

**Jaguar**



LINDLEY MOTORS

10 SOUTH SANA TOGA ROAD POTTSTOWN, PA 19464

## *Eddie's*

*Est 1963*

**Antique & Classic Car  
Restorations**

**4725 Rt. 30**

**Elwood, NJ 08217**

**609-965-2211**

**Drivetrain, Electrical, Mechanical  
& Metal Repairs to Full Restorations**



**Jaguar Specialist**

## JAGUAR RESTORATIONS

Concours or Driver

XK to XJ

*Service, Mechanical, Electrical Component Rebuilds*

**Reggie & Paulette Ray**

**Pottstown, PA**

**Phone: (610) 326-8781**

For pictures of cars restored by us for sale, undergoing restorations and components restoration, visit us at our web site:

**WWW.JAGUAR RESTORATIONS.com**

**E-Mail us at JAG RESTORE@aol.com**

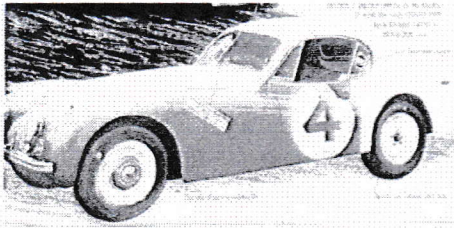
## EDITOR'S RAMBLINGS MARCH 2003

### RALPH STEINBERG'S XK120 AND THE GREAT RACE. (SEE OUR FEATURE STORY)

Many of our readers will have noticed the new full page advertisement placed for the year in this publication by Ralph Steinberg, President of Cloverleaf Auto Service. Those of you who receive your Purr on the Internet will have seen his ad featuring the XK120 in all its bright red glory. Sorry but hard copy readers will only see the car in pure black and white. Those of you who attend club events and know Ralph will have seen his racing XK 120. Some weeks ago I sent a message to Ralph saying "That red wonderful XK 120 of yours must have lots of stories to tell our readers. How about writing a feature for the Purr?" He responded by return "I can do better than that. I am taking the car in 'The Great Race 2003'. The race starts in Detroit June 20<sup>th</sup> and travels through Lima, Indianapolis, Saint Louis, Springfield, Fort Smith, Grapevine (Texas), Hot Springs, Memphis, Chattanooga, Concord, Savannah, Lake Mary, Ormond Beach with a grand finish on July 5 at Daytona Beach Speedway - about 3,500 miles in total. I will give you some background on the car for the introduction, then follow-up with reports on the race." Our President Kurt Rappold will follow Ralph as his "wrench man" as he describes it. Ralph's introduction appears as our feature in this issue.

### NASCAR

One of the most popular car racing events is NASCAR with a huge following but did you know this amazing bit of news sent to me by member Tom Jones? In 1954 NASCAR hosted its first road race on the airport runways at Linden, New Jersey. The winner was the only victory EVER by a foreign car in a NASCAR race!!!! AND..... the winner was a Jaguar XK120 Coupe!!!! You don't see this published in the glorious history of the XK very often. SEE PHOTO



### MILLVILLE RALLY & TECH SESSION AT D.G. GEORGE COACHWORKS

It is with great regret that Ralph Steinberg is announcing the cancellation of one of the most popular events on our annual calendar the...."Northeast Old Car Rally, Millville" over the weekend of May 2- 4. Great Race pulled the plug because weather conditions have caused a delay in both the organization of the Millville event and the routes for The Great Race starting in Detroit June 20<sup>th</sup>." This will make the Fall Rally in Millsboro October 24-26 all the more important and should attract a large contingent of participating cars. BUT BUT BUT Ralph has organized another event for us together with the Vintage Car Club of America. "A TECH SESSION" at D.L. George Coachworks on

March 15<sup>th</sup>. See separate announcement of this event. Last year David George invited us to this event which was outstanding - cars you normally only see in glossy magazines or the Pebble Beach Concours D'Elegance. This year's tech session will be a two stage affair with a hands on demonstration using chassis scales and a dynamometer.

### DELAWARE TRIUMPH CLUB

Responding to their kind invitation six members of DVJC attended the monthly Triumph Club social evening at the Summeytown Tavern on February 18<sup>th</sup>. Two of these members were also members of the Triumph club. What a good evening it was and our hosts were exceptionally friendly, the food was good and reasonably priced and the talk was of engines, spare parts and the coming summer's meetings. I was told that in the warmer weather Triumph Club members bring their cars and the meeting eventually moves out into the car park. They have asked us to attend their meetings again which are always on the third Tuesday of each month.

### LUCAS/CONNOLLY LEATHER

The above two names are always associated with the name of Jaguar. Connolly Leather in a Jaguar was almost a given. Now I read that Connolly went into receivership (UK equivalent of US chapter 11) a few months ago leaving a gap in the market and the demise of another famous old name. I wonder when the lights will go out at Lucas!? While the receivers sort out the future, I understand that an agent is developing kits and a renovation service. They have also purchased a lot of Connolly Hide Food in Jaguar containers and Care Kits that are being offered at greatly reduced prices. You can get details at [www.leathercaredirect.com](http://www.leathercaredirect.com)

### AUCTION RESULTS

The 1957 Jaguar XKSS No 719 (Only 16 were made) which we have discussed in the last two issues of the Purr and which was bid to \$950K but not sold at the Barrett - Jackson auction in January was eventually sold by Barrett's for \$1.1 million which was a good deal as most of these cars sell for \$1.5million. Other sales of a mixture of E-types, Mk2's, XK's, XJS's continue the impression of increasing prices.

One unusual car was for sale by Coys. This was for the abysmal remains of what had been the first production E-type ever sold chassis #850004. These remains were "fought over tooth and nail" to sell at an amazing \$96,000.



There are two interesting cars up for sale. The first is being sold by Lukas Hurni AG, Switzerland and is the superb ex Alan Clark 1936 SS 100. The second is a 1958 XK 150 with 2,900 original miles. Stored from 1962 until 2002. Untouched in every respect. Original paint, interior, top, tools, tonneau and tyres. To see photos and details go to [www.OriginalXK.com](http://www.OriginalXK.com).

A few days ago I said to President Kurt Rappold that E-types were fetching very good money and prices were increasing. He said "Yes. But you always write about the real top 100 point cars." I replied "Not so. I write about good cars but not all are 100 pointers." To provide some proof I submit the following: it appeared in the February 24<sup>th</sup> Autoweek under the heading "MARKET" and was written by Keith Martin, Editor & Publisher Sports Car Magazine. "Barrett-Jackson Classic Car Auction Jan 16-19. 1968 Jaguar XKE Series 11 convertible. Ivory with red leather interior, black vinyl top. Bare-metal respray to a good standard, 3000 miles ago. New interior kit showing a little wear, decent dash. Matching numbers rebuilt engine and transmission, engine bay clean but not detailed for show. Driver's door sticks out a bit; trunk lid alignment good, but not perfect. Weatherstripping dry and cracked. Same owner last two and a half years. Overall, a handsome driver and might even pick up a trophy at a local show 'n' shine. Sold at \$43,200. XKE fanatics can put you to sleep with their endless discussion about whether the earlier Series 1 E-Types (covered headlights, triple SU carburetors, real rocker switches) or the later Series 11 (open headlights, dual Stromberg carbs, federalized switches) are better. In fact, the Series 11 is a better driving car for daily use, but who uses their E-Types to commute anymore?. As prices of Series 1 cars top \$50,000 for driver-quality cars, the prices of the Series 11s are being pulled up as well. Last year, this would have been a \$35,000 car. But today let's just call it market-priced." Editor's Comment: "I have read and heard it said that really the best E-

Type is the 1 1/2 which has all the Series 11 attributes but retains the small front side and rear lights and bumper arrangement of the Series 1.

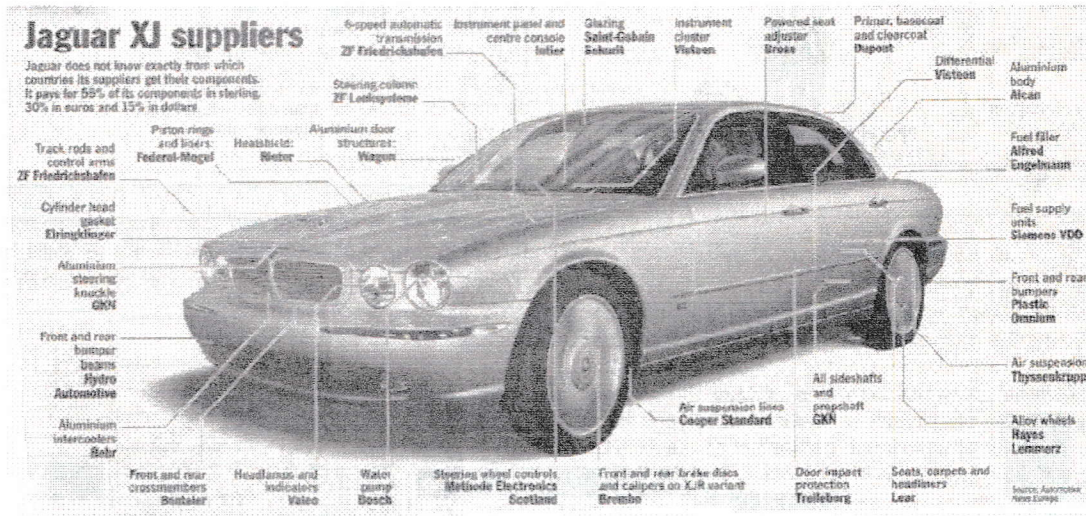
**GEORGE CARR**

Club Director George Carr is in Doylestown hospital being treated for prostate and bone cancer. When my wife and I went to visit him a couple of weeks ago he was sitting up in a chair. We had a brief chat about his illness and the coming annual Directors meeting. George sent everyone his best wishes. Please remember him in your prayers.

**IS IT A FORD OR A JAGUAR**

The theory is that the British car industry is enjoying something of a golden age. Car sales are booming – they hit 2.56m in 2002 which is very close to the highs of the 1970's. However, these figures hide a wasting away of the once vital components manufacturing sector that feeds the big assembly plants. The strength of the pound means that carmakers are turning their back on British suppliers and looking further afield. Bob Dover, chief operating officer of Jaguar, Aston Martin and Land Rover, all owned by Ford says the flight of suppliers off shore is "a big worry to us." Dover and Sir Nick Scheele, Fords COO, have been pleading with the government for an early entry to the Euro. Jaguar's new XJ saloon is an example of the complexity of manufacturing. The components come from a variety of companies, many of which are multinationals with plants across the globe. Look at the Jaguar XJ Suppliers outlined in the illustration and you will understand that the argument regarding the heritage of the Jaguar...Ford or Jaguar... is superfluous. (The illustration and some of the thoughts above are from the UK Sunday Times of January 19<sup>th</sup> 2003.)

Michael Tate, Co-Editor





## **DVJC AND VSCCA SOUTHERN TECH, RALLY, SILENT AUCTION &.....**



MARCH 15, 2003 9.00 AM (Rally & Tech), 12.30pm (Tech only) – 4.30pm

Once again, I have prevailed upon David George to allow me to use his wonderful shop for our Southern Tech and whatever. This year both David and Mark thought it would be neat to add a little something extra to the day and they both looked at me and said "Rally". So this year, for those that want to, we are going to start the day at my shop with a little rally school and coffee and then a short, about 1 ½ hour, rally to David's with three books from Bently Publishing as prizes for the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places in the rally.....

This year's Tech session will be a two stage affair with a hands-on demonstration using chassis scales and a dynamometer. We will also be having a silent auction and we would hope that members coming to the event would bring things to be in the auction. As all proceeds are to go to VSCCA, if you bring something and you feel it is worth a certain amount we can put a reserve on it. If the reserve is not met you can take it back home with you. If the reserve is met, the entire amount is to go to the club. This is not a place for you to sell your old parts.... We are going to have things from L'Art et L'Automobile Gallery and a signed piece from Alain Le Vesque, some re-pop signs, posters and the like and other interesting objects of 'art' that may or may not have to do with old cars. So if you have something bring it along.

As in years past, we will have lunch, drinks and dessert at the session and I am pretty sure I can prevail on my Father to slice up the Lox and Bagels again.

So come out and bring a friend for a nice day amongst some stunning cars with a bunch of people with as strange a habit as you.

Thanks and see you there.

Ralph Steinberg

Since I am so tardy in getting this out to every one, please call me or email me with how many of you are planning to come and whether you will attend just the tech session or both the rally and tech session. The cost is \$15.00 per person.

Call 610-364-3800 (day) or 610-459-2120 (night)  
[Ralph@cloverleaf-auto.com](mailto:Ralph@cloverleaf-auto.com)

D.L. George Coachworks	Cloverleaf Auto Service
4029 Glennville Road	Bridgewater Road
Cochraneville, PA 19330	Aston PA 19014
610-593-7423	610-3364-3800

**PLEASE POSITIVELY NO CAMERAS !!!!**

Directions to D.L. George Coachworks:

From Baltimore: North I-95 approx 8-10 miles after the Susquehanna River Bridge toll booths, take exit 100. At the bottom of the exit, turn left onto route 272. Stay on R 272 approx. 10 miles to the PA State line. ¼ mile after crossing the PA line route 272 turns left. **DO NOT FOLLOW 272.** Go straight onto Chrome Rd. Continue on approx. 5 miles to Oxford PA and bear right onto PA Route 10. Stay on Route 10 North through Oxford for approx. 5 miles. At the intersection with PA 896 (flashing red light) turn left. Go approx. 4 miles to single lane metal bridge. **DO NOT CROSS BRIDGE.** Turn right onto Glennville Rd. D.L. George Coachworks is approx. 1 mile on the right.

From New York, New Jersey etc: I-95 South to US 322 West. Approx. 10 miles on US 1. Continue South Approx 14 miles to PA Route 41. At the end of the exit, turn right onto PA 41. Continue approx. 7 miles to PA Route 10. At the traffic light turn left onto PA route 10. Third street on the right, approx. 15 miles, turn right onto Glennville Road (Pasquale's Pizza on right corner). Continue approx. 3 miles on Glennville Road, David's place is on the left.

From Pennsylvania: PA Turnpike to I-476. I-476 east (towards Chester I-95). Get off on US 1 south. Stay on US 1 to PA route 41 and follow directions above.

Directions to Cloverleaf Auto Service (if you plan on running in the rally):

From Wilmington and points south: I-95 North to PA Route 452 (2<sup>nd</sup> PA exit). Turn left at bottom of the ramp onto 452 North. Approx. 4 lights, turn right onto Dutton's Mill Road (Rite Aid Drugstore on right). Go to first traffic light and turn right onto Concord Road. Go to 2<sup>nd</sup> traffic light and turn left onto Bridgewater Rd. Cloverleaf is 7/10 mile on your left.

From Points North: I-95 South to US 322 West to PA 452 North (look sharp). At bottom of the ramp turn right and go to Dutton Mill Rd, approx. 3 lights. Turn right and follow above directions.

From US 1: US 1 to PA 352 South. 4 traffic lights and turn right onto Dutton Mills Road. Stay on Dutton Mills Road to first traffic light. Turn left and follow the above directions.



# Cloverleaf Auto Service

Repairs  
&  
Restoration  
Since 1975

Pre-War  
to  
New  
SS to X

State Insp.  
Oil Change  
Tune Up

Tires  
Wheels  
Alignment

Vintage  
Race &  
Rally  
Support  
Transport  
Available

Custom Fabrication  
&  
Performance Modifications



**610-364-3800**

*Home of*

*Cloverleaf Vintage Racing & Rally*

260 Bridgewater Road  
Aston, Pa. 19014  
USA

[ralph@cloverleaf-auto.com](mailto:ralph@cloverleaf-auto.com)  
[www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)

Just North of Wilmington, De  
Just South of Media, Pa  
Just off the Commodore Barry Br  
easy access to train & bus



## HERSHEY VINTAGE HILL CLIMB

The Hershey Vintage Hillclimb was restarted again last year with great success after being discontinued in the early 70s. It's a beautiful setting on a high hill overlooking Hershey. This year's event is to be held on April 26 and Mike Wolf is organizing a trip there for all DVJC members who are interested in attending. In addition to the hillclimb there is a car show, a Porsche gathering and undoubtedly interesting cars in the parking lot. More information is available from their website [www.svpsc.org/hillclimb.htm](http://www.svpsc.org/hillclimb.htm)

Mike has volunteered to design a route using 322 and other scenic roads to Hershey. We can use this as an excuse for our members to get their cars ready for the season, without worrying about a 225 mile run to Watkins Glen.

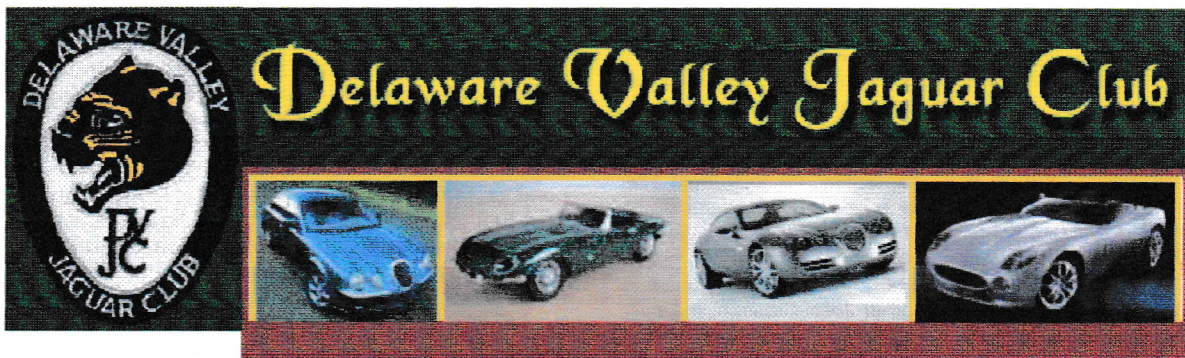
Mike can be contacted at 610-964-1104 or email at [mwolf@dolphinbradbury.com](mailto:mwolf@dolphinbradbury.com) More information in next month's Purr.

## CHEMUNG CANAL TRUST HISTORIC RACES JUNE 6-8

Jaguar is the highlight of the weekend at the Chemung Canal Trust Historic Races at Watkins Glen International. Several significant cars of Jaguar racing's past will be on hand – and Jaguar corral parking is available. Tickets available on line at [www.theglen.com](http://www.theglen.com) or calling 607-535-2481.



**DVJC WEBSITE IS NOW UP AND RUNNING AT [www.dvjc-jaguar.com](http://www.dvjc-jaguar.com)**



**The Delaware Valley Jaguar Club News & Information Page**

**Upcoming Events 2003**

**February**

**16 Annual Director's meeting at the home of Steve Kress, starts at**

## RALPH'S RACING EXPLOITS

Most members of DVJC have seen my Dad's (Frank Steinberg) orange 1954 XK120M OTS at one place or another, though since early 1993 it has lived with my wife, Candy and I. In 1993 Dad agreed to let us take the car on the first ever tour class in the Great American Race. Candy and her girlfriend drove it out to Peoria, IL and joined the rally there. She then rallied it back to Norfolk, VA with another friend whose husband was rallying an old Mercer with their daughter. What a rally, working out of our trailer were 2 SS 100, 1 XK120, and a '36 Ford Tudor. Candy had a blast and loved the lap of Indy that we got in.

Well, somehow or other the car never got back to my Dad's and it has seen a lot of work since. It has been in every Northeast Old Car Rally but one. Candy usually drives but not always, it has been driven by Jeff Dement, Doug Nickel and myself. Candy also competes as often as she can with it in the Brandywine Motor Club's Braille rally they hold every year. Your navigator is blind! The next crazy thing my Dad agreed to was to let us have Candy use the car to get her vintage racing certification in it. Then as Candy started to race I decided that we needed a roll bar so Dad and I figured out how to put in a removable bar that goes in and out fairly quickly. Well that was that and since then not only Candy but three others have gotten their vintage certifications in the car. We have raced her at Limerock Park, Ct., Pocono Raceway, Pa., Summit Point, West Va., ( I even ran the Jefferson 500 one year and got to race against Brian Redman) and Pittsburgh, Pa. at the Pittsburgh Vintage Grand Prix. Along the way she has been to various Jag club events, summer rides and even been used to go to the doctor.

Normally about this time of year I would be ordering some new race tires and thinking about how we could make up for some of the power she has lost, the engine has never been rebuilt and it is not unusual for the car to be double teamed at four or five race weekends a year where the rpms for Candy and such are down between 4000 and 5000, when I sit behind the wheel we crank out somewhere between 5500 and 6500 lap after lap. SO...the engine is beginning to show her age, though we still only use one or two quarts of oil per race weekend. But this year instead of race tires we are looking at what we can use, legally, for rally tires! The new owners of the Greatrace opened the years up to 1958 for select sports and interesting cars, Jag fits that both ways and we are going to run the Jag in this year's Greatrace. The start this year is Detroit and the finish is Daytona and somehow or other John Classen, the rally master, is making this into a 3500+ mile event. Along the way we will lap Michigan International, Lowe's Motor Speedway, Darlington Raceway and be part of the Pepsi 400 at Daytona Speedway.

Kurt, our ever intrepid president, got JCNA to sanction the whole race and I convinced Kurt he wanted to crew for room and board. I think it took two seconds for him to say yes. My navigator will be Dr. Richard Mckone out

Team Cloverleaf  
Candy at the wheel NEOCR



of Peoria, IL. Two years ago Dr. Mckone got me back into the Greatrace driving his 1936 Ford Tudor, yes the same one from before, and we took 3<sup>rd</sup> in class. Doc decided it would be a hoot to do the race in the Jag this year, even though we give up some handicap with the newer car. Next year we go back to the Ford.

What that means for the Jag though, is no racing until we get back from the rally and then off we go to the Pittsburgh Vintage Grand Prix.

So stay tuned as we keep you all up on what we are going to do to make the car ready for the rally and how it all turns out.

A few quick basics about the car and we will not have to do it later. The car is basically un-restored. Some panel work and paint were done on it by my Dad and even that work is 20 years old. The engine has never been rebuilt, nor the tranny. Though when I blew the clutch the other year we replaced it with the more modern diaphragm clutch and installed an alloy flywheel. Candy snapped a rear spring at a race so they are new, well 8 years. The rear shocks are rebuilt and she just got new axle bearings and the axles' magnafluxed. I snapped one in a race so we checked it all out. The brake system is as original, though rebuilt and we use competition linings. The brake drums are new and so pretty much are the wheels. Hubs have been re-splined. The radiator is new and since we were forced to re-do it for a broken neck the core is a Cloverleaf special. The distributor is a Mallory dual point. The carbs are original, though rebuilt. At present there are short air horns on the carbs but when we tune it to do rally work, read fuel mileage and lower octane than race, we will install air cleaners. The front suspension is overhauled with up-rated bushings and adjustable shocks. The steering box is the original, non-rebuilt, leaking mess that all 120's have. The starter is an original, though rebuilt by us so it may as well be new. I think I rebuilt the generator but if so at least 10 years or so ago and we do not run a stock fuel pump. As we get her ready we will keep you up on some of the tricks we do to try and make her into a winning car.

Ralph Steinberg, Cloverleaf Vintage Racing & Rally

TECHNICAL NOTES- Jim Shields

This list of interchangeable parts appeared in "Jaguar International Magazine" many years ago but may be of interest to our members.

INTERCHANGEABLE PARTS JAGUAR/CONVENIENT			
ITEM DESCRIPTION	FITS JAGUAR	DEALER P/N	P/N INTERCHANGEABLE
Front Muffler	XJ-6 all	-	Walker 21873
Drive Belt, P.Str.'g	Series IIE	-	Gates N 9300
Drive Belt, Alter.	Series IIE	-	Gates 7340
Stop Light switch	All Series E	C-16062	Standard SLS-33
Heater fan motor	XJ or E	C-17427	Everhot M-846 (Change rotation)
Lower radiator hose	Series I,II E	C-15899	Gates VE-27 #26432
Fan clutch (radiator)	XJ-6	-	GM #154143
Alternator	XJ-6 up to '72	-	GM #1100845 (reg.Delco D-635)
Regulator	XJ-6 or E	Lucas 4TR	Chrysler #348150 ( or STD-VR-125)
Oil filter	Series I, II E	1526	Fram Ch-801BPL Purolator P-20-L/AC-FF-20
Air filter	'70 E & XJ-6	-	AC-RC 47 Purolator-AG-487
Air filter	61 – 68 E-types	8416	Fram CA-692 AC AG-378 Purolator MF-478A
Windshield washer pump	XJ-6	-	NAPA #60-300
Half shaft U-joint	XJ-6 & E	10420	TRW 20058 Prec. 369
Drive shaft U-joint	E-type	10065	TRW 20049 or Prec.344
Ball joint (lower)	Series I, II E	C-15337	QSJ-221 RK ( J.C.Whitney)
Carburetor diaphragm	Series II, III E	ZS-421	167-8028 (F.A.S.)
Valve cover gaskets	All XKE, XJ	(R)C-6735 (L) C-14988	Repco-447 (JARCO) World Parts 10-528
Front shock	Series I, II, E	C-20011	Monroe SRM-130 (load leveler)
O-ring, oil fill cap	All types	C-25480	M/S 29513-36
Fuel pump	All types	C-various	Dupree #801 (mod hose)
Boot lid or hatch seal	All E-types	BD-23349	(Checker) Karvex 849-S
Front shock / rear shock	XK-140/150	-	Monroe #1015/2126
Front shock	XK 120	-	Delco – 500-117
Rear end	XK 120	-	1950 Mercury rear end

THE ART OF PERFORMANCE



XK XJ  
S-TYPE

**PERHAPS THE PERFECT LOW-MAINTENANCE RELATIONSHIP.**

Comprehensive 4 year / 50,000 mile warranty - Total scheduled maintenance at 10,000 mile / 12 month intervals, including oil and filter changes, at no additional charge - 24 hour Roadside Assistance throughout the United States.



**Philpenn Imported Car Company**  
**635 Lancaster Avenue**  
**Bryn Mawr, PA 19010**

**610-525-5900 • [www.philpennjaguar.com](http://www.philpennjaguar.com)**

We specialize in the repair of all Jaguars from the SS100 to the current S-Type. Our Parts Department is open for your convenience. Club discount available

## CLASSIFIED ADVERTISEMENTS MARCH 2003

FOR SALE 1988 XJ 6 Silver with blue leather interior. 83,000 miles. Runs great. Right front fender torn at bottom. Only \$2,000 OBO Erich Furitsch 215-695-0658 (DEC)

FOR SALE 1978 XJ12L 60K miles. Engine and transmission good. Dashboard and instruments good. In need of substantial work or good parts car. \$500 call Richard 610-495-9983 (FEB)

FOR SALE 1964 Mk2 3.8, 4 speed, Overdrive Metallic Blue, Perfect chrome wire wheels, New tyres, carpets, leather and wood, Stainless Steel exhaust new shocks & springs, full oil pressure. 70,000 miles. Approx 1,000 since engine and gearbox overhaul. Call Ken 609-497-2333 evenings & weekends

Offer: I have started a website for British cars at <http://www.britishusedcars.com> and I invite club members to put their free ads, parts ads, or wanted ads on my site. Cherie Titel 877-233-6497 Toll free fax/voice PO Box 54190 Cincinnati OH 45254 [cherie@britishusedcars.com](mailto:cherie@britishusedcars.com)

### REQUEST

Some of you members may know that your President is "going to the dogs". Actually he retired in 1994 and since then has been helping secure dog food for a life care- no kill facility. There are a great many animals in this category. If any person in our club has access to quantities of dry food, any donation would be appreciated and picked up within 300 miles of Philadelphia. (DEC)

## PARTS DISCOUNTS • FREE SHIPPING

**Start getting yours today!**

Motorcars Ltd.'s Club Partnership Program is underway and doing amazing. 450 club members from over 35 different clubs are taking advantage of their club memberships to receive discounts on Jaguar and Land Rover parts and free UPS ground shipping on orders over \$50.

**Are you registered with Motorcars Ltd.?** Don't forget about our special discount program for club members when you need to order parts. The savings can really add up.

**Want to register with Motorcars Ltd.?** Call (800) 338-5238 x 134 or e-mail [madaavid@britishparts.com](mailto:madaavid@britishparts.com). You can register in less than 5 minutes and start saving immediately.

**CLUB  
MEMBER  
DISCOUNTS!**



# MOTORCARS

Jaguar and Land Rover Parts

**(800) 338-5238 • [www.motorcarsltd.com](http://www.motorcarsltd.com)**

### ADVERTISING RATES

Full Page \$300 year / \$45 issue  
Half Page \$165 year / \$30 issue  
Quarter \$85 year / \$20 issue

### CLASSIFIED RATES

Members' ads free of charge –  
for three inserts  
Non-members \$10.00 per insert

### MEMBERSHIP RATES

Family \$45.00 per year  
Single \$40.00 per year

DVJC Badge \$10.00  
JCNA Badge \$30.00  
DVJC License Plate \$ 6.00  
Packing & Postage \$ 3.00

### DVJC OFFICERS INFORMATION

President	Kurt Rappold	610-358-4055	
Vice President	Jeff Dement	302-798-1819	xfusionfd@aol.com
Treasurer	Steve Kress	215-953-5227	jaguarsteve@comcast.net
Directors	Charles Olson	215-757-2028	cjolsonll@msn.com
	George Carr	215-345-7831	gdoldecarr@aol.com
Editor	Mike Tate	215-628-4961	mjtate1414@cs.com
Co-Editor	Kit Racette	215-646-6299	kitracette@yahoo.com
Secretary	Clara Saxton	610-268-3642	sxtm2@aol.com
Advertising	Kit Racette	215-646-6299	kitracette@yahoo.com
Membership	Ann B. Perry	610-388-2421	annsajag@aol.com
Photographer	Joe Federico	610-275-7752	
Concours	Kurt Rappold	610-358-4055	
Head judge	Jeff Dement	610-798-1819	xfusionfd@aol.com
Technical Advisors	Jim Shields	215-643-0937	jim_s@prodigy.net
	Paul Racette	215-646-6299	pracett@comcast.net
Club Merchandise	Tom Murray	856-309-8450	Thomasmurrayadv@comcast.net
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

### AREA COORDINATORS

Delaware / Maryland	Jeff Dement	302-798-1819	xfusionfd@aol.com
Lancaster County	Jack Donahue	610-857-5341	
North New Jersey	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
South New Jersey	Tom Jones	856-338-1705	jonestr@umdj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net

## SNG Barratt Group

Dedicated to you & your Jaguar



Shipping Jaguar spares around the world everyday for over 25 years...



#### Telephone

603 622 1050  
Before you decide what to buy, talk to our experienced sales team.



#### Fax

603 622 0849  
Fax a list from our 300 page catalogue or try us for price on parts for your project.



#### On-line

www.sngbarratt.com  
Search for a part by number or description and make a secure order on-line.



#### E-mail

sales.usa@sngbarratt.com  
Can't explain the problem, need a picture? Let the super highway do all the work!

Whatever you need, call us 1st! If it's Jaguar we're sure to have it! Use our toll free order line 1-800-452-4787

## New!!!!

Free digital catalogue!!!  
Printed version available too...

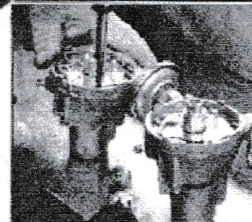
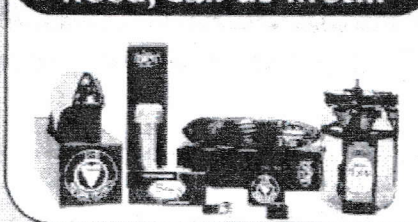


All models covered in full from 1949-1994, engine to bodywork with price list 300 pages of detailed exploded diagrams and easy to follow text. FREE digital Adobe Acrobat version now available by e-mail. Simply send an e-mail and we'll send it straight back the minute we get it!

catalogue@sngbarratt.com

Whatever you need, call us first!!!

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



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!!!

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