

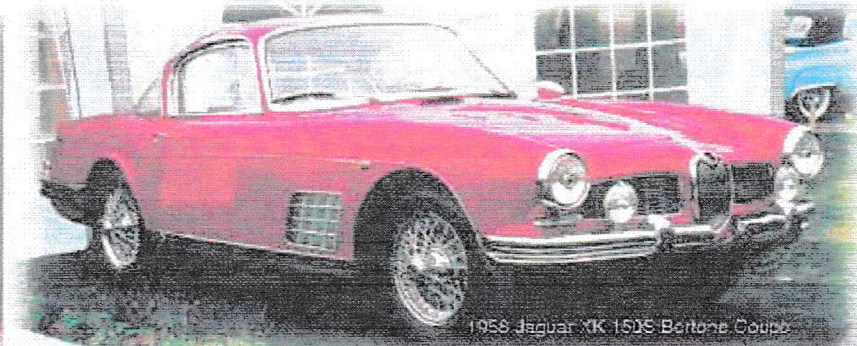
The Jaguar's Purr[®] May 2003



38th ANNUAL

DVJC Concours! May 31st 2003.

Don't miss the year's biggest show. Let's make it a great event!



1958 Jaguar XK150S Bertone Coupe

SEE REGISTRATION FORM INSIDE FOR FULL DETAILS.

- 9am - 5pm, Rain or Shine! • Fireworks • Midway Rides • International Food Fair
- Kid's Health Fair • Hole-In-One Golf • Petting Zoo • Pony Rides
- Live Entertainment • Fun For The Whole Family!

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PHILADELPHIA AREA
THE DELAWARE VALLEY JAGUAR CLUB CONCOURS DeELEGANCE 2003
38TH ANNUAL DVJC CONCOURS & CAR SHOW
FEATURING 40 YEARS OF THE 3.8 LITER JAGUAR 6 CYLINDER OHC ENGINE

This event to be held rain or shine at the Annual Strawberry Festival on Saturday, May 31, 2003 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: 40 years of the 3.8 liter Jaguar 6 cylinder, overhead cam engine, 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" and "X" 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. Bring your family!

PLACE MAY 31ST ON YOUR CALENDARS NOW!

REGISTRATION AT GATE WILL BE \$40.00
 Discount Fee of \$25.00 expires May 15, 2003.

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

Contact: Kurt Rappold, DVJC President at (610) 358-4055
 e-mail: Kruette@comcast.net

D.V.J.C. Concours & Show
 Saturday
 May 31, 2003

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone No.: () _____

Email: _____

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

JAGUARS TO BE EXHIBITED

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

Division
 Please check one:

Champion Driven

Revised 2002
 J.C.N.A. rules of judging will be followed.
 2003 Head Judge:
 Jeff Dement, D.V.J.C. member and certified judge
 J.C.N.A. official trophies to be awarded.
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 Certified and restrained judges.
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 Driven to Show
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Make checks payable to:
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 116 Governor Markham Drive
 Glen Mills, PA 19342
 FAX: 610-399-7036



Release Statement
 I hereby agree to enter the car(s) described in the Concours DeElegance on May 31, 2003. 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: _____

The Jaguar's Purr©

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MAY 2003

CALENDAR OF EVENTS

MAY

- 1-4 JCNA Challenge Cup, Phoenix, AR
- 17 Ragtops & Roadsters 9th Annual Spring Open House 9 am – 4 pm at 203 South, Fourth St, Perkasie. 215-257-1202. See www.ragtops.com
- 16-18 Import Car Show, Carlisle
- 31 DVJC ANNUAL CONCOURS. BRANDYWINE. Registration form in this Purr. Discount for early registration
- 31 Delaware Valley Triumph Club Concours, Hope Lodge, Fort Washington PA

JUNE

- 6-8 Chemung Canal Trust Historic Races, Watkins Glen
- 20-05 The Great American Race Start Detroit – Finish in Daytona on July 5.

JULY

- 20 Pool party at the home of the Musselmans in Lancaster. Ron and Trudi invite members for a swim, a chat, a barbecue and to see their restoration work on their E-type.

AUGUST

- 10 CANCELLED New Hope Car Show

SEPTEMBER

- 7 Bryn Mawr Rehab Car Show
- 14 Buckingham Township 5th Annual Concours. The pre Concours dinner will be held the evening of the 13th
- 19-20 13th Annual British invasion. Jaguar the featured marque. Stowe, Vermont
- 28 Franklin Mint Annual Car Show

OCTOBER

- 4 New Jersey Jaguar Touring Club Concours, Tinicum, PA
- 8-11 Hershey AACA Flea Market, Hershey, PA
- 24-26 Millsboro, Delaware Fall Rally. JCNA sponsored

DECEMBER

- 7 Annual Holiday Party – Whitmarsh Country Club

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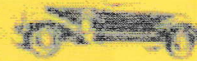
203 South Fourth Street, Perkasie, PA 18944
www.ragtops.com • email: info@ragtops.com
 (215) 257-1202

9th ANNUAL SPRING OPEN HOUSE

MAY 17, 9am to 4pm

See Website for more information

Many restorations in process on display!!!



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THE PREZ SAYS MAY 2003

CONCOURS

By the time you get this May Purr the weather should be decent and you should have the Jaguars all prepared for our annual car show at the Brandywine Hospital and Trauma Center. I expect to see some interesting new entries. The trophies have been on order for a long time and I hear there is a backorder. All the engraving is done and the first 50 people who pay to enter get the collectable dash plate. The Concours May 31st needs your help and I hope I can count on the club membership for this. If you can judge have you called Head Judge, Jeff Dement, to offer your help? (Phone 302-798-1819.) Better still e-mail him at xfusionfd@aol.com. Please support your club for our May Major Event. Be at Brandywine Hospital at 9 am to set up the tent, put up trophy tables and displays, help Pat take registrations, hammer in class stakes, help with parking the Jaguars by class and then take it all down by day's end. It really is a big day and I keep telling people with young kids that this is an annual Country Hospital Strawberry Festival designed for kids. It doesn't happen in Urban America!! Bring your children out to this one as sooner or later the bean counters will get to Brandywine and the whole show, festival, party will be history—Shame Shame !! By pre-registering your cars you will help us to organize the layout better and avoid a bottleneck on the day. Also by registering by May 15 you only pay \$25 compared to \$40 at the gate.

JCNA MEMBERSHIP CARDS

All active members of the Delaware Valley Jaguar Club (DVJC) are automatically enrolled in the Jaguar Clubs of North America (JCNA) and will have received their JCNA 2003 membership card the 2nd week in April, I know we did. I say "we" because Pat and I have a joint membership. This allows both of us to vote and receive JCNA awards. We share the same very early number 4134. Our DVJC is #33 so this prefix is part of the number for all our club members.

I noticed that our new card has an expiry date of 2-31-03. This is an error. I have had calls about this and have questioned JCNA main office. The answer is that a subcontractor was engaged to print and distribute these cards to the 6,000 members. After the proof was read a "computer glitch" altered the expiration date. According to the main office all cards will be mailed again after corrections are made.

SPONSORSHIP

While on the "Main Office" subject I would like to inform those who may be expecting sponsorship funding to be patient. In the last 10 years I have applied for and received various amounts of financial support from the parent company. The last two years we have received Ford Motor Company checks and this money has been used as follows:-

- (1) Donation to the Brandywine Hospital
- (2) Donation to the Brandywine Hospital Nurse Training Program (Last year)
- (3) The Millville Police Dept
- (4) The Millville DARE Program
- (5) The Millville Youth Police Corps (Last year)
- (6) Subsidize Concours and Rally special trophies
- (7) The Millsboro Delaware Fire Co (Last year)

This year I made the same applications in triplicate plus requested support for the Rally Team entering the XK120 in "The Great Race" which will take us 3,500 miles across the country. As this is a private entry I had hoped to get some basic support like a Rover Tow Car or some hats and "T" shirts for our four man team for the three weeks of rallying the old Jaguar. At this point I am told that all the applications are sitting on a desk that is un-occupied. So to those of us who care what is going on in our world don't get your hopes up!! The world will not come to an end because of this fiasco. We donated to the hospital before Corporate started helping out and I still hope we can spare a donation to the nursing school at Brandywine Hospital. The Millville Rally is not going to happen this year and I won't explain why again!! This will save us one donation although I truly love those Millville folks. The Millsboro Fire Co and the entire community were outstanding to the Rally contestants and I am inclined to ask our Board for the funds to donate to them in October at the Pumpkin Rally. This will be our official JCNA Rally for the year. According to our (stupid) rules a club can only have two sanctioned rallies per year, go figure! We had a chance to get rid of this rule at the A.G.M but blew it. I see no reason with a club holding monthly rallies as long as the scores are in minutes and seconds and only the Jaguars' two best times count.

FRANKLIN MINT & JAGUAR TOURING CLUB

One of the best car shows that treats us just for showing up so well is the Franklin Mint Show. Their 17th annual show is on September 28th. There is no entrance fee and you get a free breakfast, free lunch, free Dash Plaque and a free Franklin die cast car. If you want to spectate, it's a lot of fun. Last year 37,000 people attended. They bus you in free. If you are interested in displaying you must apply now. The first 500 vehicles are accepted, after that you are only a spectator. Registration forms are in this Purr. This is an open car show weekend, it's free and its in our own central backyard Rt 1 South.

The Jaguar Touring Club has moved their Concours date to Saturday October 4 at Tinicum, PA Polo Club. That is located just above New Hope and is a lovely site with many acres of green Turf. Last year their fee to be judged under JCNA rules was \$75 and compare this to DVJC's fee of \$25.00. It is hard to understand. Our 19 first place trophies are \$35.00 each engraved and we break even but we do run a raffle table. Anyone with a nice item to donate to our raffle table should send it ASAP to me as your Concours Chairman. If you do business with a reputable establishment that you would like to recommend to our fellow club members, see if they wish to promote their business by making a donation to our raffle table.

CLUB SHIRTS

Don't forget we now have our very own club shirts. It would be very good to see everyone in one of these at the Concours. Contact Tom Murray (856-309-8450 thomas@murrayadv.comcast.net) to buy one.

Looking forward to seeing you all at Brandywine

Kurt Rappold President



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EDITOR'S RAMBLINGS MAY 2003

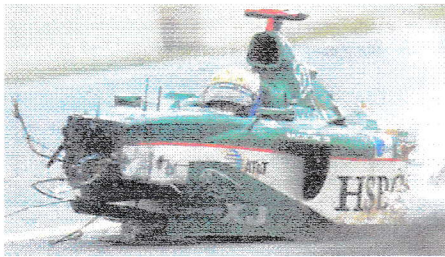
CONCOURS

You will note that the front cover is specially designed to attract your attention to the Club Concours on May 31st. This was designed by my eldest son Russell using some photos of a really special one off Jaguar that I took at the Pebble Beach Concours in 2000. This car is the 1958 Jaguar XK 150 Bertone Coupe. The small panel on the bottom photograph says "Not wanting to give the competition a chance to catch up with the XK 150 model, Jaguar insured its leadership with the "S" specification model in 1958. The increase in performance and horsepower came from a new cylinder head. Additionally, there were improvements in other areas and to the braking system, all of which drew rave responses from the automotive journalists and liberal use of the word 'superb' ". This unique and rare example was designed and built for the Turin Auto Show. A one of a kind car that seldom has been seen since, save for an occasional appearance at a Concours D'Elegance in Italy over the years. A complete restoration has brought this car back to its rightful center stage, prize winning condition. Restored in 1991 by Mike Fennel Restoration in Saugas, California and was shown at the Pebble Beach Concours D'Elegance in 1998. Price \$ 250,000."

Those of you who get your Purr electronically will see the cover in full color and those who receive it by "Snail Mail" will have to make do with black and white. Please make sure you support the club at the Concours. Bring your car and show it in the "Champion" or "Driven" Divisions. The "Driven Division" is judged less stringently than "Champion Division" and is for those of us who don't have the time to remove every spec of dust from the car and actually drive the car.

FORMULA ONE RACING

There are signs that Jaguar could be coming alive in F1 Racing. In the last 2 races they have shown up well in qualifying. It is so good to hear them being talked about positively by the commentators and is some reward for the Ford Motor Company and their huge investment. It is rumored that many top executives at Ford wanted to pull the plug but clearer minds said "no". Could you imagine the downside for the Jaguar image if they had pulled out and Mercedes and BMW were there battling it out with Ferrari.



The race in Brazil was perhaps the one with most action and one which was described as "Mayhem" The start was 15 minutes late through torrential rain. This

resulted in a treacherous track surface. This claimed World Champion Michael Schumacher's Ferrari, Juan

Pablo Montoya's Williams FW25 and both Jaguar F4's. At the time Mark Webber was performing really well but his car was wrecked when he hit debris on the track (see photo above from "Autoweek" of the wrecked car). You have to wonder how he escaped injury to his legs and it is a credit to the safety devices that the car did not explode in flames.

THE JAGUAR BADGE

Jaguar has always had a certain mystery about the origin of their name and have had a variety of names, badges and leapers to distinguish their cars. First came the letters "SS" which have been variously described as meaning "Standard Swallow" or the favorite "Swallow Sidecars". In fact, it is well documented that "SS" meant neither of these and that in fact Sir William Lyons never explained what the initials meant. Then there has been a variety of leapers starting in 1936 with the Desmo accessory company's design which Lyons said looked like "A cat that has been shot off a fence". This was followed by the mascot designed in 1938 by the artist Frederick Crosby which is most like the one we see today. Then there have been all the differing badges of the XK's and E-Types. So Ian Callum, Jaguar Design Chief said the following when he announced he was going to try and unify the Jag badges "Throughout the history of Jaguar, there has not been one, simple single badge. There have been a great many different badges. Perhaps that's part of the idiosyncratic "Britishness". Let's see what he does.

21st CENTURY E-TYPE

As the E-types mystique gathers even more momentum and prices escalate, the idea that the XJS is becoming the 21st century's E-Type is also being promoted. There were less than 100,000 E-types, 117,000 XJS and 417,000 XJ6/XJ12 built. In its early years the XJS was promoted in the USA as the "S-Type" and I have literature promoting this concept. In Europe the XJS is the young and middle aged person's fancy. The car they always lusted after as a child. Facts are that the XJS is not an E-Type but in its own right it is a simply wonderful Grand Touring car. Presently a good one can be obtained at comparatively low cost so perhaps its time to buy one as an investment? Think of all the people who now say "I bought my E-Type for \$1,000.

CURRENT JAGUAR FACTS

According to US government fuel figures, the new XJ8 4.2 has a highway average of 28mpg. That beats the BMW 745i (26mpg), Lexus LS430 (25) and Mercedes-Benz S430 (24). That gives the car an outstanding calculated range of 630 miles - a one tank trip from New York to Cincinnati. The new supercharged XJR should also get a big thumbs up from economy-conscious US buyers. Its 24 mpg Highway figure means that it is exempt from the hefty US "Gas Guzzler" tax which buyers of the rival Mercedes S55 have to pay. X-Type sales have been taking a hammering. Big lease incentives from BMW on the 3 series and Mercedes on the C class saw demand for the "X" tumble by a huge 44% in February alone. In the same month last year,

over 3,580 X's were sold. This February, the total was down to 2,002. The "S" Type did not do much better. A year ago, with the old model, dealers sold 1,179 cars. This February, with a much improved model and the addition of the S-Type R sales were hardly up at 1,184. The old model XJ kept finding buyers with 288 cars that were made nine months ago going to new homes. The XK 8 still keeps going strong with February sales up nine percent.

HERSHEY HILL CLIMB

Fortunately the Hershey Hill Climb was a two day event. April 26-27. It poured with rain on the day we were to caravan to Hershey. Mike Wolf, our leader, made an executive decision on the Friday afternoon and switched our day from Saturday to Sunday. A great move because Sunday was delightful. We met at Bob Evans Restaurant in Malvern, had some breakfast and set off in convoy for Hershey. There were 6 cars containing 11 people. Those who could took their hoods down to enjoy the sun and we drove through the most wonderful Amish countryside on Rt322. We were following Fred Mack, our 91 year old owner of a 1953 XK 120. At times the convoy was moving at over 70 mph but Fred had no problem in keeping up even though at times his car appeared to weave over the double yellow lines!! He later explained that he was having a hard time keeping the car straight and that recently he had work done to his front end. "I was fighting the steering wheel all the time". Well, Fred won the fight and we all safely arrived in Hershey which was 101 miles from my home in Gwynedd Valley. We parked in the fields that those who know Hershey come with plenty of mud especially after the previous day's rain. We splashed over to "The Hill" and inspected the cars in Pit Lane. There was every type of modified vintage car you could imagine. Original Minis', Lotus 7, Aston Martin, Saab, Volvo, MGB's, MGA's, etc, etc and yes...a Jaguar. It was Delaware Valley Jaguar Clubs one and only Susan Salsburg and husband David in

their 1961 red MK 2. Susan has kindly provided a brief story on her thoughts of the two days plus a photo of the Mk 2 in action which appears in this Purr under the title "A Grace-ful way to go Racing". The story is very different to that which she verbally mumbled to me. I thought she said "We have been driving, drinking and eating. That's it". Well done Susan and David and yes I for one will give it a go next year.

After inspecting all the cars we watched at the starting line and then climbed part way up the hill to see the action. Most of the cars were really moving. Before we left we visited a new Jaguar display. They had an X-Type, an S-Type R, an XK 8 and the new XJ8. Yes we sat in this latter car with our muddy feet and shoes hanging out the door. It is much bigger than the out going model and a delight inside. A real winner.

It was a very good day and well worth doing. It is something different to enjoy. A great spring drive, some exciting cars and action and Mike Wolf told me he and his wife went to the Hershey Hotel on the top of the hill and enjoyed a very good lunch. You should try it next year.

THE GREAT RACE

We have rested the stories on preparing Ralph Steinberg's XK 120 for the Great Race but we will be back. One thing we have found out. We knew it started in Michigan but never knew where. It's in Livonia.

Michael Tate Co-Editor

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**DELAWARE VALLEY JAGUAR CLUB
MINUTES OF THE DIRECTORS' MEETING 3/30/03**

The meeting was held at the home of Betty and Steve Kress. Attending were Steve and Betty Kress, Ann Perry, Paul Racette, Kurt and Pat Rappold, Bernice Sanft, Clara Saxton and Mike Tate.

President Kurt Rappold called the meeting to order, distributed copies of the agenda and called for a motion to accept the minutes of the preceding meeting, which was carried.

Treasurer Steve Kress indicated that his profit and loss report would be published in the next edition of the Purr. He reiterated the extremely positive effect on cash flow that we have experienced since Kit Racette has been distributing the Purr electronically. He also indicated that he is encouraging new members to allow their copies of the Purr to be delivered by e-mail. Steve said that there is new member information which tell some of the specific areas of interest or involvement preferred by the applicants and he will forward that information to Mike Tate. The Treasurer's report was accepted.

Purr Editor Mike Tate reported on his efforts and strongly urged all members to send him their personal stories of Jaguar adventures and items of local interest.

Paul Racette reported on his and Kit's efforts of e-connections, advertising solicitations and renewals. Paul was presented with an award from the Annual General Meeting for his article which had been submitted for judging. Mike Tate received information from the competition as well. It was noted that many of our region's articles had been included in the book which was compiled featuring outstanding entries.

Membership data was discussed including updating forms, e-mail applications, membership statistics, and membership retention reminders, which are under the purview of Ann Perry. Since most of the routine renewals have been received, the next phase will begin soon.

The much awaited slalom event may be scheduled for this year in conjunction with a show event in Philadelphia. NJ area coordinator Tom Jones has established the necessary connections to open discussions with Sunny Hill in this regard. President Kurt reported on changes presented at the AGM which concern slalom events. Of particular interest was the possibility of class modifications and of the event being right or left handed. Final determination on the changes was deferred to next year.

Our Concours is on schedule and Jeff Dement will serve as head judge. Updated Class V criteria was distributed. President Kurt reported that he has created a Jack Sanft memorial award for the popular vote Best of Show car at our Concours event. The other trophies and plaques for the event are on order.

The Millville NJ Rally was, of course, cancelled and a smaller rally was held in conjunction with visiting D.L Coachworks and enjoyed by all who participated. The fall event is expected to take place in Millsboro DE in October. While at George's Coachworks, on the local

rally, President Kurt made the necessary overtures to have some outstanding new vehicles present at our Concours.

Paul Racette asked whether our club apparel official, Tom Murray, might be asked to provide some information on the offerings to put on the website.

Discussion was held regarding the possibility of holding our next local AGM (Annual General Meeting) at a restaurant and making it clearer to the membership at large that their participation is greatly encouraged.

Paul and Kit Racette had gathered recommendations for several other group functions to take place during the year. The possibility of a caravan to the Garden of Sculpture sounded interesting and the matter will be referred to area Coordinator Ken Rocco for further exploration. It was further suggested that we might pursue a joint activity with the Jaguar Touring Club.

Mike Tate recommended that we construct a basic description of the functions of the area coordinators and also provide each of them with a roster of members within their respective areas. This would make it clearer and easier to communicate information and determine activities which would most interest our members. It is not advantageous to appoint coordinators and give them no direction toward which to perform. We all recognize that the administrative processes involved in this club are not proprietary and that "the more the merrier" is our perspective. That needs to be communicated more enthusiastically to the members at large.

Election Chair Ann Perry reported that the ballots submitted represented a unanimous election of the slate of officers presented. The results were approved as submitted. The Board of Directors recognized that too few members feel the inclination to run for office and that, again, we need to be certain that the administration is not viewed as a closed unit. Any members who are interested in serving in an office should be encouraged to present themselves for inclusion.

Kit and Paul will continue their e-efforts and notify members of events as they approach.

The possibility of a banquet in conjunction with the Concours event was discussed. It was decided that this would not take place this year. Further discussion showed that the Board would strongly endorse a barbeque type event on the grounds during next year's Concours.

There being no further business, the meeting was adjourned.

Our thanks to Betty and Steve Kress for their kind hospitality in allowing us to hold this annual dinner meeting at their home. For all those who could not attend, you may never know how good pretzel salad is.

Respectfully submitted,
Clara Saxton, Secretary

PROFIT AND LOSS STATEMENT DJVC 2002			
Steve Kress, Treasurer			
<u>INCOME</u>		<u>EXPENSES</u>	
Advertising	1,333.00	Membership	301.55
Membership	8,495.00	The Purr	3,249.02
		JCNA AGM	1,229.87
		JCNA Membership	3,409.00
Events: Concours	1,369.00	Concours	1,402.27
Concours Donation	150.00	Holiday Party 2001	75.00
Holiday Party	2,223.00	Holiday Party 2002	2,382.78
Longwood Gardens	1,600.00		
Moland House	1,950.00	Moland House	1,720.43
Rally	250.00	Rally	742/64
Merchandise:			
DVJC Badges	66.00	DVJC Name Badges	50.00
JCNA Badges	246.00	JCNA Badges	265.00
DVJC License plate	39.00		
		Miscellaneous	
		Telephone	39.68
		Office expenses	443.18
		Postage	154.06
TOTAL INCOME	17,721.00	TOTAL EXPENSE	17,023.40
TOTAL INCOME - EXPENSES = \$697.60			

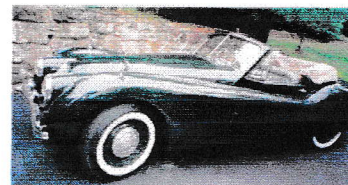
CLASSIFIED ADVERTISEMENTS

FOR SALE: 1964 Mk2 3.8, 4 speed, Overdrive, Metallic Blue Perfect chrome wire wheels. New tires, carpets, leather and wood. Stainless steel exhaust. New shocks and springs. Full oil pressure. 70,000 miles- approximately 1,000 miles since engine and gearbox overhaul. Call Ken 609-497-2333 evenings and weekends. (March)

RELUCTANT SALE: Family considerations force the sale of my mint condition 1986 XJ6. The car has been carefully maintained by an ex-Great Britain's mechanic with 20 years experience who prepped the car for the first owner. Everything mechanical has been examined and repaired if required including the alternator and new A/C compressor. Perfect interior (smell the leather) with new headliner installed by Ragtops and Roadsters. The sun roof works fine and chrome is excellent. British Racing Green body perfect. Never driven in the rain. Kenwood CD player. Odometer read 48,500. This exceptional car only \$7500 to someone who is going to care for and appreciate this vehicle. Call Reynold: Office 610-275-4065, home 610-489-1896 (April)



FOR SALE: 1953 XK 120 Drop Head Coupe, British Racing Green, Tan roof, Sage Green Interior. New paint, new interior and roof installed by Bassetts. Fitted Connelly leather suitcases. Engine clean but not concours. \$45,000 Call Paul 215 646 6299, pracett@comast.net (April)



FOR SALE: 1968 E-Type Roadster Series 1.5, Silver with black interior and top. Comes with rare factory hardtop. 53K miles. Only 3 owners with full documentation since new. Restoration to Concours standards. JCNA /DVJC 99 pts Concours. Standard Steel exhaust. Matching numbers with Jaguar archives documentation. Offered at \$55,000. Call Mike 215-628-4961 mitate1414@cs.com (May)



FOR SALE: 1961 Jaguar Mk IX sedan parts car. All there but would take too much to restore. All parts are good. Car has not run for 10 years and has been garaged in Huntington NY and can be seen at any time. Any reasonable offer considered. Call Al at 215-598-0882 days, Evenings and weekends 215-598-3427.

A Grace-ful way to go Racing

Susan Salsburg

For the last 20 years my husband David Arron & I have campaigned a full-race SCCA G Production MGA. It has been the source of too many screaming fights, crashes, blown motors and wasted dollars. So for the 2003 Hershey Vintage Hill climb we decided to take the low key approach & bring our 61MK2 Jaguar, Gracie (as in Grace, Space & Pace). The hard part was stuffing an SCCA legal roll bar in the back seat/trunk and saying good-bye to the picnic tables, which now can't open. The 5-point harness is OK but the fender mounted kill switch is just plain ugly. Over the years, she's had improvements such as PAS rack and pinion, upgraded suspension & Ralph Steinburg's magic fingers in the engine.

The event was worth the trip just to see the interesting mix of cars and gave us a chance to visit with friends who no longer race. It's scary when a guy says "you and I had a great dice at Lime Rock in 1978" and I try to hide the blank expression and can't remember his name. Nothing like having too many concussions and getting old!

The event started out badly on Saturday with rain and the famous Pennsylvania red mud in the pits. Poor Gracie looked like a Dirt-Modified. A lot of cars stayed on their trailers, but we raced anyway, just to make a statement about tough English cars and Lucas in the rain.

Sunday was just perfect and the car ran well, no problems and no temper tantrums from my usually volcanic husband! It felt strange to race with a muffler – no engine noise, just skinny tires squealing and crunchy gear shifts. Very tight corners, so the good Jag brakes & power steering really helped. The only sad part was being the only Jag; an XK or E-Type would have been fun to play with. I teased the E-Types in the car show to put a roll bar in and join us but they did take a tour up the hill on lunch break. We got a lot of positive feed back from the spectators & other competitors – they seemed to get a kick watching a four-door sedan slide around the corners. Also thanks to Mike Tate and Fred Mack who stopped by the pits with kind words of support.

Perhaps next year, the club will bring some cars to the show and maybe one or two can join us on the hill.



Photo courtesy of Ken Beard

FANTASTIC OPPORTUNITY

The club received this invitation to drive the all new XJ on a track!!! If you are interested please contact Mike Tate at 215 629 4961 mjtate1414@cs.combefore May 11 so we can let them know how many are interested – we already have three participating!!

This communiqué is to invite the members of the Jaguar Club of North America who are in the Washington D.C. area to a very special event. As you know, Jaguar is introducing the all-new XJ in late May. As part of the launch we are mounting a series of events called the Born to Perform Tour. The purpose is to present potential prospects and current Jaguar owners the opportunity to test drive the all-new XJ at a unique venue, a closed racecourse.

To make it particularly special for the club members in your area Jaguar would like to host club members on Friday, May 16th, 2003 to the Summit Point Raceway, Route 13, Summit Point, West Virginia. Jaguar Cars North America will pay admission for you and a guest as well as parking. Club members will be Jaguar's only guests that day and we will provide reserve seating at the races, a corral area to display your cars, access to a hospitality tent, special tours of the paddock area to meet the new Select Edition Racing Team and the best part of all... the chance to get behind the wheel of the all-new XJ on an autocross course and experience first-hand how Jaguar has reinvented an icon.

We hope many of the members will come out and enjoy the afternoon. Call Mike and reserve your spot !!

Technical Section - May 2003

Jim Shields

Preparation for the Season - Part 2

Last month we reviewed some items to be considered while preparing your car for the seasons' activities. These topics included the Engine and Driveline and the Cooling system. This month we'll cover the remaining systems on the vehicle. Again, thanks to Jaguar World Magazine, March 2002, for the excellent material for this article.

The Fuel System

Sediment from a rusting tank and/or water are the main problems here. Most Jaguars have a recessed fuel filler cap, with a drain pipe that will invariably become blocked at some stage. It is important that the pipe or hose be kept clear, preferably with a blast of compressed air. Failing that, a careful run through with an old speedometer cable insert (not a sharp piece of wire) will do the same job. Make sure at the same time that the rubber or cork seal on the cap is in good shape. Fuel tanks on XJ6 Series 1 to 3 cars have a 9/16th inch drain plug and should be partially drained once a year to remove any water or rust flakes.

Out of sight, out of mind is the gauze filter, usually mounted on the tank drain plug and intended to prevent any sediment from blocking the fuel pickup tube. These will eventually become blocked or will corrode away: MKVIII/IX and E-type seem to suffer the worst. Many times these tank drains/filters are untouched for years - try loosening yours occasionally to make sure the threads can still turn - then clean it when the tank is nearly empty. Also, the XJS has a filter hidden in the swirl pot beneath the battery: when this becomes clogged it overloads the fuel pump, causing it to fail prematurely.

Often ignored come service time is the main fuel filter, particularly when it is mounted in the boot. Many times these filters are packed nearly solid with silt, not having been changed for years. The usual symptom is that the car will idle perfectly well but misfires or breaks down under load.

Any V12 (injected cars especially) more than ten to fifteen years old and still on its original fuel hoses is a disaster waiting to happen, as they will have become rock hard with heat and age. There can be more than 20 hoses under the bonnet, pressurized up to 35 psi and it only takes one leak to start a fire. Missing carburetor drain pipes pose a similar problem.

Carburetors need to be stripped down and cleaned every five or six years. The HD type in particular will, in time, suffer from hardened diaphragms and rusted diaphragm springs. The passage which feeds fuel to the starting carburetor sometimes clogs causing hard starting.

When reassembling the carburetors, there are several important things to look out for . 1. Is the float height set correctly? 2. Shake the brass floats, where used, to

hear any sloshing of fuel inside - they leak regularly. (Another trick is to place into hot water and look for air bubbles.) 3. On SU carburetors prior to the HS type, make sure the correct type of cut-away fiber washer is used between the float chamber lid and the overflow pipe. Fitting a plain washer will block the vent and cause the carburetor to flood.

Electrical System

Regular maintenance here is vital but often neglected in today's world of sealed-for-life components. Check the plug leads: they should be clean and separated to prevent cross firing. The early screw-on have a habit of corroding inside the Bakelite end pieces, while the later silicone leads seem to breakdown inside as they get older. Prevent corrosion and make the leads easier to remove by using a little silicone grease (Silglide) when installing.

The distributor cap must also be spotlessly clean -inside and out- as any dirt will hold moisture allowing a spark to track to earth. Many ignition problems are traced to poorly made aftermarket rotor arms, identifiable by a rivet through the brass arm.

An old worn out condenser will soon make a mess of a new set of points, as will dry cam lobes on the distributor shaft. And while you are in the distributor, put those few drops of oil on the screw under the rotor to provide some lubrication to the distributor shaft. Make sure the plugs are clean, correctly gapped and the correct type for the car.

These days many cars are converted to negative ground either to install a modern alternator or just to be able to use modern electronic gear. Remember that when this is done that the wires to the coil and the fuel pump should also be reversed. They will still work but their life will be shortened. Speaking of coils, when was the last time you replaced the one on your car. Coils generally have long life but when they start to fail they can cause symptoms of fuel starvation or work fine intermittently. (OK when cold, barely function when hot, etc.) causing lots of headaches and grief. A good rule of thumb is every five years.

Another coil related problem concerns V12 cars fitted with the OPUS ignition. The correct coil for these is a 13C12, which is designed for five volt input and will discharge approximately 30 KV. Fitting a conventional coil which is expecting 12V input will reduce output to around 20KV. Fine under ideal conditions but not enough on a cold damp morning or when the engine is hot. A similar warning applies to ballasted ignition systems.

Is the timing correct? If retarded, the engine will run hot and lack power. If excessively advanced, it will be hard to start and may suffer internal damage.

Wiring faults are most common in the engine bay, particularly that of a V12 where high temperatures bake the plastic insulation which then cracks and either shorts the wire or allows it to stress until it breaks. Another potential weak point for some reason is the alternator connection of a 4.2 E-type.

One of the best known Jaguar electrical weak spots has to be the XJS wiper motor, tucked away in the scuttle vent under a flimsy plastic cover: the motor corrodes and fails regularly. On all cars it is important to keep the scuttle vent drain hose open or water will back up, corroding the heater fans and flooding the car.

Suspension and Steering

Dry wheel bearings are a common problem, usually on the front of an XJ40 because there is no provision for greasing, or the rear hub of an IRS car where the cap is usually hidden by a layer of dirt. If a car has been laid up for a particularly long time it is important to inspect the wheel bearings visually as the grease may have hardened.

Even genuine Metalastic type bonded rubber steering mounts will fail eventually, and it is particularly important that on E-types and XKs that safety brackets are in place on both sides of the steering rack. Cheaper substitute mounts will sometimes fail before the car leaves the shop, most notably the front sandwich mounts used on E-types.

Bonded rubber steering column doughnuts will separate over time as the aluminum blocks corrode. MkII power steering conversions are not necessarily

recommended, as extensive modifications are required if the correct geometry is to be retained. One conversion, since withdrawn, caused the tow-in alignment to alter by over an inch as the car was loaded and could ruin tires within 1500 miles.

Brakes

Mineral brake fluid absorbs water even if the car is not being used and so should be changed at least every two years. Not only will this prevent boiling and the resultant brake failure, but the removal of any moisture will help preserve those expensive master and wheel cylinders. Crud does accumulate in the wheel cylinders and new fluid will flush this out. Silicone brake fluid should only be used in a system which has been completely rebuilt for the purpose. Stick with DOT 4 fluid for minimum problems and longest life!

A potentially deadly situation arises when the bridge pipes fitted to the old Dunlop calipers (E, MK2, etc.) are incorrectly shaped or distorted during repair, as they can rub the tire and wear through with dire results.

Tires

An old tire, even if there is still plenty of tread left, will harden, reducing grip, and cracks can occur both in the sidewalls and within the tread area itself. Replacement may seem expensive, but remember when cruising at high speed on the Interstate, those four small squares of rubber are all that is keeping the car on the road. Also, remember that the speed and load rating of the tire must be correct for the particular car.

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**SNOW- SUN- FAMILY- FRIENDS- JAGUARS
AND AUCTIONS**

Do you remember April 7? Unbelievably it started to snow after several weeks of good weather. My roses knew it was spring. My lilac trees knew it was spring. Now for good or bad we were scheduled to fly to Florida and everything said we were going to get snowed out. As scheduled I carried my little dog (Midge) through the snow driven wind and put him into the car. He likes the Jags but it seemed a day for the Jeep. He knew something was up and his tail went down and his eyes looked at me accusingly because he knows how to make me feel bad. Midge is a very small "Maltese". He was right, he was heading for the Holiday House Pet Resort on Shady Retreat Road Doylestown. Only the best for Midge! We said our goodbyes with lots of "good boys" from me and lots of reproachful looks from Midge I headed home with the cars in front creeping through the deepening snow thinking "we are not going to Florida" but the flight did not leave until 6 pm so things could improve.

They did and our daughter got us to the airport early and the flight on US Airways left on time!!! We were picked up at Palm Beach by our son in a hired Cadillac. Yes a Cadillac! Not all bad though but it was not a Jag. Fellow club member and his wife Jim and Jane Shields have a "pad" in Palm Beach and by prior arrangement I gave them a call to fix to meet for dinner and at this time Jim suggested we attend the Barrett - Jackson Collector Car Auction on Saturday. What a great idea, so I told my wife she could have our grandson all to herself on that day. Jim picked us up on the Friday night in his XJ 8 for dinner. One of the great things in this part of the USA is you can eat and watch the passing traffic, and what a parade of cars there were - Rolls-Royces, Bentleys, Ferraris and Jaguars. After dinner we walked down the main drag. At one point there were four Ferraris, three Rolls/Bentleys and five top of the line Jaguar Saloons and another four XK 8's and yes a few Mercedes but hardly any BMW's. What a wonderful way to spend an evening.

Saturday morning my son and I (my daughter with her boy friend was also there but declined) left to pick up Jim and get to the first Barrett- Jackson auction held on the East Coast. The venue was South Florida Expo Center at the South Florida Campgrounds. This is a vast complex with the auction taking place under cover surrounded by vendors selling everything from die cast cars, car accessories, paintings, Collector Insurance, etc. There was the tent where the cars to be auctioned could be viewed and another corral where the cars with reserves that were not reached in the bidding were held. 30,000 people attended the auction over the three days (April 11-13) which was judged a "great success" with 159 cars sold fetching close to \$6 million. Many of the cars were in superb condition but the Jaguars were good but generally not top quality. Moving into the auction arena I experienced for the first time the "Raz-a-ma-taz" of the auctioneer and the electric atmosphere he generated. "Give me \$50 50 50 I've got 50.\$51 51 52 52 who'll give me 53?" And so it went with "pointers" identifying the bidders and urging them to go higher with applause greeting every winning bid.

By MICHAEL TATE

The Jaguars that went on offer (with only two not meeting their reserve) were:-

- Lot 24 1955 XK 140 OTS \$44,280 (surprisingly this car had A DVJC number plate in the trunk);
- Lot 64 1968 E-type Coupe 1.5 \$10,800;
- Lot 69 1967 E-type OTS \$53,000;
- Lot 156 1954 XK 120 OTS \$41,580;
- Lot 158 1963 E-type OTS \$28,628;
- Lot 170 1963 E-type Vicarage OTS \$37,800;
- Lot 191 1963 E-type OTS \$83,700;
- Lot 206 1965 E-type OTS \$72,360;
- Lot 218 1962 E-type \$37,260;
- Lot 240 1971 E-type Series 2bid to \$44,000;
- Lot 455 1962 E-type OTS bid to \$42,000;
- Lot 464 1960 MK1X \$12,960


So lots of E-types sold at very different prices and you see the top price was for Lot 191 for \$83,700. This certainly was a nice car but not a 100 pointer. It probably would have been in the first three in our Concours.

This was the highlight of my week in Florida and we returned home on Monday but did not collect Midge until Tuesday. I took the Jaguar so he had proper transport. It is always a joy to collect a pet from kennels and Midge nearly breaks his back so violent is his welcome. However he knows to sit still on those leather seats!

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- All that and FREE registration!

The theme of this year's show is "Automotive Anniversaries". Along with the standard events and car lots, we will be featuring special sections honoring Fords, Harleys, and Corvettes, all having significant anniversaries in 2003.

More information about the show will be available closer to the date. For now, contact me at 610-459-7075 or email at claspada@franklinmint.com for registration forms. Space will be awarded strictly on a first-come, first-served basis, so please don't delay. We want you to be part of this spectacular FREE event.

All Registrations Forms must be received by July 1, 2003.

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The Spring House Jaguar Lunch Group (From left Mike Tate, Dave Duckett, Jim Shields, and Paul Racette)