

The Jaguar's Purr©

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.



JUNE 2003

CALENDAR OF EVENTS

JUNE

- 6-8 Chemung Canal Trust Historic Races, Watkins Glen
20-05 The Great American Race Start Livonia Detroit –
Finish in Daytona on July 5.
21 Lansdale Car Show under the lights 7pm
28-29 The 28th Heart of Bucks Auto Show. War Memorial
Field on Route 202 Doylestown. Registration 8am to
12 noon. 200 entries accepted each day.

JULY

- 4 Skippack Auto Show, Fourth of July Parade
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. SEE FLYER

AUGUST

- 10 Newlin Grist Mill DVJC PICNIC Noon to 4pm
Directors' Meeting starting at 11 am
16-17 Duryea Hill Climb, Reading, PA
24 Taste of Britain Car Show and Polo Match, Rothsville

SEPTEMBER

- 1 Watkins Glen Vintage Grand Prix
7 Bryn Mawr Rehab Car Show
13 Fall Fest Car Show, Moss Motors, Dover, NJ
14 Hagley 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
20 Tinicum Polo Club and Car Show, Bucks County
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



GEORGE CARR MAY 24 2003

George died May 24 after a prolonged illness. George and his wife, Doris, were long time friends and members of our club. George was an elected Director who always contributed to our meetings and we will miss his "wit" and presence amongst us.

I cannot put a time on the length of our friendship except that it spans over 30 years. In that time the Carrs have had many beautiful Jaguars. He would take me through their giant barn which his grandfather built on Swamp Road, Doylestown to show me all the vehicles he kept inside. I never saw a taller barn.

Our hearts mourn George's passing. All our thoughts are with Doris and we hope this will help to provide the strength to survive the sadness of the coming months.

Kurt Rappold
His Friend

In this edition

Calendar of Events	Page 1
George Carr	Page 2
Prez Says	Page 3
Editor's Ramblings	Page 5
Classified Ads	Page 8
Pool Party	Page 10
Tech Section	Page 12
Club Merchandise	Page 13

George Carr – "He Made A Difference!"

By Larry Schear

My wife, Diantha, with whom I maintain a Ralph and Alice Kramden ("The Honeymooners") relationship ("Baby, you're the greatest!") once told me, if you want to see how important you are in the overall scope of the universe, stick your finger in the ocean, pull it out, and see how big a hole you left! George Carr leaves a hole! By a circuitous chain of events worthy of James Burke of "Connections" (PBS series), George Carr was responsible many years ago for my initial and growing interest in things Jaguar, and, indeed, the evolution of our very Delaware Valley Jaguar Club! You see, in a world of Ford, MoPar, and Chevy, I 'matured' (always open to debate!) in a Studebaker household. Buying his first car ever (a '39 Stude, in 1948) from his brother Sol, he maintained loyalty to that marque until they went out of business sixteen years later, and transitioned to Ford only because the local (Trenton, NJ) Studebaker dealer did so to stay in business. Over the years, I personally accounted for the demise of three of the things, two from catastrophic engine failure, and one from a major altercation with a Corvair. Eventually I wound up at Drexel, and, with my 'blood brother' "Bugs" Brachwitz (who now wants to be known as "Rolf"), we were prowling the streets of West Philadelphia and Yeadon one mid-sixties night in Bugs' flat-black souped-up '55 Volkswagen, and we came upon a pile of wrecked metal by the side of the road. 'Twas a 1948 Indian Chief (1300cc/80 cu. In.) motorcycle, the condition and immediate history of which I'll describe in another article; suffice it to say, it 'needed' a new 'tree' – the steering and front suspension assembly. We jointly bought it for \$25, stuck what was left of the front end into the trunk of my '55 Studebaker (which we had exchanged for the VW to get cargo space), and dragged it to Bugs' apartment (he was married to Lynn by then). Eventually, I 'bought out' his half-interest in the monster with two Sun tachometers and a differential chain fall, and then dragged it to my Trenton garage. Calling around to my motorcycle network (Sherm Cooper, of Cooper's Cycle Ranch in Hamilton Township, where I had traded in my Peugeot MoPed for a new Honda Trail 90), I was referred to a Honda dealership in Vineland, NJ, which used to be an Indian dealership, when they still made motorcycles. Those folks had a brand new tree for my Chief, hanging on a nail in their parts loft; it could be mine for \$30, cash! I picked it up the following Saturday and heading up Route 47, I passed a Studebaker dealership. At that time I was actively seeking the under-front-bumper-mounted factory fog lights for my '55 Stude Commander Sport Coupe (no window pillars), so I stopped in to visit their parts counter. I spied a green roadster in their used car lot, and asked (1) what it was, and (2) if I could take it out for a test drive. It was a Jaguar XK-120 OTS (roadster) with the top down – just the thing for a sunny afternoon in south Jersey! I left my Stude as collateral and headed out to play (in retrospect, I should just have headed home with the Jag; silly me!). A leak in the fuel line between the pump and the carbs necessitated my adding ten cents worth of gasoline to the car in order to return to the dealership! I

thought, "I like this type of car, but not this specific one," or words to that effect, retrieved my Stude, motored home, fixed and rode the Indian, and started looking around for a reliable (silly me, again!) Jaguar I could afford. Though driving my Dad's '55 Studebaker, my main mode of transportation then was a Triumph 650 6T Thunderbird motorcycle, and my folks were eager to have me back on four wheels (avtually, off two wheels!). Scanning newspaper ads in that fish-wrapper still called "The Trentonian," I found a black Jaguar XK-140MC for sale at Mr. Reedman's in Langhorne, PA, and went across the river to take a look at it. Examined it in a light rain, and slid the corners on Reedman's Test Track, went back to the Stude (the '55 again), moved it an inch, turned off the key, and went back to put a deposit on the Jag. Claiming that I'd sell the bike to finance the Jag, my Dad advanced me the funds to complete the acquisition, and I drove it home. At the time I was dating a girl who had a blue '53 Studebaker Champion Starliner Sport Coupe (Ah! We were a cliquish bunch back then! I eventually bought the car from her). She had car trouble one night, and was assisted on the side of the road by a gallant fellow who said that he was starting a Jaguar club, after hearing that her boyfriend had just acquired such a machine. That guy was our own Frank Weikel. Thanks, Frank! I attended the orientation meeting a few weeks later, along with Dick O'Kane, Bob Roggio, Pete Grillo, Norm Grimm, and others, and the DVJC was born! Dick O'Kane and Frank started our first house organ, "The Scratching Post". Affiliated with JCNA, we were invited as a club to attend an Empire Division Lime Rock weekend event; everyone said, "Sure!", but I was the only one from our club to show up, and I garnered a 3rd place trophy (I forget for which event; it's in my closet home in East Coventry, and I'm down in VA, as I write), thus beginning a long-standing and continuing tradition of inter-club rivalry on the track! I brought the car, still with its taped headlights, to our first Concours d'Elegance, with a windshield card made by my Dad, which said, "On the (date) this Vehicle upheld the Sacred Honor of the DVJC in Combat against the Empire Division, preventing them from gathering a clean sweep of the events. Beauty Is As Beauty Does!" I think Ed Gutgesell planned our first-ever road rallye, and I'm responsible for the "Vacation Valley Frustration Rallye" (in which 7 Jaguars were milling around the Flemington, NJ, traffic circle, seeking "Route 69 North", none of us realizing that the Class of 69 had taken such a toll on the road signs that the NJ DOT had re-numbered the route to the new Route 31! Never start a rally without a sweep car!), which was the ancient predecessor of our annual Milleville event. And here we are today! Why did I say George left a hole in the ocean? His was the green XK-120 OTS that got me started in a new way of life, helped bring Diane and me together (repeatedly, usually on the side of the road with the bonnet raised!), provided guidance and stimulus during the Early Years of the DVJC, and helped brainwash my kids and family (one uncle is a repeat and current Jaguar owner), and helped change the course of Humanity! Thank you, George! Please accept my sincerest sympathies, Doris. You and George were always fun to talk with at our club gatherings!

THE PREZ SAYS JUNE 2003

THE CONCOURS

My thoughts at this moment relate to our weather situation for our Concours. After ten consecutive rainy weekends I just listened to yet another forecast for yet another four day rainy Memorial weekend. Hopefully by the 31st it will have rained itself out and we will have glorious weather for the Concours.

Many new people have pre-registered so I am hopeful our show will offer many interesting Jaguars for everyone to enjoy. In a letter just received from the Hospital Strawberry Festival staff they claim that 27,000 people attended the Festival last year.

The trophies are all prepared and ready to go. Several new ideas will be tested. Our method of choosing our un-usual "Best In Show" award will be people's choice. Any car owner can submit a ballot and put it into the awards tent receptacle. The trophy this year will be in memory of Past President Jack Sanft. As most of you remember, Jack was our fearless leader for 12 years through the 1980's. If you are not showing a car please come and support your fellow club members.

**NEWLIN GRIST MILL. AUGUST 10 (Noon to 4pm)
DIRECTORS QUARTERLY MEETING 11am**

At our recent Directors meeting we discussed the fact that the New Hope Auto Show was cancelled and consequently the date of August 10 was open. Kit Racette offered to scope out a trip to Trenton to visit a beautiful garden arrangement where we could all tour to. It would have been about a two hour drive and be similar to the Longwood event we held late last year. Well Kit as usual did her homework and the recon patrol and sent in an unfavorable report. While discussing with Kit I recalled an event we held in 1994 at a 1704 Grist Mill in the heat of Summer. I scoped this out and was successful in arranging a family picnic, Jaguar Club style at Newlin Grist Mill, Concordville, on

August 10. The Mill is on Rt 1 near the Franklin Mint at Chenney Road. It is very private with ample parking next to a lovely Picnic Pavilion with cooking facilities. There are three miles of walking trails next to the Mills Water Raceways. A tour can be arranged of the mill which is working to grind the local farmers' corn, wheat, rye, oats and buckwheat. The Newlin family kept the Mill in operation until 1941. If enough children come I would be happy to operate the famous "Jaguar Parts Scavenger Hunt" which originated at this event in 1994, and of course a few prizes will be awarded. The food can be done again by the alphabet system. Those with last names beginning with "A - H" bring salad, "I - R" vegetable, "S - Z" deserts. The club will pick up the Hamburgers and Hot Dogs. I remember past Editor Ron Klien brought fresh corn to our 1994 event and we baked them in the hot coals of the charcoal fire...."Boy was that good!!"

By August 10 the heat will be upon us so we can chill out under the giant shade trees, kick some Jaguar tires and tell some of our Jaguar tales. Our 1994 event had 10 Jaguars and 33 people attend. This year's event could exceed that by far. Please fill in the pre-registration form so that Pat and I will know how many people to prepare for.

Bi-ANNUAL CHAMPIONSHIP

I understand this year's Bi-Annual Championship Meeting in Arizona was a success. I hope everyone who attended had a good time. I know that member Jerry Kunkle drove four days to get there to attend and participate in events. I am sorry it was so far away for us in the Northeast. The next Bi-Annual should be an East coast affair so that equal participation can be shared by our half of the country.

Happy Motoring
Kurt Rappold President D.V.J.C

REGISTRATION FOR NEWLIN GRIST MILL AUGUST 10 NOON - 4pm

Name.....Partners name..... Children names.....

Dog (On leash only) Number of people attending..... Food you will bring.....

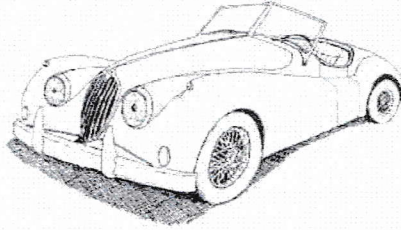
Jaguar you plan to drive..... Your Phone #.....

.JCNA #.....

Mail to Kurt Rappold 116 Governor Markham Drive Glen Mills PA 19342

RAGTOPS & ROADSTERS BRITISH AUTOMOBILES INC.

Repairs &
Restorations



203 South Fourth Street, Perkasio, 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 JUNE 2003

GEORGE CARR

Just before I started to type this I opened my e-mail and read a message that Club Director George Carr had died last night, May 24th. I did not know George very well and there are far more qualified club members who should and will write about his life and activities. I did visit George, with my wife, in Doylestown hospital a few months back. I am so pleased that we saw him. Also it is good that we published last year an article on George and his long love for British cars. God bless George.

2006 XK: JAGUAR PREPS ITS NEXT ALLOY CAT

Under the above headline "Autoweek" in its May 12 edition said that "Jaguar is readying its second aluminum-bodied model - the replacement for the XK coupe and convertible. A 400 - plus-horsepower XKR will be the flagship of the all-new lineup when it goes on sale in early 2006." They say that final production approval for the luxury grand touring 2 + 2 coupe, called "project X 150", is due later this summer. The new car will run on the same wheelbase as today's car but could have a higher ground clearance to help it avoid scrapes on dips and bumps, and will be taller to meet bumper height standards in some markets. It is said that it was planned that the car would be a platform variant of the rivet-bonded XJ sedan, but they have a problem getting sufficient body stiffness in the convertible using that material and bonding process. It is likely that they will use more steel to resolve the problem. Powertrains and suspension will come from the XJ. The XKR will feature a supercharged 4.2-liter V8, with other models offering a 300-hp 4.2 V8 and possibly a 260-hp 3.5-liter entry level V8. It is also said that a 500-hp XKR-R for 2008 or 2009 is being considered.

LOST LIGHTWEIGHT E-TYPE

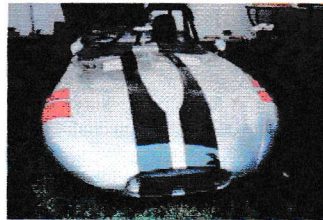
Many of you will recall what was termed as the "Lost E-type" which was found in a garage in Los Angeles and purchased at auction by an English collector. It was then taken by the Lynx restoration company and restored to new condition. The car is now back in the USA. It has joined the collection of Philippe Reynes of Scottsdale which includes an SS100, C-type, XKSS, XK140MC roadster, and a 1962 E-Type. He paid \$1.375 million for it and plans to have it back on the race track this coming summer. Now there is an example of someone using a rare and valuable car for the purpose it was intended.

JAGUAR SPONSORS VINTAGE RACING TEAM-THE SELECT EDITION

Jaguar Cars of North America have sponsored a vintage racing team which will promote the Jaguar Select Edition program. The team is run by Connecticut's Donavon Racing and will run three E-types. These cars are all painted in silver



with horizontal blue stripes on the bonnet and a red flash on each front wing. Two are roadsters and the third is a coupe. The coupe in fact looks identical to a lightweight and I was told, when I visited them recently at Summit Point, that the car was pre-lightweight and built in 1961. Perhaps it was a proto-type! One of the roadsters was also extremely interesting and at first glance I thought it was a "C" type. In fact it



was built in 1967 and is one of only two with bonnets built by Abbey Panels without headlights. It is a 4.2 with Webber carburetors and dry sump. I took lots of photographs and some are reproduced here. I understand the goals of this program are to re-establish Jaguar's relationship with the historic racing enthusiasts who attend vintage racing events and at the same time raise awareness of the Jaguar Select Edition Certified pre-owned car program. They have got off to a good start having three 1st in class in 3 races, and 3 track records for E Types. This is the third element of Jaguar's motorsports strategy, joining their Formulae 1 team and Rocketsports Racing SCCA Trans-Am program. You can see this team at California Speedway June 20-22; Road America, Wisc July 18-19; Laguna Seca, Calif., Aug 15-17; Lime Rock's Vintage Fall festival Aug 29; Watkins Glenn, NY Sept 6-7; and Moroso Motorsports Park, Fla, Oct 31-Nov 2.

FANTASTIC OPPORTUNITY SUMMIT POINT RACEWAY XJ 8 INTRODUCTION.

In the May Issue of the Purr we published the invitation by Jaguar to drive the new models of the XJ8 at Summit Point Raceway in West Virginia on May 16. Ten members signed up to attend. The weather forecast was foul and a couple of people called off before the day. Members Paul Racette, Jim Shields and I set off on the 15th. Jim persuaded us that we should set off early and visit the Carlisle Import show on the way. We arrived at the showground and found that the show did not open until the next day. Everyone was very busy erecting their stalls and tents. We talked with the organizers who permitted us to enter the showground so we had the pick of what was available which consisted of parts for all types of old British cars. Tools both old and new and even a number of rusted old Triumphs and MG's offered at prime prices for restoration. What surprised me was the number and variety of Jaguar parts that were available. After various purchases we were on our way seeking somewhere for a late lunch. We found a bar on the main drag in Carlisle where we ordered the forbidden fruits of Hamburgers and a pitcher (jug in England, bigger than a pitcher) of draught Bass Ale. It was excellent and the XJR really took off when we continued our journey. A night at the local Hampton Inn and we were only 15 miles from Summit Point in the morning. It had rained all night but had stopped and many of the fields and roads on the way were flooded. We arrived at the reception tent at Summit Point. The hospitality tent was in the process of being moved to higher ground so we proceeded to where the "Born to Perform" Jaguar Tour cars were waiting for us. There are two tracks at Summit point. One is a small practice lap and the second is the main track where all the racing takes place. This day was reserved for members of the DVJC, the DC and Virginia Clubs. To start the day Jaguar had a substantial fleet of new cars at the practice track. Represented were the standard XJ 8, the Vanden Plas and the XJR.



The organizers told us they had been flooded with visitors the previous two days limiting the individual track time. Because of the projected

bad weather (we only had a slight drizzle early on) for our visit the number of attendees was very limited. The only other member I saw there (besides Jim & Paul) from DVJC was new member Brian Craig and his son in their new red X-Type. Now here was a man who had just found religion.....Jaguar. It was a tonic to hear him talk so enthusiastically about how he had come to purchase his X-Type from The Great Britains and how thrilled he was with the car. It still amazed him what features the car had to offer at the price. For the next couple of hours we drove, with a professional driver, each of the models. The cars are indeed beautifully finished and there is much more room inside - especially headroom. All the models handled very smoothly offering lots of power in their price range. Naturally the Supercharged XJR took the prize for acceleration and sheer speed. The change in the visual appearance is noticeable when standing next to the previous model but standing on its own it is hard to tell. The front end looks more compact with the look of the X-Type and the radiator grill on the standard model goes back to the Series 2 XJ6! After driving on the practice track we each took to the main race track and did two laps at speed with our professional driver keeping an eye on us to ensure we hit those markers correctly. (Member Mike Cook who was in the area over the weekend told me he had heard that someone had written off one of the new XJ8's !!!!)



After the driving experience we visited the Paddock and walked through the pits with the usual huge variety of cars being made ready for the weekend racing. One thing is always the same when you visit the pits at any racetrack and that is that the participants are always so friendly and happy to chat about their cars. We also visited the new Jaguar Select Edition Racing Team which I have covered separately in the section above.

After it was over and we were on our way home it was agreed that despite the weather (not as bad as the forecasts) we had a great time. Lots of photographs were taken and some are shown here.

Michael Tate Co-Editor

*Isn't it time to
make the
switch to a
British import*



from The Great Britains **JAGUAR**



	JAGUAR New XJ8	MERCEDES S500	BMW 745i
Year	2004	2003	2003
Price	\$59,995	\$74,995	\$79,195
Fuel MPG	28	22	26
Front legroom	43.1"	41.3"	41.3"

Dare to Compare at ..

THE GREAT BRITAINS

900 South York Rd., WILLOW GROVE, PA

(Just off Exit 27 PA Turnpike)

215-443-5900

www.thegreatbritains.com



JAGUAR

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)

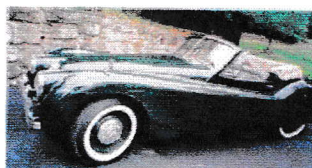


WE UNDERSTAND THIS VEHICLE IS NOW SOLD.

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 Connolly leather suitcases. Engine clean but
 not c oncours. \$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 mjtate1414@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 Huntingdon 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.

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

LIBRAN'S PLATING
 95 Airport Drive, Huntingdon NY, 14850
 (716) 655-3600

*Specialists in Restoration & Repainting of Antiques & Collectors Cars, Parts
 Classic Model Cars
 Pickups & Restoring of Business Cars*

TRAVIS LIBRAN
 Phone 215-944-0442
 Fax 215-944-8015

www.librans.com
 E-mail: travis@librans.com

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 x134 or e-mail modavid@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

SNG Barratt Group

Dedicated to you & your Jaguar



Shipping Jaguar sp
world everyday fo



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.



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

New!!!!

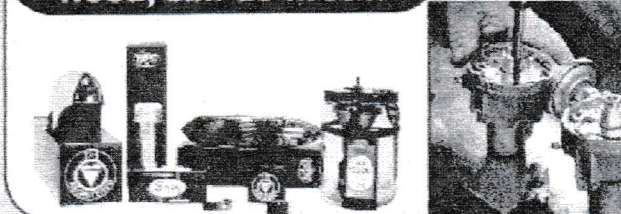
Free digital catalogue!!!
Printed version available too...



All models covered in full from 1949-1994, engine to bodywork with price list 300 pages of

Whatever you need, call us first!!!

ISO 9002 acc
- the very first



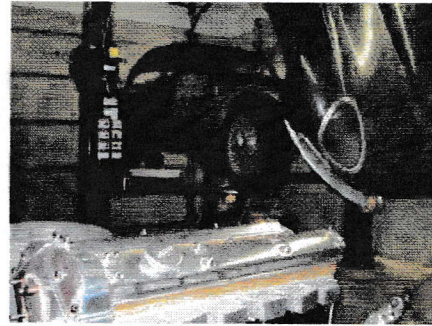
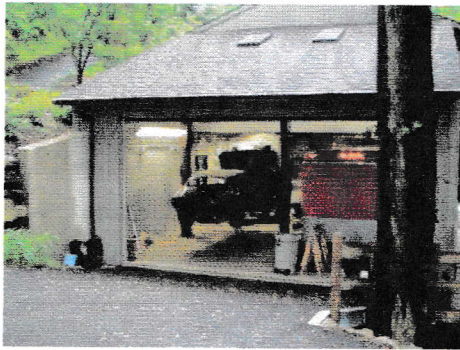
We not only sell Jaguar parts we make them too! Many of the parts a produced by the SNG Barratt Group. So what not cut out the middle

POOL PARTY AT THE MUSSELMANS

SUNDAY JULY 20 Noon

Ron and Trudi invite the members of DVJC for a swim, a chat, a barbecue and to see the restoration work on their E-type.

(Please note : Their home is a non-smoking house, and the deck is made of wood; therefore, smoking is possible only on the driveway)



Address: 2605 Pennwood Road, Lancaster PA 17601-2322

Reservations to Ron and Trudi at 717-299-5613

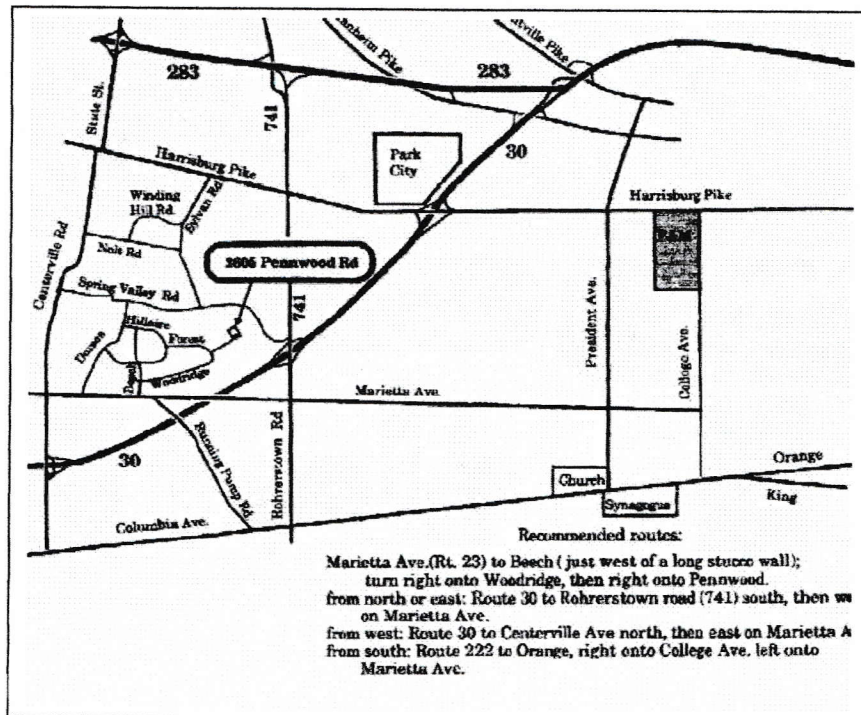
Ron and Trudi will supply hot dogs and hamburgers

Those with last name A-H bring salad

I-R bring vegetables

S-Z bring desserts

Here are directions to their home





Cloverleaf Auto Service

**Repairs
&
Restoration
Since 1975**

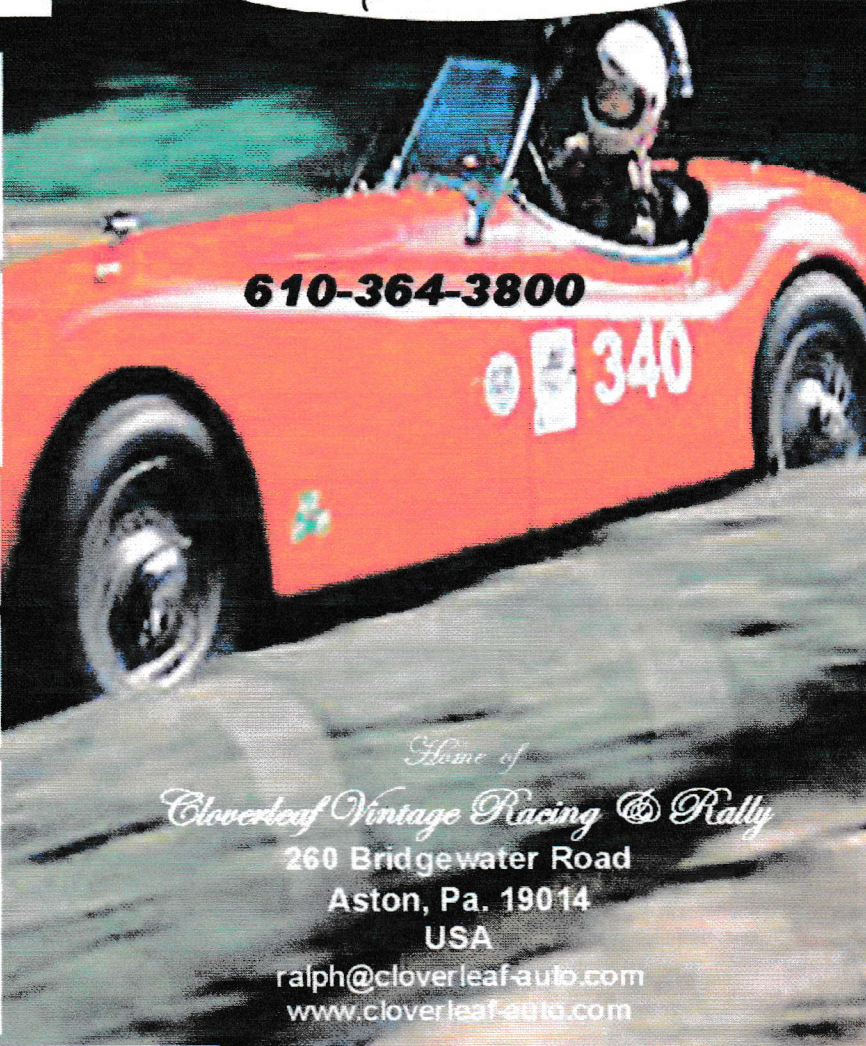
**Pre-War
to
New
SS to X**

**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
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**

June Tech Page : Visit to Ragtops and Roadsters by Jim Shields

Even though the weather was miserable (what else this May), Saturday May 17th was going to be a great day. First of all, my newly resurrected 1985 XJS was going to get inspected and then I was driving it to Perkasio for its maiden run with Paul and Kit Racette for a visit to Ragtops and Roadsters' Annual Open House. The XJS is in mint condition with only 11487 miles from new but has been in storage for about 10 years. My recent purchase, from a club member, makes quite a story which I hope to bring to you in the future. I've only had to sort through a few relatively minor problems (great considering the age and storage) which is a tribute to Jaguar quality and the excellent storage conditions enjoyed all those years. Needless to say, I was excited about getting the car running and back on the road. The inspection went without a hitch as was expected although the emissions test just squeaked through. Now for the fun.

After picking up the Racettes, we headed up Rt. 309. As we approached Perkasio, there is a long grade and I decided to kick it down to second for a boost. Well, it dropped down OK but never shifted back up. I had encountered this problem initially but thought it was solved with a repair of the auxiliary air valve (low vacuum) and it seemed to have been working fine. After limping along in 1st gear for a few miles (slowly) all of a sudden she started working fine again as we arrived at Ragtops. Hallelujah !!! Guess we have some more sorting to do.

It is always a treat to see the specialty cars that show up at these open houses. Parked outside were 2 Mk9 Jaguars, an XJ6 and 2 XK120s. Other cars were a Rolls Royce, Fiat 1500 roadster, MG TD, 3 Triumphs, 3 old Minis and 3 new Minis plus a Volvo P1800 Coupe body that had just come out of the paint shop. Inside, the variety of cars in various states of restoration continued with 2 Austin Healy 3000s, an MG TC, MG "convertible" from the 30's, a Morgan "barn find" waiting to start restoration and several TR3 Triumphs. What a great sight to see all these old British cars being looked after with such "TLC".

As usual there was a good group of enthusiasts there to enjoy the day, the coffee and doughnuts and even lunch. Much of the fun of this event is talking with the staff about the projects going on. One conversation with Mike Engard was about a 1934 Rolls Royce 20/25 Sport Saloon that they had recently finished restoring. This was a very special car with only 3 ever made. It had belonged to a local teacher who had completed much of the metalwork






before bringing the car to Ragtops for paint and interior. Before they could complete the car, the gentleman died but the family chose to have them finish the job. I had particular interest in this story because I saw the car in Atlantic City in February as it was being sold at auction. It was absolutely stunning in a perfect maroon finish, beautiful interior, and all the original build sheets and tools - WOW! But, in addition to all that, this car led to my finding the new XJS - very small world.

Another interesting discussion, again with Mike, was about the Soap Box Derby. He had a car in the shop which R&R was helping the local Boy Scout troop build for the race this year in Souderton. It was fascinating to see that the car now comes in a kit for the boys to build with official wheels, axles, body, etc. Many years ago (early 70's) I was in charge of running the local Soap Box Derby with the Upper Dublin Jaycees. We ran clinics for the boys on how to build the cars. It was expected that the boys would build the cars with the help of Dad or other from scratch except for official wheels. Apparently there were so many people taking advantage of the gaps in the rules and downright cheating that the derby organizers have made the cars as equal as possible so the only difference is in the way the boy drives. I know it was a huge undertaking for the kids to build those cars but even if they did not win there was tremendous pride in having completed your own car. What a sad commentary. Oh well, times change.

We also learned of a new local publication for auto enthusiasts called the Delaware Valley Classic Auto Review. This 8 page, B&W magazine is published by Matthew Winkler in Doylestown and carries stories of local collectors and their cars plus club events, activities, etc. Previous issues had articles on Al Pincus' XK140 and his fabulous "barn" in Pineville. A subscription for 6 issues costs \$5.00 so you might find it interesting. Contact DelValC.A.R. at 286 East Swamp Road, Doylestown, PA, 18901.

Well, after a few thoroughly enjoyable hours we left and made an **uneventful** trip home. However, the XJS did act up again later the same day. This time, after consulting with a GM transmission expert friend, I think the problem has been solved. The culprit was the electrical kickdown switch itself. The switch worked OK but the adjustment was out allowing it to get stuck in the ON position, preventing the transmission from shifting up. Onward and upward!

DELAWARE VALLEY JAGUAR CLUB SHIRTS

	<p><u>Jonathan Corey (509)</u> Pique with arrow trim and contrasting pocket, 100% combed cotton, four buttons, short sleeves, drop tail with side vents. Double needle throughout. Color: White body with hunter green collar and khaki trim. Price: Medium, Large and X Large - \$28.95, XX Large - \$33.95</p>
	<p><u>Munsingwear (621)</u> Sanded twill button down shirt with pocket, 100% Fine cotton. Seven button classic. Long sleeves. Hemmed shirrtail bottom. Left Chest patch pocket. 4.5oz double needle stitching Color: Khaki / black Price: Medium, Large and X Large - \$32.50, XX Large - \$37.50</p>
	<p><u>Lee (83062)</u> Sueded crew fleece with V-notch 80% cotton, 20% polyester Long sleeves. 9.0oz double needle Color: Stone or Ash Price: Medium, Large and X Large - \$28.50, XX Large - \$33.50</p>
	<p><u>Lee (73195)</u> Crewneck Fleece, 50 % cotton, 50% polyester, pill-free fabric. Coverstitched throughout. Color: Natural, Ash or White Price: Medium, Large and X Large - \$18.50, XX Large - \$23.50, XXX Large - \$29.50</p>
	<p><u>Lee (51080) Ladies / Lee (71808) Men</u> Denim, button down shirt with a chest pocket on the left with button closure Woodtone logo buttons, double needle detailing, 3-button placket cuffs. Color: Ladies' Natural only, Men's Natural and Hunter Green Price: Men's and Ladies' Small to X Large - \$28.50 Men's XXL - \$33.50 (Ladies' shirts are only available Small to X Large)</p>

Shipping: Orders totaling \$18 to \$50 \$ 7.95
 Orders totaling \$51 to \$100 \$12.95
 Orders over \$100 12% of cost

Mail order with check to Thomas Murray Advertising, 15 Hazel Ave., Voorhees NJ 08043
 Phone 856-309-8450, Fax: 856-309-8451 email: Thomasmurrayadv@comcast.net

Name _____ Ship to _____
 Address _____
 Phone _____
 Email _____

Qty	Item	Size	Color	Price
			Merchandise Total	
			Shipping Cost	
			TOTAL	

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

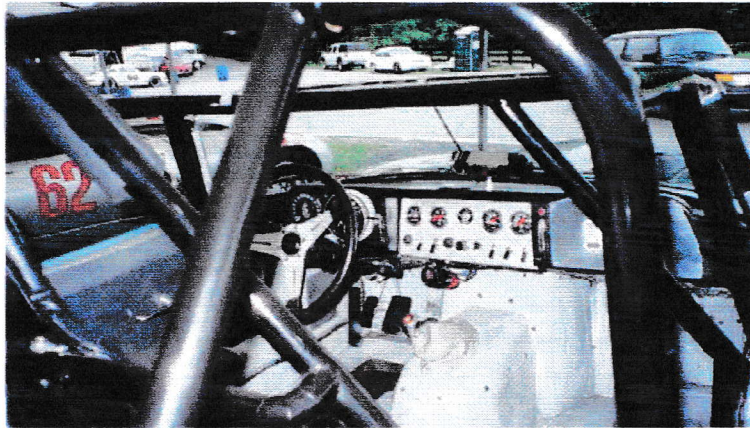
President	Kurt Rappold	610-358-4055	
Vice President	Jeff Dement	302-798-1819	xfusionjd@comcast.net
Treasurer	Steve Kress	215-953-5227	jaguarsteve@comcast.net
Directors	Charles Olson	215-757-2028	cjolsonli@msn.com
Editor	Mike Tate	215-628-4961	mjtate1414@cs.com
Co-Editor	Kit Racette	215-646-6299	kitracette@yahoo.com
Secretary	Clara Saxton	610-268-3642	sxtn2@aol.com
Advertising	Kit Racette	215-646-6299	kitracette@yahoo.com
Membership	Ann B. Perry	610-388-2421	annsjag@aol.com
Photographer	Joe Federico	610-275-7752	
Concours	Kurt Rappold	610-358-4055	
Head judge	Jeff Dement	610-798-1819	xfusionjd@comcast.net
Tech Advisors	Jim Shields	215-643-0937	jim_s@prodigy.net
	Paul Racette	215-646-6299	pracett@comcast.net
Merchandise	Tom Murray	956-309-8450	Thomasmurrayadv@comcast.net
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

AREA COORDINATORS

Delaware/Md	Jeff Dement	302-798-1819	xfusionjd@comcast.net
Lancaster	Jack Donahue	610-857-5341	
N New Jersey	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
S New Jersey	Tom Jones	956-338-1705	jonestr@umdnj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-890-0190	richardm526@comcast.net



Travel in style a la Jaguar !!!
S-type Limo spotted in Chester PA by Kurt Rappold



Editor's quiz - please identify. If you think you know call Mike Tate with your answer.