

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 2004. All rights reserved.
Reproduction without permission is prohibited.



May 2004



AREN'T THEY BEAUTIFUL!!!

XK120 owned by Kit Racette, XK140 owned by Jim Shields, XK150S owned by Mike Tate
Photographed on April 17 on the DVJC Brandywine Ramble

Newsletter Contents

Upcoming Club Events	Page 2
List of Officers	Page 2
Advertising Rates	Page 2
The Prez Says	Page 3
Editor's Ramblings	Page 5
Feature Article:	Page 8
"Goodbye To My Toys" By Mike Tate	
Classified Ads	Page 10
Calendar of Events	Page 11
Club Merchandise	Page 13

*Thanks Mike Wolf for a lovely
day's drive on April 17.*



Our first lady Pat Rappold with Jay
Leno at the JCNA AGM

SATURDAY MAY 8 DVJC CONCOURS JUDGES WORKSHOP
AND SALE OF JACK SANFT'S CAR MEMORABILIA

CONCOURS JUDGING: Many changes were made to the JCNA Concours rules at the JCNA AGM in LA. Kurt will bring us all up to speed and clarify the current rules and regulations. All members are welcome – this is an opportunity to learn about the Concours judging even if you have never taken part in one.

CAR MEMORABILIA: Jack Sanft was the longtime President of the DVJC and President Emeritus from 1990 until his death in December 2002. He was an avid car collector particularly of Jaguars over many years. His widow Beatrice has asked Kurt to clear out his garage – a formidable task – and donate the proceeds of the sale to the Club.

Here is your opportunity to pick up that long felt want !!! Join us for a silent auction. If you want to contribute from your own collection, bring them along.

Session will begin at 9 am. – coffee and donuts provided. Sandrose Trophies, 9th & Sproul St West Chester, PA.

Let Kurt know you are coming by calling him at 610-358-4055 or email kprappoldxksp@snip.net

DIRECTIONS: Route 476 to Route 1. Take Route 1 south about 5-6 miles to route 352. Take 352 South 5.8 miles through Boorkhaven and Parkside. In Chester Route 352 becomes Edgmont and then Avenue of the States. After 5.8 miles turn right on 9th street (KFC on corner). Two blocks to Sproul St. On corner is Sandrose Trophies, a two story building with large car park. Go in the entrance and up the ramp to the second floor. For directions from NJ, please contact Kurt.

Directors Note: There will be a directors' meeting after the Auction.

COMING UP ON JUNE 5th : DVJC CONCOURS

A FLYER IS ATTACHED TO THIS NEWSLETTER.
SEND IN YOUR REGISTRATION TODAY

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	kprappoldxksp@snip.net
Vice President	Jeff Dement	302-798-1819	xfusionjd@aol.com
Treasurer	Steve Kress	215-953-5227	jaguarsteve@comcast.net
Directors	Charles Olson	215-757-2028	cjolsonll@msn.com
	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Editor	Mike Tate	215-628-4961	mjtate1414@cs.com
Co-Editor	Kit Racette	215-646-6299	kitracette@yahoo.com
Secretary	Clara Saxton	610-268-3641	sxtn2@aol.com
Advertising	Kit Racette	215-646-6299	kitracette@yahoo.com
Activities	Tom Murray	856-309-8450	Thomasmurrayadv@comcast.net
	Tom Jones	856-338-1705	jonestr@umdnj.edu
	Ann B. Perry	610-388-2421	annsjag@aol.com
Membership	Ann B. Perry	610-388-2421	
Photographer	Joe Federico	610-275-7752	
Concours	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
Head judge	Jeff Dement	610-798-1819	xfusionjd@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 / MD	Jeff Dement	302-798-1819	xfusionjd@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@umdnj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net
Willow Grove	Sidney Cark Sr	215 657-3914	

JCNA ANNUAL GENERAL MEETING. NEW CONCOURS RULES

It never ceases to amaze me about my own memory and other people's impressions. Our A.G.M. was clearly a long meeting, going from 8:30 am until 3:30 pm with about 108 delegates and board members working through the Agenda. There is an orderly process we use (Robert's Rules of Order) plus our President and a parliamentarian who listen to every word. The Tulsa Club proposed to change the procedure for chartering a new club so that an appeal process is available for protesting having a new club within 100 miles too close to an existing club. It failed. The Concours Rules Committee wanted to combine Classes 1A and 1B. It failed. However, I remember the vote and at least one other club's newsletter I have read stated that it passed!!!

That is why the new President Bill Streitenberger has alerted all clubs holding Concours in 2004 to print the newly revised Rule Book and the new for 2004 Series II, E-type supplement off the JCNA website. Also he requires us to hold judges training sessions and administer the new judges test to certify judges. There was a proposal to split class 14, for the XJS category, produced from 1976 to 1996 but it failed. Next year we will look at this one again and listen to J.C.R.C. recommendations for class 14 - this was from my notes!!

JUDGES TRAINING SESSION AND AUCTION

Our last chance to hold the second judges training session will be May 8 in Chester at my shop. I will provide coffee, donuts and bagels. We will also look over the Jack Sanft collection and hold a silent auction. It is already set up on nice tables and our people can circulate around it during our breaks etc to bid on these items. If anyone attending would also like to donate an item for the silent auction it is for the good of the Club and I will bring extra bid forms for any extra items that show up. In the event that an item is not bid on I will just cover up the display until we meet again. Thanks for the memory, Bernice.

MILLVILLE RALLY

Our rally is coming up fast. Anyone who thinks they would like to participate should act now. If you just want the flavor for the event you can come to Millville for the downtown car display and a special feature this year, a night time air show with special light effects. Just hope for nice weather to assure the best possible fun for those who participate.

THE DVJC ANNUAL CONCOURS JUNE 5

The Concours is on target with some applications and checks already received. Thanks to Tom Murray for a great job on this year's flyer. I'm proud to send this out as it is a nice piece of work. Also thanks to Tom Jones for continuing to work to set up our liaison with the Indian Reservation Chief.

DVJC SLALOM JULY 24. LOCATION APPROVED. HELP WANTED

Also GOOD NEWS for the Slalom. We received our approval for the parking lot at Garret Valley High School July 24th. We already had our JCNA sanction, JC Taylor Insurance Policy and outside assistance to help our committee do our first ever JCNA sanctioned slalom. If you wish to be considered for the Fred Horner Award you must do a concours, a slalom and a rally. In all of JCNA last year there was only one recorded member out of 6000 members who qualified to win this award. All three events must be driven in the same exact car.

Thanks to Past Director John Alexander for filling in the school property form and submitting it to the proper people. Just as a reminder the Slalom is for Jaguar cars and Jaguar club people only. Our insurance only covers club members driving their own Jaguars. A lunch is planned, after we wrap up, at the Old Concordville Inn nearby on Route #1. If you are available that Saturday morning it would be nice to have some volunteer help. Since the event will be the end of July we expect it to be hot so plans are in place to have the club's 20'x20' tent up early to shade our people. Also we need coffee and donuts for the early risers who will be there to set up the controls, the course and our tent. Call Gerry Kunkle 610-861-0844 agkunkle@aol.com or Charlie Olson 215-757-2028 cjolson11@msn.com if you will help.

BRANDYWINE RAMBLE

Our Malvern to Kennett Square tour was planned on the perfect weather day on April 17. Mike Wolf was expecting 18 Jaguars and all showed up at the Bob Evans for breakfast. We toured down Route 202 to Route 30, then south on 340 to 100, right on Kirk Road to 82 and on to Kennett Square for a nice lunch at a downtown facility which had been restored or kept in perfect condition. We all congregated on the roof top open air area and had an enjoyable time together. This route would be especially nice for a Fall foliage tour. We actually passed very close to a newly restored covered bridge so that might be a possibility if we ever do the run again. Thanks also to the Racettes who Mike Wolf said assisted him in laying out our Spring Tour. Kennett Square is the hub of the Chester County mushroom business for those who may be drawn to the area by our tour. More on this activity in "Editor's Rambles".

STEVE AND JEFF

Steve has sent in our third phase of membership money to JCNA, nice job, Steve.

As outlined in the April issue, our Vice President Jeff Dement is heading out back into the Marine Corps. I would probably do the same thing but they wouldn't want this wreck of a body I live in. Just pray that it will be over soon and our troops can come home.

See you on the June 5th Concours near Mt Holly.

Happy Motoring, Kurt Rappold, President DVJC



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

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

BRANDYWINE RAMBLE

Wow!! Is it May already? I got fooled because we dated the last issue March so you got two March issues and none dated April. Anybody notice? We held the second major outing of the year on April 17 for the Brandywine Ramble organized by Mike Wolf. What a glorious day it was. Sunshine, blue skies, blossom, light green spring trees, cool rivers all the way. Twenty cars turned out and 39 people - 18 Jags and 2 Triumphs. The newest Jaguar was an X-Type and the oldest a XK 120 DHC. And perhaps a first: a XK 120, a XK 140 and a XK 150S. All in line. Through all the country lanes and twisting bends no one got lost and not one car broke down. We all arrived at Kennett Square and parked on the roof of the local car park. What a great sight all those gleaming machines and happy chatting people and one dog were! We walked to the restaurant and had the dining area on the roof to ourselves. Good food and drink was served. Thank you, Michael Wolf for picking such an enjoyable route and great restaurant. Your efforts were very much appreciated.

THE BRITS ARE BACK AT HOPE LODGE.

For many years the DVJC Concours was held at the same time as this show. Now we have managed to separate the two events. Why? Because they are both worth attending!! This show is on May 29 and our Concours on June 5. Hosted by the Delaware Valley Triumph and Friends of Hope Lodge "The Brits Are Back" is held in a beautiful setting and the President of DVT said to me "I expect to see lots of Jags". So let us support them. The location is on South Bethlehem Pike, Fort Washington. Field opens at 8.30am. Judging is at noon. For more information go to www.delvaltrs.org or 610 222-0180

SURVEY BY CAR & DRIVER

In the December issue of Car & Driver magazine they tested six top luxury cars in the \$70,000 plus market. The cars tested were the Audi, VW Phaeton, Lexus, BMW, Mercedes and the XJ8. The cars were tested on all the familiar things we see in such surveys except for one category I had never seen before. The "Must Have" category. Well, the results were surprising to me because the press seem to be obsessed with BMW & Mercedes. I suppose it's like sex, it sells magazines. Well, the BMW came 4th, the VW 5th, and the Mercedes last at 6th. Believe it!! Audi was 3rd, the XJ8 was 2nd being pipped by the Lexus by only 2 points. In the "Must Have" category Jaguar scored 9 out of 10 and no other car scored more than 7. That must tell us something... like....it's just the best driving machine!

WORKING ON THE INTERNALS

Kurt Rappold sent me the following:-

A mechanic was removing a cylinder head from the motor of a classic Jag when he spotted a well known heart surgeon in his shop waiting for the Service Manager to take a look at his E-type. The mechanic shouted "Hey Doc can I ask you a question?" The



Wonderful collection of Jaguars plus 2 Triumphs at the Brandywine Ramble



DVJC members getting their instructions from Mike Wolf before setting off to Kennett Square

surgeon walked over to where the mechanic was working on a Jag head. The mechanic asked "So Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get really big bucks when you and I are doing basically the same work?" The surgeon paused, smiled, and whispered to the mechanic....."Try doing it with the engine running!"

2000 USES OF WD-40

Our Area Coordinator for Doylestown, Dick Michie, sent me this amazing information about WD-40. Everyone I have shared it with has said "Well that is extraordinary". So here is "The Real Scoop on WD-40"

The product began from a search for a rust preventative solvent and de-greaser to protect missile parts. It was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at

home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history. It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets it's distinctive smell from a fragrance that is added to the brew. There is nothing in WD-40 that would hurt you.

Here are some of the uses: Protects silver from tarnishing; Cleans and lubricates guitar strings; Gets oil off concrete driveways; Restores and cleans chalkboards; Removes lipstick stains; Loosens stubborn zippers; Untangles jewelry chains; Removes stains from stainless steel sinks; Removes dirt and grime from barbecue grill; Removes tomato stains from clothing, Keeps glass shower doors free of water spots; Camouflages scratches in ceramic and marble floors; Keeps scissors working smoothly; Lubricates noisy door hinges; Rids rocking chairs and swings of squeaky noises; Lubricates tracks in sticking windows; Spraying an umbrella stem makes it easier to open & close; Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers; Restores and cleans roof racks on vehicles; Lubricates and stops squeaks in electric fans; Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling; Lubricates fan belts on

washers and dryers and keeps them running smoothly; Keeps rust from forming on saws and saw blades, and other tools; Keeps bathroom mirror from fogging; Removes all traces of duct tape; Penetrates stuck bolts, lug nuts, and hose ends. Also...if you join the "WD-40 fan club" you can find over 2000 uses (it's free) Go to www.wd40.com/Brands/wd40.cfm

TOP CAT.....THE NEW DIESEL S-TYPE

The British Tabloid "The Sun" in their April 16 edition ran a full page on Jaguar stories. Under the headline "EXCLUSIVE" they say "It's the best diesel in the world...and it's a Jaguar!" "This is the most graceful diesel on the planet and for me is the holy grail no one has previously managed with a diesel engine" It goes on sale in the UK in June.

Under the headline "CONCEPT GREAT" they talk about Jaguar's Concept Eight which is a long-wheelbase version of the XJ Saloon A sophisticated bit of British engineering for the US market. They continue "If the jet-black paint job and big chrome side gills are a touch "in-your-face" for a Jag, the inside is even more full-on, with bright red deep pile carpets, champagne holder and red LED lighting strip running the length of the glass roof. The car is five inches longer than the standard XJ".

Michael Tate Co-Editor



Resignation Letter from the Vice President

Dear Mr. President and Membership:

In light of recent events in the Middle East and my current status in the Marine Corps, Kurt and I feel it better that I resign my

current position as our club's Vice President, a position that I have been proud to have held for two terms.

I will soon be deployed to Iraq for a second tour and god willing will return next March. This resignation is submitted with reluctance as I have enjoyed my association with the DVJC as its VP and Chief Judge. I thank you all for your continued support of our club and me personally.

Sincerely,
SSgt Jeff Dement USMC



ENGINE REBUILDING

XK-120 , 140 , 150 , E-TYPE , MK II

MIKE LEICESTER

Former XK's Unlimited Restoration & Service Mgr.

- Block Boring / Sleeving
- Crankshaft Reconditioning
- Precision Balancing
- Line Hone Block Mains
- Rod Reconditioning
- Wet Mag'ing Parts
- Upgrade Oiling Systems
- Crack Repair
- Head Straightening
- Aluminum (Head) Welding
- Upgraded Valves & Seats
- Viton™ Valve Stem Seals
- Flow Bench Testing
- Porting & Polishing
- Performance Cams
- Tappet Bore Hold Down Kit

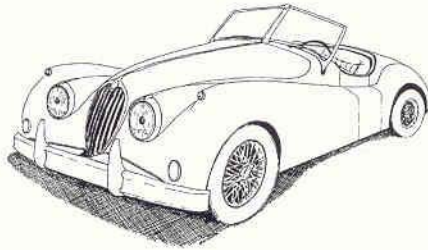


LESCO ENGINE MACHINE www.4-lesco.com
3000 McMillan St, San Luis Obispo, CA 93401
Tel. 805-596-0400 Email: jagengines@yahoo.com



RAGTOPS & ROADSTERS BRITISH AUTOMOBILES INC.

Repairs &
Restorations



203 South Fourth Street, Perkasié, 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

GOOD BYE ALL MY TOYS, A LOVE AFFAIR WITH JAGUARS

BY MICHAEL TATE



It's been lots of fun! Collecting model and toy cars for over 40 years. In that time I have also owned many real cars including nineteen Jaguars. The very first car I purchased was a pre-war Jowett that I purchased for eight pounds (\$12). I thought it was wonderful. It had a couple of flaws but so what. I had just started my career as a computer salesman for an American

Company in Leeds in England. One of the Jowett's failings was that it would not start from the ignition switch. So I had to always park it on a hill. That's why the majority of my customers' premises were on the high ground. Its only other failing was that the back doors had a tendency to fly open so they were tied together across the back seats. After this I graduated to a 1938 Morris 8 for thirty two pounds (\$50). It was winter. I had just got married and inherited all my new wife's debts. I could not afford anti-freeze so I used to drain the water every night. Some little tyke fancied this car so he started it up and drove it away. The police found it abandoned with a cracked cylinder head. Its replacement was a Triumph Renown - a very stately looking car like a small Rolls Royce. All leather interior and wood dashboard. This was very much a big step up from the two previous cars. It had a Standard Vanguard engine and it looked so good. Its reliability was a disaster. It had to go, so I found myself in the Jaguar dealership.

The car of choice was a 1957 MK VIIM. Gleaming British Racing Green and glorious red leather interior plus acres of wood. Price was five hundred pounds



(\$800) so I had to see the bank manager. Armed with a letter from my Branch Manager stating that I was due a large commission check in the near future, I requested a loan. He started by telling me that he thought "I was flying my kite a bit high!" and even with the letter he turned me down. I marched straight across the street to a competitive bank, transferred my account, got the loan and the next day was driving my

first Jag. Oh it was, in those days, so big. Long and wide with a view over the bonnet that went on forever. My company transferred me to Hull about 60 miles from Leeds and I had to do frequent return journeys so the car got big mileage. I did not give the MK VII the attention it deserved and it got traded in for a convertible Singer Gazelle when the engine seized...

The company then moved me to Liverpool when the Beatles were at their very best. The Singer was changed for an Old English White MK 2 3.8 with manual gearbox. A proper car! About that time the first Expressway linking Liverpool to London was opened and I had to visit our computer center in London fairly often. There was no speed limit so the game was to see how many minutes could be knocked off the journey with the Beatles at full volume. The MK 2 was the fastest car on the road and 120 mph was the cruising speed. A few years later I was transferred to Norwich as Branch Manager of Norfolk and Suffolk and on arrival the MK 2 was swapped for a MK 2 S-type. Great car. Two years later I was transferred to our Head Office in London (it was 1968) and I swapped my Jag unbelievably for a Triumph Spitfire. It was fun but not close to Jag motoring. About this time I started to collect toy and model cars. The toys were mainly Dinky, Matchbox, Triang, Shuco and Corgi. I remember going to my parents' home carrying some purchases and my Father looking at me as if I was very strange.

In 1970 we went to live in Kingston, Jamaica, West Indies as I had been made General Manager of the Caribbean. Visions of sailing around the Islands distributing photographs of Princess Margaret water-skiing!! The Company issued me a pale blue Triumph 2000PI. This was a very nippy machine with fuel injection. The local dealer found it very hard to keep it tuned and the first one had to be replaced. In 1972 I saw an advertisement for a 1959 XK150S Roadster. I



went to see it and \$1000 changed hands. It had been sprayed the brightest yellow so I got it painted white for \$100. This car is another story in its own right and now 32 years later I still have it. In Kingston there was a very good toy shop where I would take my three kids. One toy for each of them and three toy cars for me. Three each. Fair? Yes! I did in fact get many new

Dinky cars in Jamaica for a few \$'s which have now become fairly valuable.

In March 1974 I arrived at the Company's World Headquarters in Detroit in a snow storm wearing my light weight suit and sun tan to take up a job in the Company's International Division. What had I done wrong!! This was meant to be for three years. The first car purchased was a Ford Thunderbird. A week later I took the family to the Ford museum. When we came out we realized it had been stolen and it was found a week later completely stripped. A succession of American cars followed. A Grand Prix, a Chrysler Cordoba, an American Motors Le Car and a MGB-GT and another XK 150 for spares. It was black. So I had one black one and one white one. I'm sure there's a song in that line somewhere! The XK 150S came from Jamaica driven from Miami by the guy I had bought it from, Herman Koster. He got a speeding ticket doing 110 mph. We still keep in touch. I traveled a lot and this gave me the opportunity to visit toy and model shops worldwide so I got some rare finds. One sticks in my mind. I was in Geneva one Saturday afternoon with a colleague and I spotted a toy shop. In we went and he shouted "Come look at this." There right at the back of the shop on a high shelf was a very old 1/18th scale Shuco SS 100 radio controlled model. The dirty price label said 28 Swiss Francs. I bought it and as I departed the assistant said "Do you know what that's worth?" "About \$600", I said and quickly departed. The spares XK 150 was lost in a bad fire at our home but the Jamaica 150S survived with blistered paint.



The three years came and went and I found myself doing different HO assignments. In 1985 we went to live in Hong Kong as I was given the opportunity to run Asia/Pacific. My choice of car was a Jaguar Series 3 XJ6. Also I had a chauffeur and his name was Charlie Chan. This did not sit well with me as I liked to drive the Jag myself and Charlie used to show his displeasure when I said I would drive to and from home myself. Also he did not like the Jag, as the car of choice on the Island was Mercedes and often Rolls Royce. There are more RR's per square mile in Hong Kong than anywhere else in the world. As I was traveling most of the time my wife was the one who benefited from Charlie's services. When we went to Hong Kong all my model cars were stored in a friend's basement in Detroit and the XK150S went to a restoration shop in Cleveland. Again traveling gave me the opportunity to find some rare models in various

countries. Lots of good stuff in Australia, India and New Zealand.

In 1987 I came to Philadelphia where my company had purchased Sperry Rand located in Blue Bell. The new company was named Unisys (the Power of Two). The restoration shop had done nothing to the XK150S so I brought it here and put it in another shop. In 1988 I made a huge mistake by buying an XJ6 Series 1. In 1989 we went back to England but kept our house here in Gwynedd Valley and the Series 1. The XK150S stayed in the shop. My job was to open up Eastern Europe plus manage a number of other countries outside the Eastern block. The company issued me with an XJ40 and I took my entire model/toy collection, which by now numbered several thousand models, with me. This was a golden opportunity to grow the collection which I did. South Africa had some good stuff but Russia had nothing. Out of the kindness of my heart I purchased a lovely second hand white XJ C Saloon for my wife. Later I traded in this car against a beautiful red Series 3 E-type. I loved this car. So



smooth with that V12 engine. Also I saw a 1962 left hand drive MK 2 3.8 advertised. This car had belonged to a doctor in white Plains New York and had done under 40,000 miles. I bought it with the intent to bring it back to the USA. I retired at the end of 1993 and returned on the Queen Elizabeth 2 together with the three cats- the MK 2, our blue Persian, and my wife! When we docked the MK 2 had a puncture and no jack so had to be lifted by fork lift. The models were moved back but I had never look at them in the four years, just added to the number. Later I trade the E-type in England for the 1934 SS1 Tourer that I am presently selling. Part of the deal was that the seller ship it here. So I had the XJ6 Series 1, the MGB-GT, both purchased later by Paul Racette, the MK 2 3.8 and the SS 1 Tourer. For every day use I bought a 1989 Majestic (Special Edition Jag). My son Russell in Michigan then spotted an immaculate 1968 4.2 E-type. A real beauty. It joined the fleet. Paul found a hard top for it in Belgium and had it shipped over. It looked fabulous, like a light weight.



All the time the model collection was growing, but I had decided to concentrate on Jaguar models only. The other makes numbered 5,000 and the basement was full!! About this time, Gary Oxley in England founded the Jaguar Model Club. The club issues a quarterly magazine outlining many interesting model series, new model releases and the history of manufacturers. Also they issue a limited edition (50) club model annually, which is specially selected and signed by memorable names like Stirling Moss. Also at intervals they issue special models of historic Jaguars.

Since returning home, cars have come and gone. In a moment of madness I bought a new Mustang Cobra Special Edition and sold the Majestic to Russell. He still has it. I later realized my error and traded the Cobra in for a new S-type. Nice car but it was before they put a Jaguar console in it and I thought "Why did I pay all this money for a Ford Taurus" so it went back in exchange for a new XJR. Then I found this white V12 XJS Coupe and a little later a V12 XJS Convertible. The XJS is a wonderful car and such great value. I love it. One of the best Jags ever.



A couple of years ago I had read about the special limited edition XJR-100 made to commemorate the One Hundredth anniversary of Sir William Lyons' birth date. Two hundred and thirty two of them were coming to the USA. I took my maroon XJR in for service and one was standing there on the showroom floor. I went home in it. It's quick – zero to 60 in 5 seconds!!

Now the time has come to downsize. In the last year I sold the E-type and the XJS coupe and I am looking to sell the SS1 Tourer. That leaves the MK 2, the XJR, the XJS convertible and the 1959 XK150S. The 150 will probably be the next to go followed by the XJS (both cars have only 40,000 miles plus). For the past many weeks I have been listing every carton of model and toy cars. I was amazed at what I had accumulated. Total 6000 plus. Over 1,000 Jaguar and 5,000 others. One of my most enjoyable moments was to have the opportunity to talk and show a selection of my Jag models to members of the Delaware Valley Jaguar Club at the Desmond Inn in February this year. This was really a last fling because on April 4th Vectis, the largest toy and model auction house in the world, came and collected the total collection in 103 cartons from my home.

I have been very fortunate that while I have lived here I have had three wonderful buddies from the DVJC living close by; Paul Racette, Jim Shields and Dave Duckett. They have worked on many, many occasions to fix my ailing cars. One thing I am not is technically capable but I can supply the beer and pass a spanner. Paul has been particularly kind, spending many hours sorting out problems. We met when he drove up my drive in 1993 and pointed at my MK 2 and said "We suffer from the same affliction. I have one of those". Thank you, guys. Also Kit Racette has been so very good in helping me list my models and of course in producing the Purr. My thanks to you, Kit.

The reason I have written this "Love Affair with Jaguars" is at Kit's suggestion because we have no more stories produced by members. So let us hear from you... please. I have enjoyed all my toys immensely and I am sure I will continue to do so with my new focus. I did keep a few of my favorite jag models including my Jaguar Club Models.

CLASSIFIED ADVERTISEMENTS

WANTED: XK 120 OTS. Recent frame-off professional restoration, authentically correct, high-point show car, matching numbers, mechanically perfect, rust-free, chrome wire wheels. E-mail: ron@schotland.com with details, photos and asking price, or call Ron at (609) 466-2021. (JAN)

FOR SALE: 1934 SS1 Tourer (Jaguar) Red/Tan leather. 16hp. Completely restored body and mechanicals. This forerunner to the SS100 is a very rare classic. Only 551 made. Winner at the Buckingham Concours 2002. 99.87 points at the JCNA Delaware Valley Club Concours. Invited to the Radnor Hunt Concours 2003. Price \$60,000. Call Mike 215-628-4961 mjtate1414@cs.com



FOR SALE: 1986 XJ 6 Vanden Plas for parts or repair. Body and interior fair. Good transmission, suspension and rear end. Engine needs valve job. Must sell asap. \$1,000.00 or ??? Lorne Fritz. Danville, PA. Phone Days 570-275-5705 (JAN)

FOR SALE: 1951 XK120 OTS. Light Green with green interior. Rust free. New fuel tank, wheel cylinders and resleeved master cylinder. Original owner (80 years old) bought the car in 1952 and kept it in Trenton, NJ for all of its life. Price \$26,000. Call Stace 215-962-9480 (FEB)

FOR SALE: 1995 XJ6 in as-new condition with only 28,000 miles. Maroon with cream interior. Fully loaded with all features and everything works. \$9,000. Call Charles 215-333-7652 (FEB)

CALENDAR OF EVENTS

DVJC EVENTS

- MAY 8 DVJC Tech Session and Silent Auction, Sproul St., West Chester PA
For more information call Kurt 610-358-4055
- JUNE 5 DVJC Concours d'Elegance, Rankokus Indian Reservation, Mt Holly, NJ
(JCNA sanctioned event) Flyer on the website www.jcna.com/clubs/dvjc
- JULY 24 DVJC Slalom, (JCNA sanctioned event)
- AUGUST DVJC tour to "Grounds for Sculpture", Trenton, NJ
- SEPT 9 - 18 DVJC GOES TO ENGLAND – visits to Beaulieu, Goodwood, The Jaguar
Daimler Heritage Trust Museum and the Jaguar Factory in Coventry.
- OCT 22 - 24 Pumpkin Run, N.E. Rally Club, Millsboro, DE (JCNA sanctioned event)
- NOV 6 Tech session – "Care of leather" and Directors' meeting
- DECEMBER DVJC Holiday Party

OTHER INTERESTING EVENTS

- MAY 8 Jaguar Auto Group Slalom, NJ
- MAY 5-8 Rolls Royce Owners' Club Centennial Celebration of Rolls Royce's 100 years
Gettysburg, PA. More Info from rroc.hq@rroc.org
- MAY 16 Historical Car Club of Pennsylvania (HCCP) Spring Meet, Linville Orchards,
Media, PA
- MAY 21-22 Empire Division Jaguar Club, Little Rock Drivers School, Lime Rock, CT
- MAY 22-23 ROCKIN' CRUISE IN, Johnstown East Hills Kiwanis First Car Cruise, Flea Market,
University of Pittsburgh at Johnstown Campus off Route 56, east of Route 219. More
info ehillskiwanis@charter.net
- MAY 29 "Brits are Back" at Hope Lodge, Fort Washington, PA www.delvaltrs.org
- JUNE 13 Jaguar Club of Southern New England Concours, Berlin, CT (JCNA Sanctioned)
- JUNE 19 Concours d'Elegance of the Eastern United States, Lehigh University,
Bethlehem, PA. For more information www.concourseast.org, 800-999-6810
Jaguar Touring Club, Summer Slalom (JCNA Sanctioned)
- JUNE 27 Jaguar Drivers of Long Island Concours, Oyster Bay, Long Island
- JULY 31 Jaguar Association of New England Concours, Sturbridge, MA
- AUGUST 1 Jaguar Association of New England Rally, Sturbridge, MA
- AUGUST 7 Jaguar Auto Group Slalom, NJ
- AUGUST 15 Jaguar Association of New England Slalom, Wilmington, MA
- SEPT 12 HCCP Bryn Mawr Rehab Car Show
Radnor Hunt Concours – featuring antique motorcycles and Bugatti
Buckingham Car Show
Nation's Capital Jaguar Owners Club Concours, Rockville, MD
- SEPT 19 Hagley Car Show, DuPont Hagley Museum, Wilmington, DE
- OCT 17 HCCP Fall Meet, Newtown Square, PA
- OCT 23 Jaguar Touring Club, 6th Annual Jag-O-Lantern Slalom (JCNA Sanctioned)

MORE INFORMATION FOR JCNA EVENTS IS AVAILABLE ON
THE DVJC WEBSITE AT www.jcna.com/clubs/dvjc

DELAWARE VALLEY JAGUAR CLUB SHIRTS

Choose from the following models. All shirts are embroidered with the DVJC Logo:

	<p><u>Jonathan Corey (509)</u> Pique with arrow trim and contrasting placket, 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 shirt tail 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. 9.0 oz 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 Natural and Hunter Green Price: All sizes - \$30.00</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				

*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

The Brits Are Back!

at Hope Lodge



Saturday, May 29, 2004

Field opens at 8:30am; judging begins at noon

(Rain Date - Sunday, May 30th)

Hosted by Delaware Valley Triumphs Ltd. (DVT)
and The Friends of Hope Lodge and Mather Mill

Spectator Admission

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!!!



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

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



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