

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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JULY 2004



**BEST IN SHOW AND WINNER OF THE CHIEF'S AWARD
XK150S OTS OWNED BY JOHN AND LINDA SPILLMAN**

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**DVJC FIRST EVER
JCNA SANCTIONED
SLALOM**

SATURDAY JULY 24TH

SEE YOU THERE!!

UPCOMING DVJC EVENTS

- JULY 24** DVJC Slalom, (JCNA sanctioned event) SEE FLYER IN THIS ISSUE FOR INFO.
- AUGUST 15** DVJC tour to "Grounds for Sculpture", Trenton, NJ. SEE FLYER IN THIS ISSUE.
- 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).
- NOVEMBER 6** Tech session "Caring for leather" and Directors' meeting.
- DECEMBER** DVJC Holiday Party.

OTHER INTERESTING EVENTS

- 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, 1178 Route 10W, Randolph, NJ 07869
- AUGUST 15** Jaguar Association of New England Slalom, Wilmington, MA
- AUGUST 29** A "Taste of Britain" A Fun gathering of all British Vehicles and Motorcycles
Forney Polo Field, Church Street, Rothsville, PA
- 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)

DVJC OFFICERS INFORMATION

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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

THE PREZ SAYS, JULY 2004

CONCOURS D'ELEGANCE JUNE 5 OR 6

All I can say about the weather is believe your weather man. Our plans to hold the Annual Concours were altered Thursday night prior to the Saturday show when Hurricane Schwartz showed a giant weather system heading our way!! I realized we could not hold our show on Saturday.



This led to a lot of early Friday morning phone calls to your Club directors, chief judge and editors. Thankfully when Director Tom Murray re-designed the 2004 Concours application he thought it out and included email address requests. Once again, Co-editor Kit Racette offered to prepare an email message and sent it out to all of our pre-registered participants and DVJC members. This is a good lesson for all of us. Before heading out to a club event please check our club website for any notices we have to post.

Altogether we communicated with almost 50 families about the Concours date change and a general message to the entire club that has email addresses. (Editor's note: please let us have your correct email address so that we can include you in such announcements in the future.)

Enter Sunday morning. We started to move. We experienced showers three times on the way to our 8:50 am meeting place. After we got up Route 295 the rain stopped for the rest of the day and it actually was a pretty nice day. The new site worked out well although I missed the Trauma Center's crowds, the sirens of the Hospital activities and the fair itself.

We had pre-registered entrants from JAGB in Buffalo, NY; JCSNE in Connecticut; JCOP in Pittsburg; NCJOC in Washington DC; York PA; and of course Fred Mack, our 93 year old drove from Newton Square, PA. If you had planned to come and support the club we missed you.

The Rankokus Indian Tribal Council made us feel very welcome and also cooked hot dogs and buffalo burgers for us.

Our raffle table earned almost \$300.00. Numerous items were donated by Club sponsors, and club members and were "chanced off". The following members donated items to the raffle table: Ed and

Eddie Adams, Dorothy Milling, Tom Murray and Chris Jordan, Kurt and Pat Rappold, Bernice Sanft, and Mike and Muriel Tate. The following businesses also donated to our raffle table: Auto Sport-Charlottesville, VA; Cloverleaf Auto- Aston, PA; Cherry Hill Jaguar - Cherry Hill, NJ; Eastwood - Pottstown, PA; L.B.Smith Jaguar - Mechanicsburg, PA; Ragtops & Roadsters - Perkasi, PA; Welsh - Jaguar - Stubenville, OH.



Many thanks from our Club officers and directors to Tom Murray and Chris Jordan for hosting our Concours barbecue at their lovely home nearby in Voorhees, NJ. Many thanks to Chris for her expert scoring, to Pat, Kit and Chris for their registration duties, to Joe Federico for his expert photography and to our Judges. We could not run the show without judges.

The Chief's award was selected by Tribal Council member Mark Doe. This award was won by John and Linda Spillman with their XK150S OTS. The award was presented by Tribal Council member Anna Phillips. Unknown to anybody, the same car was selected by majority vote as "Best in Show" People's Choice. This is where each car owner gets one ballot and the contestants actually decide who they think is best in show.



At the same time the Spillmans XK150S achieved a perfect 100.0 points. It don't get much better than that!

All scores have been submitted to JCNA, check the website to be sure your scores are there. Also the rally scores were submitted for Sunday, May 2. I am still waiting for the scores for Saturday but have not received them yet. All score sheets for the Concours were mailed out on June 16th.



Judges'meeting at Concours

Judges meetings

At our Concours traditionally we hold a pre-show judges meeting. Our chief judge Steve Kress made his presentation and handed out the new 2004 printed Judges manuals. Many thanks to Kit Racette for doing all the work to get all the new rules into our books. We had one judges training meeting in January to discuss the proposed changes before the JCNA AGM and a final judges training meeting after the AGM to discuss all the new judging rules that were officially enacted.

UPCOMING EVENTS

SLALOM Saturday July 24

In the Purr you will find a flyer pertaining to the 1st ever DVJC JCNA sanctioned slalom. We held events like this when Dick Michie was president and had a lot of fun. If you don't wish to run, it is a Saturday morning event that could simply be a nice early ride if you just want to be a spectator and perhaps hang around for lunch at the Concordville Inn in Concordville, right on Route 1 near the end of the Con-Chester Highway Rt 322.

We will have the able assistance of Steve Weinstein, National Slalom Director for JCNA and our slalom club directors Gerry Kunkle and Charlie Olson.

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Jaguar Specialist

This event is easy to find, right in the middle of our club region and has acres of free parking. Helmets of the Snell 95 variety will be available for those without one. For more information call Gerry Kunkle at 610-861-0844, Charlie Olson 215-757-2028. For last minute instructions www.jcna.com/clubs/dvjc

GROUNDS FOR SCULPTURE SUNDAY AUGUST 15

The next event scheduled is in August on the 15th. We should call this visit to Sculpture in Trenton, NJ "Get to know your regional director better". Each regional director is in charge of leading his troops in their Jaguars to the Grounds for Sculpture site in Trenton NJ. All we are to do is give you a map of Trenton and a time to be there. The route is your choice. We list the area coordinators every month in the Purr. If you want to attend and are a leader, call your area coordinator to see if he or she has a plan for this run. I plan to invite our sister club, The Jaguar Touring Club, to this event as the site is in their turf.

I also plan to lead the Delaware County, States of Delaware and Maryland group to Trenton. We will tentatively meet in front of the Wine and Spirits Shop in the Tri State Mall, Rt 92 and 95 at 9AM on August 15. Meeting places for each area will be printed in the next August issue of the Purr. If your coordinator cannot perform on August 15, you could be an assistant coordinator for your area. It looks to be a fun event. A box lunch is available. Look for the Flyer in this issue.

Happy motoring, Mates!
Kurt Rappold, President

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EDITOR'S RAMBLINGS, JULY 2004

CONCOURS D'ELEGANCE 2004

Kurt is covering the result so here is a short take on the weekend. Rain, Reign, Rainy, however you spell it, Saturday June 5 was wet. So, on Friday Kurt made a correct call when he moved the event to the rain day of Sunday June 6. On my one hour drive in my Mk 2 to the grounds where we were meeting, it was on and off drizzle. The wipers on the Mk 2 don't like the wet so I hoped it would not get really heavy. I kept thinking "who is going to turn up in this weather". I was wrong. Thirty seven Jaguars came which was practically as many as had registered. We had the full compliment of marques. An SS 100, an XK 120 alloy, XK 140 & 150, E-types, a 420 and a MK IX & Mk X, MK 2, Series 3 XJ6, XJS saloons and convertibles etc, etc. All the cars were beautiful and remarkably we had 4 X 100 point cars. The location gave plenty of space to lay out the cars and give each car the space to be properly presented. After the prizes had been awarded we were able to gather all the prize winners in line abreast. What a spectacular sight to see all of Jaguar's best from the mid 1930's through to the 1990's.



After the Concours we were all invited to Tom Murray & Chris Jordan's beautiful home for drinks and barbeque. Tom & Chris gave us a superb feast and an opportunity to mingle and discuss the day's event. I have been asked which did I like best "The Concours or the visit to Tom & Chris?" to which I said "I can't separate the two". The two together made a superb way to have a Concours day.



"THE BRITS ARE BACK" CAR SHOW

Organized by the Triumph Club and held at Hope Lodge on May 30, this event proved that not everyone had gone to the shore for Memorial Weekend. Ranging

through Aston Martins, Minis, Austins, MG's, Jaguars, Austin Healeys, TVR, etc., some 130 cars turned up. The weather was perfect, the location was perfect and the Triumph Club are to be congratulated on an excellent event.

Fourteen Jaguars and a 1963 Daimler SP 250 turned out:- Larry Chesterton 1954 XK 120 FHC; Paul Van Poperingen 1969 E-type FHC; Len Ardieta XK 120 OTS; Steve Grote 1963 SP250; Pete Holingworth 1963 E-type OTS; Mike Tate 1959 XK 150S; Charlie Olson XJ6 Series 3; Craig Cohen XJ 40; Alex LaRoche 1963 420 Saloon; Jay Timbers 1967 E-type 2+2; Roy Anderson 1967 E-type OTS; Tom & Judy Himelsbach 1969 E-type 2 + 2; Mike Tate 1934 SS1 Tourer; Gerry Kunkle 1966 E-type coupe.

The Jags were divided into three Classes: 1) Jaguar Saloons, 2) All E-types, 3) XK 120/140/150, and Charlie Olson and Gerry Kunkle were asked to judge. Great Britain's dealership from Willow Grove came with a fine display of the latest Jaguar products which included an XJ 8, an X-type, an S-type R and a XK 8 R.

The Triumph Club had organized unusual trophies for first, second, and third places – circular ceramic plaques made locally in different colors for each place.



WIRE WHEELS

Member Dick Michie kindly sent me the following: "While at the Concours on June 6th I was talking with a few of our members about wire wheels. I was surprised that they did not know about a trick I learned in the 70's on how to keep wire wheels clean. As everyone who has splined hubs (wire wheels or solid) knows the wheels should be removed and the splines and hubs should be cleaned and re-lubricated at least once each year (I use a Teflon spray on the splines.)

Well, next time you remove your wire wheels do a very good job of cleaning the inside of the hub where the head of the spokes are. After cleaning let them fully dry and then take GE clear Silicone sealant and "seal" the spoke heads (put down a bead and smooth out with your finger). This will prevent any lubricant from the hub migrating to the spokes. This is not a cure all for keeping your wires clean but it is a big help."

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
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JAGUAR



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SATURDAY JULY 24, 2004

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www.jcna.com/clubs/dvjc

Make checks payable to D.V.J.C.

Mail applications to:

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1284 Evergreen,
Bethlehem, PA 08015**

Pre-register \$15.00

Before July 14th 2004

Day of Slalom \$30.00



Cut Here

See back for map

Name _____	JCNA Number _____
Address _____	Club Affiliation _____
City _____	Insurance Co. _____
State _____ Zip _____	Insurance Policy No. _____
Phone No. _____	Jaguar Model _____
Email _____	Jaguar Vin No _____
	Jaguar Year _____
Check Number _____	Jaguar License No. _____
	Slalom Class _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 24, 2004. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature _____ Date _____

THE SLALOM NOVICE

AN INTRODUCTION TO SLALOM EVENTS BY CHARLES OLSON

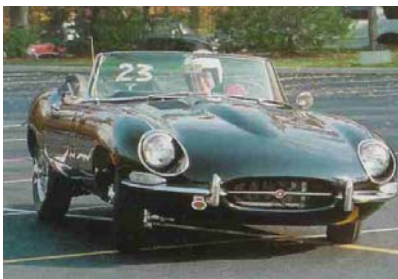
"What's a slalom," you ask? Well, it is a fun-filled event, dynamic in nature, where you drive your Jag as fast as you can, thru a serpentine course, marked by traffic cones. The course requires you to drive three laps, in different patterns and usually it takes a novice in the stock class about a minute, more or less, to complete. You have an opportunity to run the course five different times when your turn comes up, to see if you can get it 'right'. AND, your fastest time that day will be the one that counts!

From a novice point of view, I think the toughest part of the course is to stay in the correct lanes as you transit around. Albeit the fastest speed wins, it must be accomplished by following the correct pattern, which is different in each of the 3 laps you drive to complete one run of the course. If you stray, or drive on the wrong side of a cone, you are 'diss'qualified for that run! Therefore, your speed doesn't matter.

Perhaps a brief description of my thoughts competing in the JTC sponsored slalom as a novice in the stock class, will be enlightening.

The day will start with a visual safety inspection and verification of the class of competition you are entering. This is followed by coffee and donuts in conjunction with a walk-thru of the course in an attempt to familiarize one with the direction that each lap will be driven. It helps, but keeping on course is a challenge! We are given a number in the sequence each car will drive the course. Buckle-up, put on a crash helmet that's provided and line up at the starting point. The electronic timer starts the instant you move and records the instant you cross the finish line. That's why times are recorded to the thousandth of a second.

You're off!!!! You hit the pedal and "fly" to the first turn, perhaps shift to 2nd and run the course! Now you've got



Charlie in his Etype at a JTC Slalom

to concentrate on following the direction of this first lap! Okay, there's the first cone, - I stay to the right, then at the next, I, yeah, that's correct now - wow! Slow down!! This parking lot isn't banked! I almost whacked that cone!! I want a crossing turn to reach that far cone, - better speed up.....on the straightaway....which side was I supposed to pass that cone????OK I'm around, - where's the next???Oh yeah, OK, roll into the turn, - that's better, I've got the feel, - I'm in 2nd, plenty of power, -OK now what was that 3rd run???Watch the cone!!!! It's an oval course. There, I'm thru and approaching the last run. But, which of those cones mark the final turn????There's 3 of them! Ooops, I clipped that one, I think, - I'm in the finish area - hit the power, slam on the brakes, just past the finish line with a squeal of the tires and a lot of smoke! "Sorry sir, you are disqualified. Wrong side of the cone," they said. I wasn't upset. I had a lot of fun on my first run and figured out what I had to do on the next four runs to get it right and go faster. I knew that XKE OTS which I called "The Black Cat" would handle, but I still "blew" another run. However, that did not diminish the fun and the challenge of competing, albeit I did not place.

It's almost as much fun watching the other members taking their turn around the course and the modified guys are experienced and really put on a show that's worth watching. Then the final scores are announced for the winners and the others are available for your records. Of course, this course would not be complete without a trip to a nearby restaurant for a round of beverage, food and fellowship to complete the day.

This is the first attempt for the DVJC Chapter in many years to sponsor a slalom and I urge you to give it a try. Sign up and show up!!!! Come and have fun supporting the Club in a unique and challenging experience.

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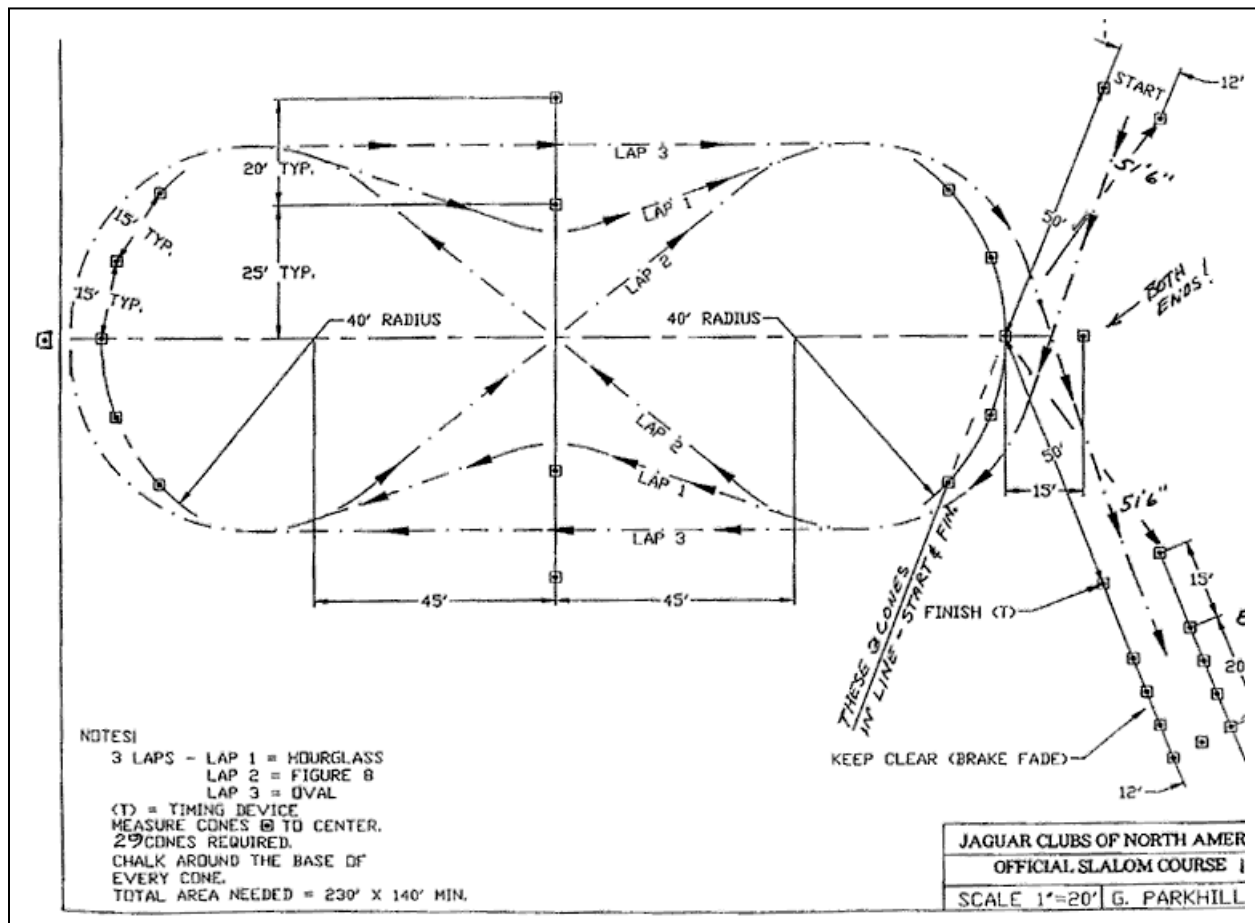
Jaguar



LINDLEY MOTORS

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JCNA OFFICIAL SLALOM COURSE



SCAM BY PAUL RACETTE

Some months ago, I advertised a car for sale in a magazine. Not much came of this and the matter came to a close. Then, recently I have received 2 similar e-mails asking if the car is still for sale and asking what condition it was in. One was supposedly representing a possible Dutch buyer while the other was from a supposed UK resident. We replied that the car was still unsold and gave a very general description of the car. They immediately reverted saying they would purchase it and send the money by wire transfer. Could we send:

- 1) bank name & bank full contact address, phone #.
- 2) our account name and account number
- 3) swift code & routing number
- 4) our private phone #

This all seemed too suspicious, so we asked them to identify themselves with an address and references of cars they had previously purchased and from whom. One did not reply while the other came back with some vague story about being in Greece and his telephone not working, but please, they asked again for the bank information. Being even more suspicious, I replied that they should send a certified check to my company address. They still insisted that 'for security reasons' the money be wired, not mailed.

Obviously, there is a scam here somewhere, but what is it? I would have thought that even if someone has your bank and account number, there are safeguards that prevent unauthorized withdrawals. In speaking with our bank manager, he confirms that anyone would need to provide a PIN number as well as proof of identity, etc. in order to get at your account. He further commented that the bank would reimburse any losses if they were at fault for not obtaining the required data. This is obviously a case of "SELLER BEWARE".

CONCOURS REPORT

<u>CLASS</u>	<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>SCORE</u>	<u>CLUB</u>
<u>Championship Class</u>					
C02	1	David & Connie Povich	1950 XK120 OTS	100.00	NCJOC
C02	1	Paul & Jan-Gee McCollam	1949 XK120 OTS	100.00	JCSNE
C02	2	Tom & Joan Wolf	1954 XK120 DHC	99.98	DVJC
C04	1	John & Linda Spillman	1959 XK150 OTS	100.00	DVJC
C05	1	Terry & Barbara Smith	1967 E-type OTS	100.00	JCP
C05	2	Paul Ashby	1967 E-type OTS	99.95	DVJC
C06	1	Bill Beiswinger	1969 E-type 2+2	99.80	DVJC
C07	1	Bryan & Debby Edwards	1974 E-type OTS	99.90	DVJC
C07	2	Robert O'Reilly	1973 E-type OTS	99.85	DVJC
C07	3	Steve & Betty Kress	1972 E-type OTS	98.67	DVJC
C08	1	Jim & Helen Phillips	1965 Mk X Saloon	97.34	JAGB
C08	2	Ken Ruocco	1960 Mk IX Saloon	92.25	DVJC
C09	1	Mike & Muriel Tate	1962 Mk II Saloon	97.55	DVJC
C09	2	Alex LaRoche	1967 420 Saloon	95.82	DVJC
C12	1	Charles Olson	1987 XJ6 Saloon	99.41	DVJC
C12	2	Paul Verchinski	1987 XJ6 Series 3	99.18	DVJC
<u>Driven Class</u>					
D01	1	Stan & Jeanette Loose	1953 XK120 OTS	9.99	DVJC
D01	2	Fred Mack	1953 XK120 OTS	9.98	DVJC
D01	3	Paul & Kit Racette	1953 XK120 OTS	9.94	DVJC
D02	1	Tom & Chris Murray	1963 E-type OTS	9.90	DVJC
D03	1	Ed & Ellie Adams	1970 E-type OTS	9.99	DVJC
D03	2	Gerry & Ellajane Kunkle	1970 E-type OTS	9.86	DVJC
D04	1	Patrick & Michelle Petrillo	1972 E-type OTS	9.86	DVJC
D04	2	Al & Chris D'Orio	1973 E-type 2+2	9.76	DVJC
D05	1	Ted Boyd	1961 Mk IX Saloon	9.99	DVJC
D05	2	Noe & Rosalie LaFramboise	1962 Mk II Saloon	9.91	DVJC
D06	1	Tom & Nancy Jones	1986 XJ6 Saloon	9.98	DVJC
D06	2	Jim Shields	1985 XJ6 Saloon	9.90	DVJC
D06	3	Jim Kilrain	1986 XJ6 Saloon	9.86	DVJC
D08	1	Steve Poset	1994 XJS Convert	9.95	DVJC
D08	2	Hal & Wendy Jean	1993 XJS Convert	9.94	DVJC
D08	3	Ann Perry	1985 XJS CP	9.87	DVJC
<u>Special Class</u>					
S02	1	Matt Milling	1939 SS-100	97.83	DVJC



A SELECTION OF CONCOURS CARS



Photos courtesy of Joe Federico, Al D'Orio and Dick Michie

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: A rare opportunity to obtain a one owner 1967 420 Sports Sedan with original documentation & windshield sale sticker and all service records. This car, serial number PIF 25129 BW is one of only 976 imported into the USA where it was purchased from Ed Roth Inc in Cherry Hill, NJ. It is British Racing Green with a light tan interior and is equipped with chrome wire wheels, a 4.2 liter engine, power disc brakes, two gas tanks, independent four wheel suspension, and variable effort power steering. Always garaged, the car has covered 85,000 miles. The original tool kit has never been used. In 1990 the car was stripped and repainted and the seat cushions were re-covered. There is a little rust in the wheel wells hence an asking price of only \$9,900.00. Call Allen 610-688-8990



FOR SALE: Mark II Parts cars: 3.4 litre – 4 speed with overdrive, 3.8 litre – Auto, Mostly Complete. \$1,000.00 for the pair. Contact E.Mowrey, Montoursville, PA 570-368-8066

FOR SALE: Carcoon Storage System. Having just sold my 1934 SS 1 this wonderful system has become available. The Carcoon is an inflated bubble over your car through which there is constant airflow protecting the car against rust, condensation, rusting brakes, calipers rusting, dust and grit on the paint work, condensation in the exhaust, oxidising your paint etc. My car would sit in this device all winter and emerge in the spring exactly like it was put away. Price \$250 Call Mike 215-628-4961

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E-Mail us at JAG RESTORE@aol.com

RESERVATION FORM FOR VISIT TO GROUNDS FOR SCULPTURE SUNDAY AUGUST 15, 2004

Please mail this form once completed to Kit Racette, 6 Haycroft Drive, Spring House PA 19477. Reservations must be received before August 8th. For more information call Kit at 215 646 6299 or kracette@comcast.net

Name _____ No of Guests _____

Email Address _____ Phone Number _____

Choice of Box Lunch: Price per box lunch \$12.50 payable at the Café.

- _____ #1 Tomato wrap with roasted turkey, lettuce, granny smith apple brie cheese and cinnamon raisin mayo.
- _____ #2 Spinach wrap with grilled chicken breast, romaine lettuce, parmiggiano reggiano tomato and fresh made Caesar.
- _____ #3 Tomato wrap with roasted beef, lettuce, tomato, onion, sprouts and creamy artichoke spread.
- _____ #4 Brie and cheddar cheese with grapes and pear, served with crackers.
- _____ #5 White albacore tuna salad, lettuce and tomato on multi grain bread.
- _____ #6 Tarragon chicken salad, lettuce and tomato on a croissant.
- _____ #7 Grilled portabello, goat cheese, black olives and roasted garlic spread on a baguette.
- _____ #8 Roasted eggplant, mozzarella, roasted pepper, portabella, parmesan artichoke spread, on a baguette.

All box lunches are served with bottled water, side of St Tropez Pasta Salad and a Brownie.

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