

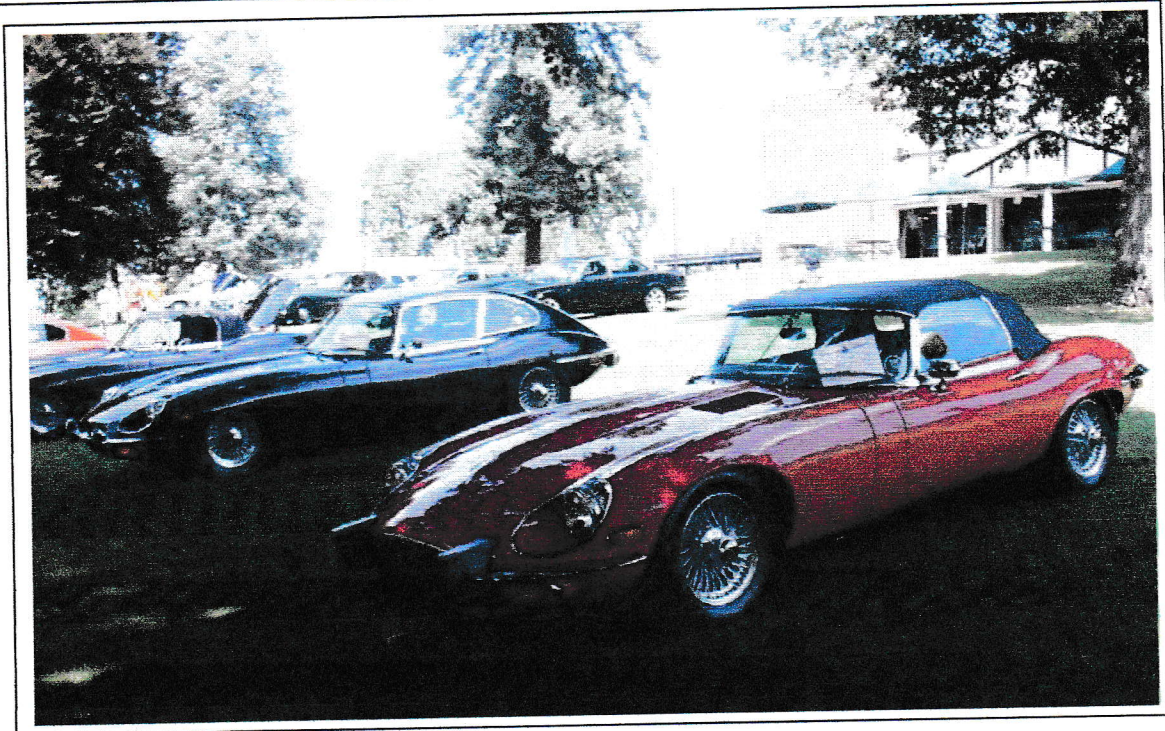
The Jaguar's Purr[©]

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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AUGUST 2004



The E-types of Bryan Edwards and Bill Beiswinger

Newsletter Contents

Upcoming Events	Page 2
List of Officers	Page 2
Advertising Rates	Page 2
The Prez Says	Page 3
Editor's Ramblings	Page 5
Grounds for Sculpture	Page 7
Classified Ads	Page 9
Buckingham Concours	Page 10
Tale of Two Jags	Page 12
Report on our Slalom	Page 13
"A Taste of Britain"	Page 15

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CALENDAR OF EVENTS

DVJC EVENTS

- AUGUST 15 DVJC tour to "Grounds for Sculpture", Trenton, NJ SEE FLYER FOR DETAILS
- SEPT 9 - 18 DVJC GOES TO ENGLAND - visits to Beaulieu, Goodwood, The Jaguar Daimler Heritage Trust Museum and the Jaguar Factory in Coventry. The Rolls Royce Factory and the Sammy Miller Motorcycle Museum.
- 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

- AUGUST 7 Jaguar Auto Group Slalom, The Barn Restaurant, 1178 Route 10W, Randolph NJ 07869
- AUGUST 8 Jaguar Association of Central New York All British Car Show, Cazenovia, NY
- AUGUST 15 Jaguar Association of New England Slalom, Wilmington, MA
- AUGUST 29 "A Taste of Britain", All British Vehicles and Motorcycles, Lanco MG Club, Forney Polo Field, Church Street, Rothsville, PA. Day includes polo matches!!
- SEPT 12 HCCP Bryn Mawr Rehab Car Show
Radnor Hunt Concours - featuring antique motorcycles and Bugatti
Buckingham Car Show - Rain day September 19 see flyer in this issue of the Purr
Nation's Capital Jaguar Owners Club Concours, Montgomery College, Rockville, MD
Jaguar Club of Southern New England Slalom #2, Berlin, CT
- 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), Florham, NJ

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

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	Charles Olson	215-757-2028	cjolsonll@msn.com
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	Tom Jones	856-338-1705	jonestr@umdnj.edu
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Head Judge	Steve Kress	215-953-5227	jaguarsteve@comcast.net
Technical Advisors	Jim Shields	215-643-0937	jim_s@prodigy.net
	Paul Racette	215-646-6299	pracet@comcast.net
Club Merchandise	Tom Murray	856-309-8450	Thomasmurrayadv@comcast.net
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

AREA COORDINATORS

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 Clark Sr	215 657-3914	

THE PREZ SAYS AUGUST 2004



In last month's issue of the Purr we referred to the Spillmans' best in show award for their wonderful XK150 OTS. This was a solid crystal Jaguar mounted on hardwood and voted on by Concours car owners only. I realized while reading the Purr that it was not mentioned that this trophy was also engraved in memory of our past president Jack Sanft. Jack and Bernice kept our club

together for a decade during the 80s and will long be remembered and appreciated.

SILICONE ON WIRE WHEELS

I enjoyed Past President Dick Michie's comments about GE silicone in the area of spoke heads to keep lubricants from one's splines from contaminating the spokes. One manufacturer is also now using the same process inside the wheels to eliminate the need for tubes in wire wheels.

GROUNDS FOR SCULPTURE

To date I have had no contact by participants or area coordinators about their plans to visit "Grounds for Sculpture" on Sunday August 15th in Trenton NJ. As I said in last month's Purr I plan to leave the Tri-State Mall at Route 92 and Route 95, meet in front of Wine and Spirits Shop near Home Depot at 9am sharp for the 1.5 hour drive. Be sure to reserve your box lunches before August 8th. The Jaguar you drive should be capable of sustained 70 mph speed up route 295 in New Jersey to Trenton. See you there. It should be a fun and educational event. Why not bring the kids or grandchildren? If you plan to caravan it would be a good idea to exchange cell phone numbers before departing in the event of a break down.

NEW HOPE AUTO SHOW CANCELLED

I received an official letter from the folks at New Hope this month. It is a good thing your directors substituted another activity for August as the New Hope Auto Show is not happening this year.



Bill Beiswinger's Series 2 E-type 2+2

DVJC SLALOM POSTPONED

The sanctioned JCNA Slalom the club had scheduled for July 24th had to be postponed because of the weather forecast but it never rained at the event site on Saturday or Sunday. So following the forecasts for the Concours and the Slalom events we got a 50% score. Better to be safe than sorry. The new date was July 31st - see the report from Charles Olson in this Purr.

DVJC GOES TO ENGLAND

The scheduled September event where DVJC goes to England has 10 people signed up and ready to go. This is another first for our club and for us it is a wish come true. The visit to Beaulieu, Goodwood Race Track, Jaguar/Daimler Heritage Trust Museum, The Jaguar Factory, the Rolls Royce Factory and the Sammy Miller Museum plus 3 days in London will be a bench mark for our Club - a first. Don't forget to get your passports out and check them for expiration. Turns out they are only good for 10 years - what a rip off!!

(Co-Editor's note: Canadian passports are only good for 5 years..)

PITTSBURGH JAGUAR CLUB CONCOURS

I was informed of the success of two of our club members at the July 24th Pittsburgh Jaguar Club Concours. Bryan Edwards achieved 100 points in his Red Series 3 E-type OTS and Bill Beiswinger achieved 99.3 in his Series 2 E-type 2+2. The award honors at the hotel also credited Bill's young son as having helped Dad do the wheels. Congratulations, fellas for carrying DVJC equipment all 300 miles away to Pittsburg for their Concours d'Elegance.

Happy Motoring,

Kurt Rappold

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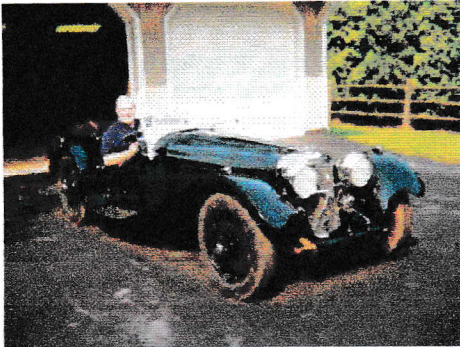
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EDITOR'S RAMBLINGS AUGUST 2004

PAST MEMBER RETURNS AFTER 39 YEARS

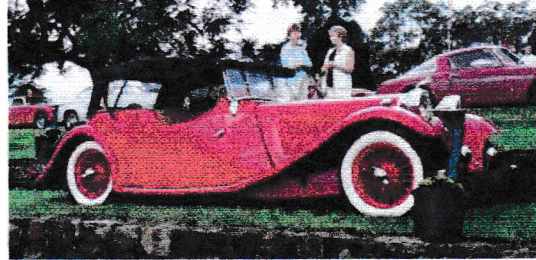


John Murphy first joined the DVJC in 1965 when he and his brother were racing a ragged (but fast) XK 120 at the Hershey Hill Climb. It was here that he saw his first SS 100 parked amongst the spectators' cars. Since then John has always wanted to own one but it was only recently that he could think of such a purchase. He spent the last year actively looking for one seeking the assistance of Terry Larson, Jaguar specialist with RM Auctions and David Cohen of Cloverleaf Auto. During that time there were a couple of close calls where he lost out to another buyer by only a few days or weeks. Eventually he was successful and he brings his 1937 SS Jaguar 100 2 1/2 Liter with him when he rejoined the club after all these years. This is the third SS 100 in the club the other two belonging to Vito Gatto and Matt Milling. Oddly enough John's car was one of the ones he missed earlier. John originally had scheduled a visit to see the car in Pipersville but had to postpone. When he tried to set up a meeting a week later it had already been sold to a broker in England. A search of the Internet located the car at Brian Classic in Cheshire, England and with David Cohen's assistance as broker he came to an agreement and the car came back to Pennsylvania where it had spent much of its previous life. The car was owned by R. C. Wood of Allentown since the early 60s and latterly by Gary J. Ford of Pipersville. Strangely enough we featured a picture of the car in the Purr last October when it was seen at the Radnor Hunt show. John says the car is in wonderful condition and drives superbly and he promises to bring it to an upcoming DVJC event. Welcome John! We look forward to seeing you. Incidentally John was recently inducted into the DVJC Wednesday midday meeting of the Springhouse & Ambler sub-branch at the Drafting Room on Bethlehem Pike. We now have five members!!

SELLING A CAR ON E- BAY

I had advertised my 1934 SS 1 in various well known magazines and had a number of responses. One was from a man in New Zealand who had a number of classic cars and asked many searching questions. Another enquiry came from the Netherlands with even greater searching questions like had it got dirt on the

tires! Another came from England and this guy as good as bought it but at the last moment said he and his wife had decided to move house and would I wait for eight weeks while he sorted out the house sale!



SS1 at Radnor in 2003

It was then that I decided to offer the car on E-Bay. This I confess I did with not a lot of hope of success. My son created a really professional advertisement complete with a variety of photographs -BINGO! Within two days it was sold at the asking price. The required deposit of \$ 1,000 was immediately sent by Fed Ex. The purchaser (let's call him Mario) called from his home in Salt Lake City and said he was going to travel to see the car and would advise me when he would do this. A week later he flew to New York, hired a car and drove to my home in Gwynedd Valley. I had the SS1 polished and pristine in the driveway. A small table displayed an original 1933 hand book, an original 1934 brochure and all the tools associated with the car. Everyone said they had never seen the car look so good and perform so well.

A week earlier I had asked my buddy Jim Shields if he could fix my starter. I could start the car by pushing the solenoid button on the starter but not from the dashboard. Jim was delighted with the simplicity of the car as he looked behind the dash without having to remove anything. He determined the problem was the solenoid itself and soon took this off to find a part that was badly worn and not making proper contact. He reversed the part, still marveling at the simplicity of it all, put it back together and one touch of the dashboard starter and the engine burst into life. Great work Jim .Thank you.

The night before Mario's arrival we took the car for a last run and nearly wrote it off! My buddy Paul Racette was driving. Son Gary and Grandson Christian were passengers in the back seats and I was the passenger in the front. The road we live on is very straight for a 1000 yards with 35 mph limit and double yellow lines to forbid overtaking. Despite this most traffic likes to test their maximum reading on their speedo. We were returning home. I put my arm out to confirm we were turning left (Right hand drive car), Paul turned and the next thing I knew I was looking at the passenger in a SUV as the driver halted his overtaking effort a couple of feet from our bonnet. Paul said he saw the SUV out

of the corner of his eye and braked. The SUV driver apologized! No road rage. It could have been nasty. We surmised that drivers today do not recognize hand signals and ignore no overtaking signs.

Two hours after leaving Kennedy Airport Mario arrived with his wife. We looked through the folder I keep for each of my cars containing historic information, invoices, etc. then took a detailed look at the car. The last part we looked at was the engine on the drivers side when Mario stopped, looked up and said "You know this car" (I thought "here we go he's going to tell me everything he thinks wrong with it") "Is everything you said it was and that is most unusual. Most cars I see are miss-represented." He then gave me two guaranteed checks. One was for \$5,000 less than the purchase price and the second was for \$4,000 (I had \$1000 deposit). I presume his plan was that the \$4,000 would become a bargaining ploy if he thought the car was not as specified. So I learned a good tactic. Just before he left he said "I had better hear the engine run." She started with one touch of the button.

Mario buys and sells old cars with his partner in England. From what he told me they appear to distribute them all over the world so I expect to see my 1934 SS 1 in print again but suspect he had a buyer in mind. Two weeks later the car was picked up. I was not there to say "Goodbye" but Paul kindly did the honors for me.



Mike's SS1 on its way!!

PORCELAIN MANIFOLDS

Bob Aldridge, 1st Vice President of the Jaguar Club of South New England makes the following points regarding the maintenance of Porcelain Manifolds in their club magazine "The Spotted Cat" and I thought they would interest you:-

1. Lots of \$\$ are spent on having old ones redone, only to have them crack and flake off again or become pitted.
2. There may be several reasons for the lack of durability in redone manifolds. Even though these manifolds are blasted to free them from rust, cast iron has some porosity and there

may be rust lurking below the surface. The type of porcelain may also be suspect. The British call it stove enamel and it seems harder and glossier than some redos. Check for the best place to do the job

3. Use and care is also a factor. A slow warm-up is easier on the manifolds instead of blasting off down the road. Quick heat-up puts extra stress on the coating. E-types seem to have a shorter life for manifold porcelain. The louvers directly above the manifolds may contribute to this. Hot manifolds getting quickly cooled by rain entering the louvers may shorten the life of the porcelain
4. If you try to achieve a perfect score in Concours try this solution devised 30 years ago when most cars were driven to shows and trailers were frowned upon. The originator lived in Long Island and would drive to five shows and receive five Best in Show awards. After the car cooled down from his trip to the show, he would remove his "road" manifolds and install "show" manifolds!!
5. William Brady in a discussion on the JCNA forum recommends a shop that seems to do a superior job redoing manifolds. He states that "the only shop I know of who still does it correctly is Prairie Auto Porcelain in Northfield, Minnesota (507-645-0987)".

SUCCESS OF THE X-TYPE

I heard that the new X-type wagon is coming to the US later this year. I see lots of X-types on the road now and the total sales of all models now exceed 200,000 worldwide.

NEW DEALERSHIP OPENS

At a well attended opening ceremony last month the new West Chester Jaguar and Land Rover dealership was opened. Located just west of the intersection of the 352 and Rt 3 the new premises are beautifully appointed with the showroom featuring pictures of past historic Jaguars and booths to properly show off the current product range. The workshops, as you would imagine, offer every modern facility. The cocktail party at the opening was a sumptuous affair befitting the quality of the product. Various club members arrived in their vintage cars including club president Kurt Rappold and Fred Mack. I heard a rumor that they were already short of parking space for new cars, hopefully because of the heavy demand.

Mike Tate
Co-editor



DELAWARE VALLEY JAGUAR CLUB VISIT TO

Grounds for Sculpture

SUNDAY AUGUST 15, 2004

10.30 AM



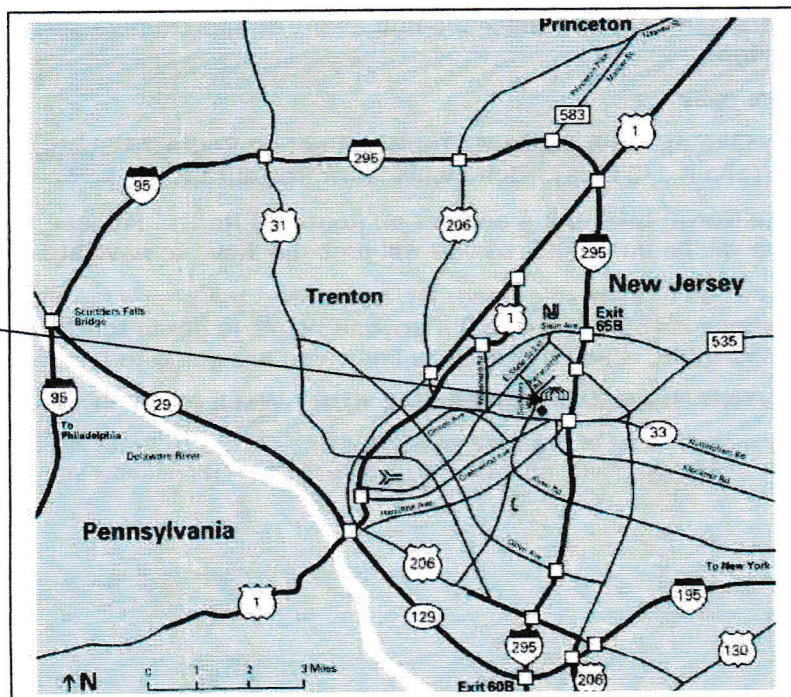
We have arranged a visit to this fabulous sculpture park on the site of the former New Jersey State Fairgrounds near Trenton, NJ. Grounds for Sculpture is an outdoor sculpture garden covering 35 acres with a varied terrain and water features and sculptures by established and emerging artists are scattered throughout the park. Paved walkways provide limited accessibility – so good walking shoes are a must as well as sun hats and sun screen if it is sunny or rain gear if the weather is inclement. In addition there are exhibitions in the historic renovated buildings that are changing all the time. The Grounds welcome visitors to view small scale to monumental sculptures in an exceptionally serene and scenic setting. To make the most of our visit we have arranged for guided tours.

Admission on Sunday is \$12.00 per person. This will be paid by each person as you arrive.

We will meet in the overflow parking area (this way the Jaguars will be all together!!) at 10.30 am and will proceed to the Domestic Arts Building to meet our guides. The tour is scheduled to begin at 11 am and will take 2 hours. Box lunches are available for \$12.50 each (please indicate on the reservation sheet your choice of lunch as these must be booked a week before our visit). There is also a snack bar for light lunches and beverages. No outside food is permitted in the park.

We hope that the members of our club will enjoy this day out with fellow club members – a chance too to go somewhere locally that is interesting for the other members of the family who are not over the moon about Jaguars!!! For those who enjoy shopping there is a Museum Shop and Toad Hall Shop & Gallery is in the adjacent Rats Restaurant also located in the Grounds. There is lots of seating throughout the park allowing wonderful views of the sculptures and the landscape.

The Grounds For Sculpture



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

Box lunch orders must be received before August 10th.

Please call Kit Racette at 215 646 6299 or kracette@comcast.net with your order.

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, parmigiano regiano, 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.

FOR MEMBERS WHO LIVE IN NEW JERSEY, TOM JONES WILL MEET YOU AS FOLLOWS:

Tom Jones, South Jersey area coordinator, will be at the Bob Evans Farm Restaurant at 9 am on Sunday, August 15th for those who would like to meet-up and have coffee before we go to the sculpture gardens. We will leave Bob Evans at approximately 9:45 am and proceed to Hamilton.

The directions are easy:

From 295 North, take exit 36A Berlin/NJ Tnpk and get on Route 73 South. Proceed to Fellowship Road (about 1/2 mile). Bob Evans Farm Restaurant will be on the right.

From NJ Turnpike North, take exit 4 and get on Route 73 North. Proceed to Fellowship Road. Bob Evans will be on the left so you will probably have to navigate a jug handle turn.

The restaurant is at 601 Fellowship Road, Mt. Laurel and the phone number is (856) 231-9125. Our cell phone is (856) 371-5840 if anyone needs to get in touch that day, and home phone is (856) 853-9398. Call us and let us know you are going to join in the caravan.

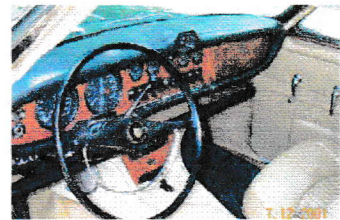
FOR THOSE LIVING NEAR KURT RAPPOLD, KURT WILL MEET YOU AS FOLLOWS:

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. My home phone number is 610-358-4055 - let me know you are going to join us.

CLASSIFIED ADVERTISEMENTS AUGUST, 2004


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

ANOTHER SUCCESSFUL SALE VIA THE PURR: Mike Tate has sold his Carcoon Storage System to fellow DVJC member Jim Shields - thus keeping it in the Club !!!!




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**BUCKINGHAM 5th ANNUAL CONCOURS D'ELEGANCE AUTOMOBILE SHOW AND AUTOMOTIVE
FLEA MARKET
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**Sunday the 12th of September 2004 from 8 AM to 4 PM
Rain date – Sunday the 19th of September 2004
No alcoholic beverages permitted in the park.**

A special commemorative memento will be awarded to all entrants
A large number of special category Sponsor donated trophies will be awarded
All show cars must be on the field by 10AM

**All cars entered must have valid insurance, car registration and fire extinguisher
A photograph of the car must be included with the registration form**
No modified or street rods or commercial vehicles permitted
Show cars will enter and check in the Holicong Park's side entrance off of Holicong Rd.
Check-in time starts at 8 AM

**⇒REGISTRATION FEE - \$15.00 PER CAR←
PRE-REGISTERED AUTOMOBILES ONLY**

⇔SEE ENCLOSED RESERVATION FORM FOR PRE-SHOW DINNER EVENT⇔

*All car registrants (two per car) will be the guests of our sponsors for a complimentary breakfast served on the Show Grounds from
8 AM to 10 AM*

Any additional people for breakfast will be \$10 per person (pre-paid)

For additional information check our website at www.buckinghamautoshow.org or call:

Al Pincus or Ralph Tompkins (215) 598-0882 or (215) 598-3740

→-----DETACH AND RETURN-----←

Please print:

Check here if this is a Senior entry

Name: _____ Phone: _____
E-mail address _____
Address: _____
City: _____ State: _____ Zip: _____
Make: _____ Model: _____ Year: _____
Owner's Signature: _____

I will require parking for a trailer

Please check our website for local area overnight accommodations

Make your check payable to Buckingham Land Preservation Fund, Ltd. Mail your completed registration form, along with a photograph by September 1, 2004 to:

***The Buckingham Land Preservation Fund, Ltd.
1440 Pineville Road
New Hope, PA 18938***

The Buckingham Concours d'Elegance is a 501(C)3 Non-Profit Corporation

By signing the above, the participant acknowledges that Buckingham Township, its employees and the volunteers of the Buckingham Concours d'Elegance are not responsible for any damage incurred at the car show.

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switch to a
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from The Great Britains*



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JAGUAR

TALE OF TWO JAGS - A MODERN MORALITY STORY BY PETER TATE



I am the elder brother of your illustrious editor, Mike Tate. It was I who instilled the love and deep devotion to the Jaguar cult in the little lad. In those days, it was the SS Jaguars that caught his eager eye and cemented a burgeoning love affair with the marque.

However, I digress.

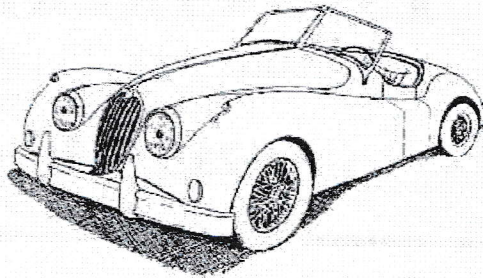
At a recent bank holiday presentation of classic automobiles in the Devizes, Wiltshire, England market place, I was present with two Jaguar XJ Series 2 and 3 as shown in the photograph. Both these cars had been rescued from an ignominious end, within an ace of being devoured by the hungry jaws of The Crusher.

The 1984 Series 3 languished for two years at the kerb inside the Neolithic Stone Circle of Avebury. A broken valve rendered her dead in the water (actually, among the grasses); she had gradually lost her sheen, and as the authorities were about to send her off on her terminal journey, her owner was pleased to give her to me. She was winched onto a trailer and taken to the Atwell-Wilson Motor Museum at nearby Calne, where her engine was repaired and her body titivated to resemble its previous glory. Her interior was and is good, and she now serves in the Museum's wedding car fleet, proudly helping to earn her living and that of her companions of various makes, models and ages.

The 1974 Series 2 had, when new, been exported to South Africa. She is fitted with an air conditioner, and spent many years in that country. From there she went to Luxembourg, returning to the UK in the 1990s. I spotted her surrounded by scrapped vehicles in a county garage yard, brakes seized, interior complete but giving out that moldy odor that strangely has an almost aphrodisiacal appeal. "Take her and nurture her," said the garage owner. Another trailer ride to the Atwell-Wilson Motor Museum rehab center - a thorough clean, seats lavished with restorative emollients, a new battery installed, some engine adjustments performed, brakes unseized - the moment was at hand. She responded to the starter and I eased her out onto the highway - such a rewarding experience to have her come to life and take to the roads of Wiltshire again.

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DVJC FIRST EVER JCNA SANCTIONED SLALOM REPORT BY CHARLES OLSON VP

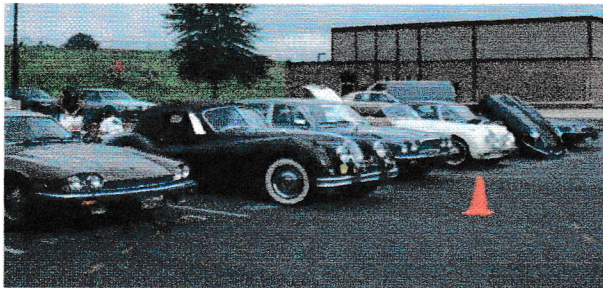
After a week's delay due to weather complications, our very first JCNA sanctioned Slalom was completed shortly before noon on July 31st under partly sunny skies, with 14 cars participating.

It was held at the Garnett Valley High School, home of the "Jaguars". So said the sign above the stadium press box overlooking our slalom event! What can be better and more apropos than that?



The planning process was started back in March when director Gerry Kunkle spearheaded the effort. The biggest problem was obtaining a suitable site. A longtime member Jack Alexander suggested the Garnett Valley High School. Kurt procured permission to use the parking area and obtained the JCNA sanction.

The prescribed course was laid out for the cone locations the evening before and most of the logistics worked out. Our biggest concern was the electronic timing devices produced by the Haver Company that were stored in Steve Kress's garage for twenty years. Would they work? Kurt Rappold and Danny Bratton our newest member (incidentally Kurt's grandson) with some patience, ingenuity and time, "by golly", got it working! It should be mentioned Danny did a great job of fabricating two light holders for the light sources to ensure a stable platform and ease of alignment. With some dielectric grease and tight connections, not to mention a lot of fine-tuning provided the confidence level to get us through the slalom - AND IT DID!!



A total of 13 cars participated in the event representing 7 different classes. They were inspected for safety by Paul Racette and Jim Shields. In conjunction, our Slalom Steward Gerry Kunkle took care of the registration and assigned a number to each car to provide an ID and the sequence in which they would participate in the runs.

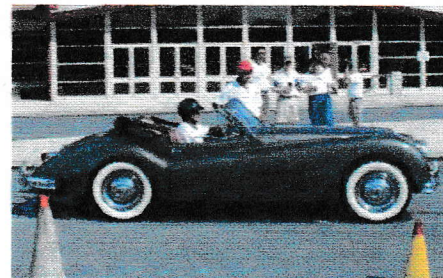


The pre-Slalom brief was conducted by Gerry Kunkle and a walk through of the course detailing the three different patterns each car would do during each run. With questions resolved, Clara Saxton, our ever efficient secretary, arranged the bookkeeping and recorded the scores as relayed by our volunteer time keeper Hal Jean. Tom Murray wasn't able to bring his Jag, but served as a back up timer. As an added comment we had one of the youngest members Danny Bratton (17), and oldest active member Fred Mack (93) who made all five runs without a single DNF driving his XK-120 that he bought brand new in 1953!



Fred Mack

The starter persons took turns as Gerry, Paul and Kurt rotated when not driving. Helmets provided by Kurt were distributed, shared and the Slalom was underway with Gerry Kunkle starting as car number 1! This was to set an example, of course, as our Slalom Steward showing us all how easy it was to drive the Slalom without knocking over any cones or straying off course! Then we all took our turns in our assigned sequence, car number 2 following Gerry, then car number 3 regardless of class. The XKE 6 cylinder cars are listed in the JCNA rules as class D and a total of six



Jim Shields

cars provided the fastest group. However, the fastest car overall was an XK8 in the class K driven by Ron Musselman with a time of 47.346 seconds. This was Ron's first participation in any activity of this sort and by "pushing the envelope" a little more each time he managed to record the fastest time of the day.

The second fastest car belonged to Steve Kress with a time of 47.673 and from my perspective he was the smoothest driver as derived from the fewest tire squeals. This was also determined from the video taken by Chris Bajkowsky during the slalom. I've dubbed Steve "Mr Slick"!

Our Slalom Steward Gerry Kunkle took 3rd fastest with a time of 48.837. Wayne Tubbs driving an XJS was 4th overall and Danny Bratton driving Kurt Rappold's E-type was 5th overall and did a great job at 50.131, beating Grand Dad's time with the same car running as car number 14. It should be noted it was his first time driving this car and he made all the runs without any DNF- Did Not Finish!!

I've grouped the cars according to their class to compare times of similar type vehicles. All times were recorded electronically and presented as follows:

Class B XK120

1 st	Jim Shields	58.039
2 nd	Fred Mack	1.09.808

Class C Earlier Sedans Prior to 1971

1 st	Alex LaRoche	51.564
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Class D XKE 6 cylinder

1 st	Steve Kress	47.673
2 nd	Gerry Kunkle	48.837
3 rd	Danny Bratton	50.131
4 th	Bill Beiswinger	50.169
5 th	Paul Racette	50.793
6 th	Kurt Rappold	51.098

Class E XKE 12 cylinder

1 st	Greg Troupe	52.495	DNF
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Class F XJ6 Sedans after 1971

1 st	Charles Olson	52.299
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Class J XJS

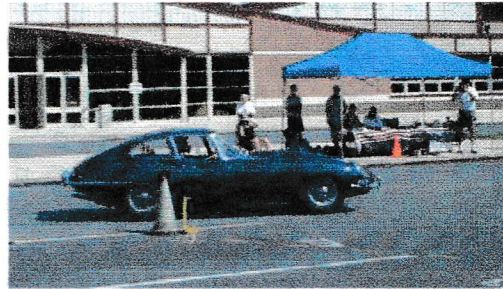
1 st	Wayne Tubbs	49.745
2 nd	Ann Perry	1.03.290

Class K XK8

1 st	Ron Musselman	47.346	BEST OVERALL
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It would have been nice to provide a minimum of first, second and third trophies in each class, with a separate trophy for the best time overall. The difficulty was there are 17 classes in all with further subdivisions of street and modified classes. Trophy requirements are decided well before the registrations are received and our discussion based on a first time experience resulted in just three awards. We'll be better prepared to offer more for our next slalom.



Paul Racette

As we establish the fact we schedule an Annual Slalom we'll possibly see more variety of classes and the participation of other clubs which will make a more competitive and exciting event. But your first time in anything is usually the most exciting and as you gain experience with slaloms your scores will most probably become better.

It is very difficult to break the 45 second barrier which has been achieved only by experienced drivers and usually with cars in the modified class. So, as stock drivers and mostly first time participants, you are to be congratulated.

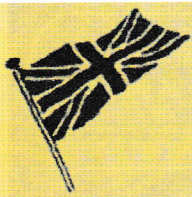
With trophies presented everyone was invited to food and friendship at the Concordville Inn to conclude our day in a private room overlooking the parking area filled with our Jags.

Gerry, Kurt and I thank you for your participation and help to make this, our "FIRST" Slalom a great success.

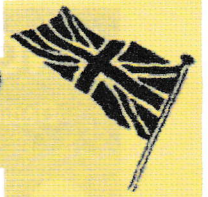


Photos by Jim Shields and Paul Racette

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E-mail: Sally - sh88keys@adelphia.net Andy - aschnegg@suscom.net

For Club Information visit our website: clubs.hemmings.com/Lancomg/index.html

Pre-Registration Deadline, August 20, 2004

Please Print Clearly (or affix return address label)

Name: _____

Street: _____ E-mail: _____

City: _____ State: _____ Zip: _____

Year _____ Make: _____ Model: _____

Car Club Affiliation: _____

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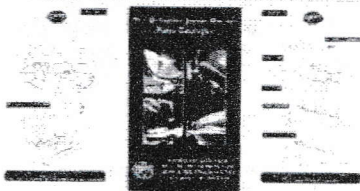
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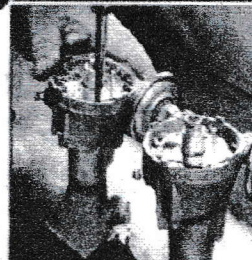
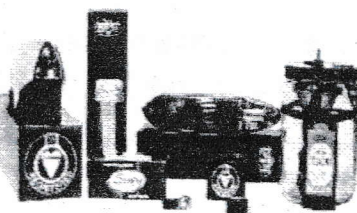
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