

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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OCTOBER 2004



Doris Carr brought her 1958 XK 150 Coupe to the Buckingham Car Show

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## Welcome to new club members:

Ian and Chris Curtis of Chester Springs, PA  
Diana Morel and John Kolb II of Chester Springs, PA  
Michelle Feathers and Craig Leister of Reading, PA  
Audris and Scott Nelson of Wilmington, DE  
Ken and Marilyn Giannantonio of Medford, NJ  
Rod Serianni of Green Lane, PA  
Samuel J. Merlino of Phoenixville, PA

We look forward to seeing you and your Jaguars at our next events.

## DVJC EVENTS

### SUNDAY OCTOBER 24<sup>TH</sup> FALL FOLIAGE TOUR

Details available from the flyer in this newsletter. Please ensure that your check made out to DVJC is mailed to Al Pincus before October 20. We look forward to seeing you there.

### SATURDAY NOVEMBER 6<sup>TH</sup> TECH SESSION ON PREPARATION OF LEATHER

Paul and Kit Racette met Joanne Rice of Color-plus at another car club's tech session and were so impressed with the results of her products on the leather of their MGTD that they asked Joanne to come to the DVJC tech session so the members can see for themselves. Joanne works miracles with old, damaged leather seats and brings new life to the upholstery of old cars. COLOR-PLUS, the name of her company, is a leather restoration system and Joanne will show you the possibilities. She will also show you how to maintain the condition of the leather in your car. So we urge you to take advantage of this opportunity to learn about leather – how to repair it and how to maintain it. Leather in cars needs attention!!

Session will begin at 10 am. – coffee and donuts provided.

PLACE: Sandrose Trophies, 9<sup>th</sup> and Sproul St, Chester, PA. 19013

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 9<sup>th</sup> 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 south, please contact Kurt.

**Directors Note: There will be a directors' meeting at 9AM. Please be on time so we can get the meeting over before the Tech session. We have lots to talk about including the Club elections.**

### SUNDAY DECEMBER 5 DVJC HOLIDAY LUNCHEON

PLACE: Whitmarsh Valley Country Club, Thomas Road, Whitmarsh, PA

TIME: 12 noon for cocktails.

PRICE: \$39.00 per person

DETAILS will be available in the November newsletter

#### 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

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Bethlehem	Robert Stieg	610-691-0726	
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Willow Grove	Sidney Clark Sr	215 657-3914	

### DVJC Trip to Browns Lane

Written in Merry Olde England – beginning in Salisbury, to be exact – our flight Virgin Airlines#2 from Newark Airport to London Heathrow Airport went well for our part of ten DVJC members. The flight left three hours late due to bad weather down south in Miami and Atlanta so while we waited we enjoyed a football game on the airport television. At Heathrow we were picked up by our bus driver David who had a cool Volvo bus for 41 persons. We had a lot of room to move about on this vehicle which traveled with ease down the super highways. I must say the British seem to know how to build and maintain roads a lot better than we do. I didn't experience one pot hole during the entire tour, much better than on our worn out roads and poorly painted markings in Pennsylvania. Of course, everything is reversed so one must look to the right before crossing a street.

On our first day in England we headed to Beaulieu and walked around a large auto jumble. While there, some of us found auto related items and collectibles. We found some Monte Carlo Rally plates which I hope Tom Murray can use as a pattern to create a rally plate for the front of the cars of our Club rally contestants for the upcoming Pumpkin rally. If you have entered the Pumpkin Rally this month please let us know so that we can have enough rally plates to put on all the Jaguars attending. Be sure to check your front end to ensure that you can attach a plate. If your Jaguar doesn't have any plate bracket you may want to create one. We will use the bolt pattern from a 2004 Pennsylvania tag to attach the rally plate to your Jaguar front end. If you want to run the rally with our rally plate and you don't want to build a bracket we could also tape it on the front of your car with 100 mph duct tape with a soft backing so as not to harm your Jaguar's perfect paint finish. At the flea market I found a single "C" type model for a fair price and a couple of XK140 white coupes made a long time ago by British Toy Maker "Lesney". On our way to Beaulieu one day we also visited Stonehenge which is said to be 5,000 years old.



Kurt and Pat Rappold  
with Sammy Miller

On the second morning we had an appointment at the Sammy Miller Motorcycle Museum where Sammy conducted the tour himself. He pointed out unique features on his 200 motorcycle collection, some of which are one of a kind in the world or the only known survivor of a limited production model. Such a great service he is providing to the motor heads of the world. His facility features a tea room, museum, court yard, restoration shop, shipping shop for his parts business, a place for kids to expend their energy and

some farm animals for pets. The museum itself is under expansion which appears to be about one third more display space. At 71 years old Sammy still rides and appears to be in great shape. He is famous for his racing achievements and has an entire wall glassed in for his trophies. In motorcycle racing, rather than collecting huge amounts of money such as in NASCAR, the winners collect trophies for their efforts. One Harley Davidson and one Indian were on display.

We then went back to Beaulieu for a tour of the National Auto Museum and Gift shop. The Auto Jumble takes place on the extensive grounds of the Museum. There are over 200 vehicles on show in the Museum. We were fortunate as our tour guide who was also the only mechanic for the place got us permission to tour the Museum's work shop and machine shop. The shop was fully equipped with lifts and machines. Some of the group was anxious not to miss any of the Auto Jumble so after the tour of the Museum they returned to the Auto Jumble. The Auto Jumble seemed to me to feature the older English cars – I was looking for a part for a 1969 MG and nobody had anything that new. Paul was looking for a speedometer for his E-type and was not able to find that either.

To make the trip even more interesting, our driver Dave willingly stopped to show us the sights of England. On the first day he drove by Stonehenge so that we could appreciate this tourist destination. As we drove between the Sammy Miller museum and Beaulieu our route took us along the seashore opposite the Isle of Wight and Dave stopped the coach so we could get out and walk and take photographs. My, what powerful winds exist here. With all the power requirements in England, it is a wonder to me why they don't have more wind generators as all the fuel for generation must be imported. At one time the English utilized their coal supplies to a point where not much is remaining now.

The next day we visited the Rolls Royce Factory in the town of Chichester on the Goodwood Estate. Of course, Rolls Royce is now owned by BMW and their factory is Disneyland clean. We had a guided tour, saw the complete factory from start to finish, even to the leather cutting and the wood interior shops. Each one of these cars is a special order for a customer and all have no less than seventeen radio speakers inside. All have the disappearing Flying Lady in the radiator cap, self sealing tires that are good for 150 miles after being punctured and umbrellas in the back door and a control that allows the passenger to close the rear suicide doors from the comfort of the rear seats should the chauffeur not be available to close the door from the outside. The stainless exhaust systems all have "whisper" quietening valves on both pipes so they are noiseless. The factory is very environmentally friendly; for example, the air conditioning condensers are buried out front under a man made lake and the nine acre roof is planted with seasonal flowers. All of the plant windows are covered with variable cedar louvers to



regulate sunlight and heat from entering. Of course, no photography was permitted so the assembly of all the parts must come from memory. All the bodies are out sourced so the first parts we saw were body shells being painted. The doors are then removed to ease interior assembly. The marriage of the drive train to the underside of the body requires only seventeen bolts. After testing and inspection all five cars per day are bubble wrapped prior to leaving the building. All cars are special order, require two and a half months from order to delivery and cost \$330,000 for a basic stripped version.



DVJC Group at the Rolls Royce Plant

We then motored the short distance to the Goodwood Race track nearby for a tour and lunch trackside. Our tour guide was away on holiday so we did our own tour which of course included the gift shop and a visit track side where we viewed a Mustang which seemed to be out running several Lotus "7"s. We just missed the "Goodwood Revival" by one week where 140,000 people had assembled to view vintage race cars and bikes driven by famous race people. We picked up a couple of the official race programs for Goodwood 2004 if any one wants to see them. We left Goodwood and traveled to Coventry in preparation for our 9AM visit to Jaguar's Browns Lane factory. On the way we stopped along a country road at a pub called "The Wharf" which is situated by a canal loaded with private barges with people on holiday. A wonderful pub, the building started in the 1500's according to the owner. Our bus fit well into the giant parking lot – that was a small problem, where to park a giant bus as we toured around England.



Steve Kress enjoying a drive in a Formula 1 simulator at the at the Jaguar Daimler Heritage Museum.

We stayed that night at the Britannia Hotel in downtown Coventry. Their continental breakfast was served in the "Bentley Room" which had walls covered with auto related paintings and photographs of Bentleys. We got to the Browns Lane factory early on Tuesday morning, not realizing then that on the upcoming Friday, Ford Motor Company would announce the closing of the production line! (Production of the XK8 and XJ series will be transferred to Castle Bromich nearby, leaving the museum and

wood and leather production at Browns Lane as well as the headquarters for Jaguar.) The employees were all working very hard and most appeared to be of older stock. Hopefully Ford/Jaguar will offer them a respectable retirement package as Pat and I received from the former Scott Paper Company.

At Jaguar, the bodies arrive already painted from another plant. We saw the XJ6-8-R and XK8 and 8R being built. One comparison I made with the Rolls production was that Jaguars require 33 bolts to marry the running gear with the underside of the body and Rolls Royce requires 17! The production capacity is over 200 units per day as compared with Rolls Royce's at 5 per day. Their wood shop and leather shop are more manual, giant in size and very labor intensive. They actually gave us samples of the leather with the leaper embossed in them. Following the plant tour we went to the Daimler Heritage Trust Museum where I presented a Formula 1 race car model on a walnut base with the words "In Appreciation for the Factory Tour DVJC 2004 England" engraved in a plate to Gordon Cotton, our Jaguar Plant Tour Guide, an ex-employee, now retired. The plant closing left me in dismay as it had produced up to 200 cars per day for 50 years. I have waited for 40 years to visit the plant and feel thankful to be amongst the last American Jaguar Club to be given the official tour. Most of the men and women working there out on the floor and in the 'trenches' were white haired. I did speak to some of the employees and they were quite friendly and nice. I think it once again comes down to the "bean counters" and the very weak US dollar as 56% of all Jaguar production goes to the US. Plus BMW and Mercedes are eating Jaguars for lunch, especially with the SUV's and station wagons.



Kurt with Gordon Cotton and the Tour Director for the Jaguar Plant at Browns Lane

As a true Jaguar lover and owner for over 40 years I'm sorry this is happening. With four different Jaguar models being made, one would think sales would keep Jaguar's head above water. I look at Jaguar and Rolls Royce and compare the two. At Jaguar they were cranking out 200 units a day at about \$60,000 each and at Rolls Royce 5 cars a day at \$330,000 each and wonder why the Jaguar marque cannot make a profit. Is it the weak US dollar exchange? Is it poor sales in the second quarter? Is it the bean counters covering their butts? Probably a combination of all three. It seems to me that, after fifty years in production, it is like throwing the 'cat out by the tail'.

Next month – continued – our trip to Browns Lane, Travel to London's Knightsbridge Millenium Hotel.

Happy Motoring,  
Kurt Rappold

# DELAWARE VALLEY JAGUAR CLUB



## FALL FOLIAGE TOUR

SUNDAY OCTOBER 24, 2004

ORGANISED BY AL AND TUCKY PINCUS

9.30 AM: MEET FOR CIDER AND DANISH AT THE HOME OF AL AND TUCKY (1440 Pineville Rd, New Hope), AND VIEW HIS WONDERFUL COLLECTION OF CARS

11 AM: DRIVE UP RIVER ROAD FOR BRUNCH AT THE GOLDEN PHEASANT INN (463 River Road, Erwinna) IN A PRIVATE DINING ROOM.

AFTER BRUNCH WE WILL TRAVEL TO THE ROSE BANK WINERY (258 Durham Rd, Newtown - just 7 miles from the Pincus Home). THE WINERY IS OFFERING US A TOUR AND TASTING.

COST PER PERSON \$30.00 including dessert and tip. (We must have 60 people sign up in order to guarantee this price.)

Please send your check made out to DVJC and your reservation to Al Pincus, 1440 Pineville Rd., New Hope, PA 18938. For information call Al at 215-598-0882, [sparkeyem1c@cs.com](mailto:sparkeyem1c@cs.com). Reservations must reach Al before October 20<sup>th</sup>.

Directions to the Pincus Residence: north on Route 202 towards New Hope and stay to the right at the intersection with Route 23. At Lahaska and Peddler's Village, turn right on Street Rd. Cross Upper Mountain Road and the railway track and Lower Mountain Road. Immediately after Lower Mountain Road, turn right on Pineville Road. The Pincus residence is on the right.

### FALL FOLIAGE TOUR

Coming soon – the much heralded “Fall Foliage Tour”. On October 24<sup>th</sup> the countryside will look wonderful and just right for one last ride in your Jaguar before winter sets in. The club always gets a large attendance for this much anticipated event. It is always a joy to take part. We will meet at the lovely home of Al & Tucky Pincus at 9.30 AM to view his museum containing his car collection and memorabilia. Al & Tucky will provide Cider & Danish. At 11 AM we will drive in convoy up River Road to the Golden Pheasant Inn for brunch. Then we will have a tour of the Rose Bank Winery. Every one agreed that our last visit with Al & Tucky and brunch at the Black Bass Inn was one of the highlights of the DVJC calendar for that year. Please be sure to send your reservation to Al Pincus as soon as possible as we need 60 attendees to obtain a private room. Last reservations must be received by October 20.

### JAGUAR WITHDRAWS FROM FORMULA 1

Jaguar has announced that they will withdraw from Formula 1 racing at the end of the year and will put their team up for sale. They lie seventh out of ten in this season's Formula 1 constructors' standings. They also announced they were eliminating 1,150 jobs, reversing last month's decision to cut costs by stopping Friday working, and that they would stop production at their historic venue, Browns Lane. Jaguar's efforts in F1 have been a constant struggle since inception. As a result Cosworth, the engine manufacturer, is also for sale. Besides Jaguar they provide engines for Jordon and Minardi.

### OCTOBER 29 – 31 NORTH EAST RALLY, MILLSBORO

Full details for this event was published in the September issue of the Purr together with a reservation form. If you missed it then it's not too late to sign-up. Also you can see details on [www.northeastrallyclub.com](http://www.northeastrallyclub.com). If you have not completed a rally then you should try this one. It's a fun experience with your car. It's such fun that last year on my XK150 my speedometer broke, my steering rack also broke and we got a puncture but Paul Racette & I finished with a fairly respectable score and won the “Never give up prize”.

### FROM RUSSIA WITH LOVE

How things have changed since the first time I went to Russia in 1989. Back then everyone was destitute. At the hotel I stayed in the piece of soap they provided was half the size of a business card and just as thin. My towel was the size of a face cloth and for breakfast you got what they gave you. There was no choice. The department stores had very little on offer. Now we see Russian tycoons buying large chunks of the British heritage. It started with Roman Abramovich purchasing one of the premier English soccer clubs...Chelsea FC. Since the purchase countless

millions have been spent on acquiring top players and the club is challenging for top honors. Abramovich has just bought a \$100 million gold fitted jet. A rival of Abramovich, Boris Zingarevich, is set to take control of Everton Football Club.

Now a third Russian, 24 year old Nikolai Smolenski, has just purchased one of the few remaining British owned car companies, TVR, for an estimated \$28 million. TVR is one of Britain's most successful sports car makers. They are based in Blackpool, England, once the home of SS and Jaguar Cars. I guess the only British owned sports car company left, besides specialists, is Morgan. Perhaps another Russian will pump some \$'s into Jaguar so they can build the “F” type!!! Or perhaps a Russian could buy the Flyers or the Eagles and inject enough money to win a few Championships. The way things are going it could happen.

### BUCKINGHAM 5th ANNUAL CONCOURS D'ELEGANCE

What a gorgeous day September 12 turned out to be. Warm with a little breeze and a huge display of the best of the car manufacturers' heritage. As we roared down the 202 North to Buckingham in my 1962 MK 2 early on this Sunday morning two things crossed my mind. First, what a day for an open top car but my OTS XK 150 was at Ragtops and Roadsters for a little R & R so it had to be the MK 2. Secondly, it is some 40 minutes from Gwynedd Valley to Buckingham and some hundreds of old cars were converging for the show. But how do they get there? Certainly not on the roads I travel on. A constant question while traveling to any show is that I never see any of the other participants traveling to the same venue. It is the same phenomenon that begs the question “Where do the cars come from and where do they go after the show?” Hundreds of cars disappear into the shelter of their garages. You rarely see them on the open road. Perhaps they have all become too valuable to risk enjoying a weekend drive.

For the Buckingham show a full breakfast for two is included in the modest entry fee. No wonder everyone was in a good mood as fifteen Jaguars turned out including my MK 2. There was Vito Gatto in the “Past Best of Show” corral with his 3.5 liter 1938 SS100. We had five XK 120's: 3 Open Two Seaters brought by Alexandra York-Randell, Stanley Loose and, of course, Fred Mack; and Gary King's beautiful deep blue 1954 Drop Head Coupe. Also Mike Engard, the top man at Ragtops & Roadsters, brought Bruce Menkowitz's newly restored 1953 XK 120 OTS. Beautiful car. Bruce and his wife Shelley were there to admire Ragtops' work. Doris Carr brought her 1958 XK 150 Coupe. To keep pace with the XK 120's there were also five E-types: Robert Steig's 1970 Coupe, Jay Timbers had his 1967 2 + 2, and Bruce Langevin and his 1972 2 + 2 was there. Jill Schader-Powell was excited to win a first

place with her 1967 OTS. Patrick Petrillo completed the "E's" with his 1972 Series 3 OTS V12. The saloons were represented by Adam Hepburn's rare and beautifully prepared 1973 XJ12 Series 1. Club VP Charlie Olson brought his equally beautiful 1987 Series 3 XJ6. Then there was a late 1990's "Celebration" XJS Coupe which arrived later in the day whose occupants parked and departed without putting their identification on the car. All I noticed is that she happened to be tall, slim and blonde! An hour or so later they returned and drove away.

All these Jags, which really well represented the marque from 1938 through the 50's, 60's, 70's, 80's & 90's drew a lot of welcome attention. It is always exciting to see & hear visitors to the show asking questions and expressing wonder at the design of these old Jags. This applies especially to younger people who have never seen these cars before. One after another they said words like "gorgeous", "wonderful", "amazing", "exciting" so the old car hobby looks good because when these people get older and have the cash they will invest in their dream car. How much will they be then?

Al Pincus, one of the show's organizing Chairmen, tells me that the show was the best ever with 267 cars on parade. They made \$17,000. \$4,800 of this was from the raffle of a Ford Thunderbird. The winner took \$20,000 cash so the car will be sold. Over 2000 spectators attended and there was not one complaint. At the previous night's dinner everyone loved the food and Al got a real surprise when a first copy of his newly released book "From Brooklyn To Tokyo Bay" was auctioned and realized \$270. Al's proceeds from this book will be donated to the LSM Association and earmarked specifically for the restoration and maintenance of his old ship USS LSM 45, the only US landing ship remaining from World War II. If you want a copy go to [www.turnerpublishing.com](http://www.turnerpublishing.com). It would make a great Christmas present for some one.

**THE LARGEST AUCTION OF MODEL & TOY CARS EVER**  
As an update to my recent "downsizing" article I thought you might be interested that, as you read this edition of the Purr, I will be in England visiting with relatives and old friends. As we will be in the Windsor area we may drop in and say "Hi" to the Queen and Prince Philip!! A highlight of the visit will be on October 6 when we go to the auction of my Jaguar model collection which is headlined on the auctioneers' website [www.Vectis.co.uk](http://www.Vectis.co.uk) as the "Largest Auction of Toy Jaguars Ever". I am excited as they have already started promoting the event. This started July 31<sup>st</sup> at Sandown Park Racetrack in the UK when Jaguar specialists Racing Green sent the prototype XKSS (Jaguar's road going version of the Le Mans winning D-Type race car) to a press photocall which featured some of the miniature versions that will be on offer. The car and toys "caused a sensation when they were displayed outside the main Sandown Park entrance". I understand that photos have been taken with some

Spot-On models of the XKSS resting on the real one's bonnet. These will be used for promotion and will be featured on the front of the catalogue the contents of which are currently displayed on the above Vectis website. Bidding can be made on-line. I also understand the XKSS Prototype is separately for sale for \$1.4 million. Just think in 10 years time it will be worth at least \$2.8 million. Go for it!

#### NEW DESIGN EXHIBITION DEVOTED TO JAGUAR ICON

It's a car that's long been hailed in classic circles as a masterpiece but thanks to the British Design Museum, the general public in Britain are also being given the chance to see just what it is that makes the E-type the most recognizable classic car of all time. "The E-type – Story of a British Sports Car" is the subject of an exhibition at London's Design Museum that opened in August. This is intended to show both the evolution of what is arguably the world's most beautiful classic car and highlight the achievements of one of its key designers, Malcolm Sayer. In order to maximize public attention, a 1963 E-Type S1 Coupe has been encased in a glass tank outside the museum on London's South Bank. Inside the gallery, a 1956 long nose D-type and another four E-Types will be exhibited along with historical footage of Jaguar's earlier XK cars, period E-Type promotional material and an additional display devoted to Jaguar's famous "Leaper". Three of the cars have been loaned by the Jaguar Heritage Trust – the D-type, the 61 Series 1 Coupe that is in the glass tank, and a 1974 Series 3 V12 roadster which is particularly significant as it is the last E-Type ever made. The other 3 cars have been loaned by their private owners and comprise a 1961 Series 1 3.8 coupe (the very first E-Type registered 9600 HP), a 1962 Series 1 3.8 roadster and a 1963 Lightweight which is one of only 12 built. The five cars in the main gallery are lined up alongside one another to show the direct evolution of the form. The exhibition is open until November 28.

#### DVD OF JAGUAR'S RACING HISTORY

"Victory By Design" is the title of a DVD which shows competition Jaguars from the 1940's to the present day. In January this program was shown on Speed Vision and what an exceptional program it was! The Jaguar DVD is part of a series of 6 depicting outstanding vintage racing cars including Alfa Romeo, Aston Martin, Ferrari, Maserati, & Porsche. Each DVD lasts an hour. In the Jaguar film 20 different cars are shown including Sterling Moss driving the XK 120, an original Le Mans winning D – Type, a Lister Jaguar coupe, the XJ 13 and the 1953 competition XJ220C. You can check out all the details at [www.victorybydesign.com](http://www.victorybydesign.com) or call toll free 877 466 6660. The cost of each DVD is \$24.95 plus shipping.

Have a good October  
Michael Tate  
Co-editor

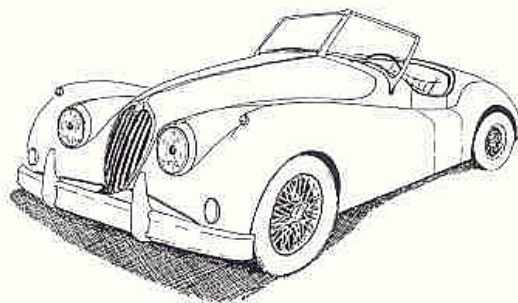


More Photos from Buckingham Show, courtesy of Dick Michie



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## 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](mailto: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.** 2002 XJR-100 special edition to celebrate the 100<sup>th</sup> anniversary of Sir William Lyons, founder of Jaguar, 100<sup>th</sup> birthday. One of the most exclusive Jaguar's ever. Only 500 made. 230 stateside. As new only 18,000 miles. Supercharged 390 HP, 5 secs to 60 mph. Cross drilled Brembo brakes. 19" Montreal exclusive wheels. Satellite navigation System. Momo leather trimmed gear knob. All this combined with the elegance of a Connolly Autolux leather trimmed interior, aluminum trim and gray stained bird's eye maple veneer makes the XJR-100 the epitome of everything Jaguar stands for. Price \$46,900. Call Mike 215-628-4961 [mjtate1414@cs.com](mailto:mjtate1414@cs.com)



**FOR SALE:** 1991 XJ-S V12 "Edition Classic". Only 48,500 certified miles (Car Fax) from new. Special Edition. Red exterior with beige seats and red piping. Chrome bolt on wire wheels with chrome fender flares and chrome sill connecting these. Absolutely 'show room' condition. Asking \$10,500. Call Paul 215-646-6299 [pracett@comcast.net](mailto:pracett@comcast.net)



CLASSIFIED ADS ARE FREE FOR MEMBERS OF THE CLUB FOR THREE MONTHS INSERTION AND ONLY \$10 A MONTH FOR NON MEMBERS.

DO YOU HAVE A JAGUAR YOU WOULD LIKE TO OWN BUT NEED TO CLEAR THE PRESENT STOCK BEFORE YOU CAN BUY SOMETHING ELSE? (This is a comment from the co-editor Kit who cant understand why her husband Paul is selling off stock at the moment – what does he have in mind to purchase...)



ANYWAY, THIS IS THE PLACE TO ADVERTISE YOUR CARS FOR SALE!!!

# HISTORICAL CAR CLUB OF PENNSYLVANIA



## ANNUAL FALL MEET and FLEA MARKET

SUNDAY, OCTOBER 17, 2004  
10 a.m. - 3 p.m. (Rain or Shine)

For more information call: 610 429-9669  
and Flea Market call: 610 259-5195  
or E-mail: [spokenwheel@comcast.net](mailto:spokenwheel@comcast.net)



Delaware County  
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- **DASH PLAQUES** to the **FIRST 375** show vehicles registered and in attendance.
- **SPECIAL AWARDS** to the **FIRST 30** AACA National First vehicles registered and in attendance
- 24 judging classes: 4 awards per class (see reverse side).
- Special trophy - BEST OF BRASS - Pre 1915 - sponsored by The Hespenheide Family.
- Special trophy - BEST CHRYSLER - Pre 1953 - courtesy of Weathers Dodge, Lima, PA.
- Special trophy - Best Original (unrestored) Vehicle - courtesy of Samuel Parnes.
- **You MUST be present to receive award....**

PLEASE  
NOTE

- Vehicles must be driven on to show field by 11:00 am
- Fully-charged **VISIBLE FIRE EXTINGUISHER** is mandatory within all vehicles.
- **ABSOLUTELY NO WEAPONS** on the show field or in the flea market at **ANY TIME**.
- No "For Sale" signs allowed in vehicles displayed on the show field.
- No Pets allow on show field.

Visit our web site at [www.spokenwheel.com](http://www.spokenwheel.com).

## FLEA MARKET REGISTRATION

(Make checks payable: HCCP - Mail to HCCP P. O. Box 688, Havertown, PA 19083)

# \_\_\_\_\_ Pre-registered Spaces @ \$10.00 (HCCP member)(**must be received by Oct. 11, 2004**)  
# \_\_\_\_\_ Pre-registered Spaces @ \$15.00 (non-member)(**must be received by Oct. 11, 2004**)  
# \_\_\_\_\_ Day of show Spaces @ \$20.00 (all) TOTAL ENCLOSED \$ \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP CODE: \_\_\_\_\_

PHONE: \_\_\_\_\_

FLEA MARKET SET-UP: 8:00 a.m. FLEA MARKET SIZE: Approx. 16' x 20'

## ANTIQUE CAR REGISTRATION

(Make checks payable: HCCP - Mail to HCCP P. O. Box 688, Havertown, PA 19083)

CLASS  
(See back)

YEAR

MAKE AND MODEL

BODY STYLE

Do you want this vehicle judged?

Is this vehicle an AACA National First winner?

Are you willing to help judge vehicles?

☐ Yes ☐ No

☐ Yes ☐ No

☐ Yes ☐ No

HCCP needs help.

**Please volunteer to judge.**

PRE-REGISTRATION (per vehicle)

\$ 13.00

(**must be received by Oct. 11, 2004**)

REGISTRATION AT GATE (per vehicle)

\$ 15.00

Vehicles 1927 and older

Free

TOTAL ENCLOSED \$ \_\_\_\_\_

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## DVJC CLUB NEWS

### **CLUB ELECTIONS**

The bylaws for the DVJC club require that all officers of the club should stand for two years and then elections shall be held. Nominations will be presented at the November meeting, in this case at the Tech session on November 6. Nominations from the floor including self nominations will be accepted. To run for office a member must be in good standing, have been a member for at least six months and have attended at least 25% of all meetings and /or events for that year. Official ballots will be sent to all members in December and the results of the election will be announced at the meeting in January.

Many of the members of the present Board have been on the Board for a long time – like twenty plus years and without them the club would not be in existence now. We are looking for members who are willing to get involved and take part in the planning and organization of events and meetings. The running of the Club is much easier if there are a lot of people involved – for example, the Concours and the Slalom, while organized by two or three people, were both great successes because lots of people came forward to help in the actual event.

One of the advantages of being involved is that you get to run events you want to see happen – like Tom Murray organizing the trip to England because he wanted to go to the Auto Jumble at Beaulieu !!! What events would you like to see happen with the Club????

If you are interested in getting involved, please put your name forward at the meeting on November 6<sup>th</sup> or call one of the officers of the Club listed in the Purr.

This is your club – so get involved!!!

### **JCNA COMPETITION RESULTS !!!**

#### **RALLY**

Check out the JCNA 2004 Rally Standings!! As a result of the rally in May, the top 7 rally teams in JCNA are from the Delaware Valley Jaguar Club!!!!

They are as follows:

Steve and Betty Kress in their 1972 XKE OTS with 114 points  
Tom and Nancy Jones in their 1986 XJ6 Series III with 140 points  
Tom Murray and Chris Jordan in their 1963 XKE OTS with 146 points  
Jeff and Patty Dement in their 1956 XK140 OTS with 147.5 points  
Ann Perry and John Shirlow in their 1985 XJS Coupe with 151.5 points  
Kurt Rappold and Bob Brown in Kurt's 1967 E-Type OTS with 211 points  
And Charles Olson and Christina Bajkowsky in his 1987 XJ6 Saloon with 253 points

I wonder what the standings will be after the Pumpkin Rally at the end of October !!!

#### **CONCOURS**

Club members also are doing well in the JCNA Concours Competition:

C02 4<sup>th</sup> place goes to Joan and Tom Wolf in their 1954 XK120 DHC with an average of 99.85667  
C06 6<sup>th</sup> place goes to Bill Beiswinger in his 1969 E-Type 2+2 with an average of 99.560000  
C07 3<sup>rd</sup> place goes to Bryan Edwards in his 1974 E-Type OTS with an average of 99.95000

Congratulations to you all.

#### **SLALOM**

Many of the members who participated in our slalom in June achieved times that rank them in the top 15 for their classes in the country. Of particular note are Jim Shields who has 4<sup>th</sup> place in the B class in his 1954 XK140 OTC with a time of 58.039 and Ron Musselman who also has 4<sup>th</sup> place in the K class in his 1997 XK8 Roadster with an amazing time of 47.345. For more results check on the JCNA website at [www.jcna.com](http://www.jcna.com). This is the photo of Ron that appears on the results page!!!



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make the  
switch to a  
British import  
from The Great Britains*



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