

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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NOVEMBER 2004



THE NEW X-TYPE WAGON COMING TO THE US IN NOVEMBER

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SATURDAY NOVEMBER 6TH

DVJC TECH SESSION
"CARING FOR THE LEATHER IN
YOUR JAGUAR"

DETAILS ON PAGE 2

THIS IS A TECH SESSION YOU
CAN'T MISS!!

DVJC EVENTS THIS MONTH

SATURDAY NOVEMBER 6TH 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, 9th 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 9th street (KFC on corner). Two blocks to Sproul St. On corner is Sandrose Trophies, a two story building with large car park. Go in the entrance and up the ramp to the second floor. For directions from 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: Whitemarsh Valley Country Club, Thomas Road, Whitemarsh, PA

TIME: 12 noon for cocktails.

PRICE: \$39.00 per person

DETAILS - SEE THE FLYER IN THIS ISSUE OF THE PURR.

DVJC CLUB NEWS

RADNOR CONCOURS SUCCESS

Patrick Dean, a member of DVJC, was delighted and surprised to win "The Best Jaguar" Award at the Radnor Hunt Concours this year. He sent us the following email, "I just wanted to let you know, as I enjoy reading the show results in the Newsletter, that (to my surprise) my XK120 OTS won the "best Jaguar" at the Radnor Concours back in September. A few outstanding Jaguars were there among a field of unbelievable cars. "

Here is a photo of his numbers matching 1954 XK120 OTS.



THE PREZ SAYS NOVEMBER 2004

UNRESTORED XK120 OTS

"You made my day" – as some members know I "drive" for a motorcycle dealership and "Drive" includes every job imaginable. This week I was picking up new tags at the Delaware DOT and could not believe my eyes at what I saw in the parking lot – a 1954 XK120 OTS in unrestored condition. After I conducted my business I rushed back to the car to put a membership application on it. While doing this the nice owner came out and we talked. It turns out he has been searching for a Jaguar club for a long time so I gave him our application form. Later I mailed him the latest newsletter and our dealer flyers which were in the Concours folders. His car is a daily driver with low miles and sounded great. I followed him out of the lot and down Route 13 until he lost me. You made my day! Hope he joins!!

SATURDAY NOVEMBER 6TH

The upcoming technical session, directors' meeting, nomination meeting and silent auction and DVJC Apparel Show on November 6th will be an interesting busy time. As you all know, we must elect officers every two years. The present officers may seek re-election by notifying Club Secretary Clara Saxton. Nominations will be open at this meeting for all 6 offices – President, Vice President, Two Director Positions, Treasurer plus Assistant Treasurer and Secretary. Due to the workload of our Treasurer the position of an assistant is being proposed. Steve Kress has done the Treasurer's job for at least 14 years since 1990 and needs help with certain parts of this job. We have an offer of help from Chris Jordan and she does an excellent job and I appreciate her work. If you wish to be part of the DVJC team we always welcome new people aboard and appreciate all the help we can get. You can self-nominate as long as you have six months membership in the Club and have a suitable attendance record at our events. It is your Club – please support it by being involved, attend the events, vote in the upcoming election and enjoy DVJC.

HCCP-DCC CAR SHOW

At 6am October 16 I am out walking my dogs and would not bet 50 cents on the day's weather, very gloomy and no sunrise! Oh well!! Get breakfast and since nobody called to meet me at the HCCP-DCC Fall Show at 9am so we could drive in and park together I'll go later. I arrived at the Show site just north of Media on Rt 252 behind Tony Cimino and his beautiful blue 1967 E-type Coupe so we parked side by side. Championship cars owned by Bill Beiswinger and Bryan Edwards were already set up as well as Don Mullins Series III OTS. Later a BRG 2+2 previously owned by Bill Centers showed up with enthusiastic new owners and potential new members Art Difelice and his wife. I spoke to many DVJC members who were there without their Jaguars. Had a lot of fun "kicking tires" with them. And then came the results of the Judging. With structured 1000 pt JCNA judging, we get spoiled, I think. We had one

young man judging all 18 "sports cars" in our class. First went to a Datsun 280Z of 70's vintage which had non original metal flake paint and non original wheels. Next Second went to Bill Beiswinger, then 3rd to Bryan Edwards. These two perfect 100 point Jaguars at least got prizes. Main thing - we all had fun for the last scheduled 2004 judged car show.

DVJC TRIP TO BROWNS LANE

This travel story is continued from October due to its length.

I left off in the Millenium Hotel at Knightsbridge in London where we spent our final three days before departing home on Virgin Atlantic Airlines Boeing 747-400.

After a good night's rest in a fine room, we had our continental breakfast in the fine restaurant before setting off to do a tour of the city on a double decker bus. We got caught up in a rather large protest about banning fox hunting. Also during our stay there were two separate intrusions into Parliament in three days which hasn't happened in 100 years. After our bus got through the Parliament protest area of some 400,000 people, we crossed over the Thames River and had a lunch at – of all places – McDonalds! Then we visited the Salvador Dali museum, followed by a river cruise up to the Tower of London and London Bridge. There were many old English ships anchored along the sides of the Thames River and much commercial barge and tour boat traffic. Of course, with all the protestors there were two helicopters flying around, bus loads of police in fluorescent coats, and even swat team boats in black inflatable rafts on the water. The cost of this must have been unbelievable for security. After all the protesting, the Parliament voted to stop fox hunting anyway. It was like the city folks voting to stop the country folks from doing what they have been doing for hundreds of years. The fox hunts I see near my house in Pennsylvania seem to allow the fox to escape (on purpose). After taking the boat tour we boarded yet another bus for the trip back to Hyde Park Circle. We all went out to dinner at an Indian restaurant and enjoyed all the spicy food together.

On Thursday we started off with the usual continental breakfast and set off to see the Changing of the Guard at Buckingham Palace at 10AM. They do this presentation on even numbered days during the week with hundreds of fancy red coated musicians, horseback riders and guardsmen wearing those big black furry hats before thousands of tourist spectators. We then set off by the Tube (Subway) on a recon patrol to try and find some London Harley Davidson, Norton and Honda T-shirts with London on them. After riding subways, busses and walking we only found Harley shirts at the Southwest Harley dealer special clothing shop located on King's Road. Rather expensive at \$58.00. We did go all the way up to a section called Camden to a street called Chalk

Road where the Lazer MG shop gave me English bike license plates for me to use on my English bikes. He would not accept any remuneration so I gave him one of my US MG pins from my leather jacket. That night the group ate at an Italian place called Pepi near the hotel – great food as we love Italian and there was no extra charge for the entertainment. The head waiter, I think, was putting on an act walking around issuing orders to his staff while seating new customers. It was funny. Nobody ever sat in the first seat he assigned them. People always moved to a second table after being first seated somewhere else. We noticed some nice humor while in England and had some laughs, even with the weather man on the television.

The neighborhood in which we stayed in London seemed to be loaded with luxury automobiles, such as Aston Martin, Ferrari, Lotus, Bentley, Rolls Royce and Jaguars of all types. Nearby was the designated "congestion zone" which means unless you were a bus, taxi or motorcycle, you must pay a special tax to drive through there. This was monitored by cameras at all entrances to the zone and if you didn't pay the fee the penalty is \$180.00 per day. They pick up your tag number on the cameras, wow!! Out in the countryside I was impressed by the number of cute Morris Minors, even station wagons and mini coopers. These seem to be well taken care of even though they are quite old now. I even saw quite a few older Morgans.

Our last full day Friday consisted of shopping at Harrods for gifts. Others visited yet another design museum to see four E-types and one D-type on display. Others visited the Hard Rock Café, the Wax Museum, Tower of London and the Crown Jewels.

Our designated Tour Bus picked up the group after our routine continental breakfast and check out to take us to Heathrow Airport for the trip home. We traveled at approximately 540 mph at 35,000 ft for 7 hours. A very pleasant crew fed us well. We laid plans out to make yet another club tour in about two years. Maybe by then Jaguar will be doing tours at the Birmingham plant. The Daimler Jaguar Trust Museum is supposed to still remain open for tours and is certainly worth the time and effort to visit. Look for our Formula 1 trophy if you happen to visit the museum. We learnt that you can rent the Jaguars from the Trust for your club events so that is a novel idea in itself. Many thanks to "Go Away Travel" arranged by Director Tom Murray. Thanks also for additional follow-up and communication via email and the Rolls Royce Tour to Kit Racette. All together it was a safe, enjoyable and well organized trip for the people of our club to take together.

OUR FALL FOLIAGE TOUR

The Fall Foliage Tour, organized by Al and Tucky Pincus, worked out well with 66 paid members and guests attending driving 38 various Jaguars. I was amazed to see a beautiful XK120 coupe and no less than three XK140's.

The day began with a coffee and assorted Danish being served by Al and Tucky. The car collection

could be seen by all in two sections of their large barn. A custom trophy featuring an SS-100 with engraved plate was presented to Al and a bouquet of beautiful flowers was given to Tucky by our thoughtful editor of the Purr Mike Tate.



We then drove to the Golden Pheasant Inn which is just below the Sand Castle Winery in Erwin along Rt 32, north of New Hope. The new room was excellent - we all fit in there okay and every one enjoyed the food.

After that we drove south on Rt 32 to Newton to the Rose Bank Winery where we had a tour of the new facility that had just been built and sampled wine in the old section built in the mid 1800's. Luckily the weather remained cool and dry, just perfect for a Sunday's outing in the Jaguars.

Thanks again to our wonderful hosts Al and Tucky Pincus for their time and work in making the day so enjoyable for those DVJC member who took the time to show up.

Happy motoring,
Kurt Rappold.



The car display outside the Golden Pheasant Inn was so impressive people going by on Rt 32 stopped to look more closely !!

FALL FOLIAGE TOUR OCTOBER 24, 2004



Photos courtesy of John Murphy, Dick Michie and Jim Shields



DELAWARE VALLEY JAGUAR CLUB HOLIDAY PARTY

SUNDAY DECEMBER 5, 2004

WHITE MARSH VALLEY COUNTRY CLUB
815 THOMAS ROAD
LAFAYETTE HILL PA 19444

Once again this year we are holding our annual Holiday Luncheon at the Historic Whitemarsh Valley Country Club, just off Germantown Pike in Lafayette Hill.

The afternoon will begin at 12pm with hors d'oeuvres sponsored by the Club and a cash bar. Lunch will be served at 1.30pm. We have arranged for a buffet lunch featuring three hot entrees: Capon Francaise, Baked Salmon with Lemon Butter Sauce and London Broil with Mushroom Sauce. In addition there will be salad, wild rice medley and a seasonal vegetable medley topped off by a selection of assorted cakes, pies and mini deserts. Coffee and tea are included.

The first 30 DVJC members to sign up and pay for their reservations will be eligible to receive a 2004 collectable Jaguar Club gift. Reservations must be received by November 27.

To add to the festivities there will be raffle prizes. We will also be showing the video from the DVJC Slalom and Joe Federico will have photos from the year's events on display.

Directions:

Germantown Pike can be reached from Route 476 at Plymouth Meeting. Take Germantown Pike East approximately 4 miles to Thomas Road. Turn left on Thomas Road to the Club Entrance.

Please make your check payable to DVJC and send it along with this form to
Kit Racette, 6 Haycroft Drive, Spring House, PA 19477

Number of people attending _____ @ \$39.00 per person _____ Payment enclosed

Name _____

Phone Number _____

Weather permitting, will you drive your Jaguar?

For more information call Kit at 215 646 6299 kracette@comcast.net

EDITOR'S RAMBLINGS NOVEMBER 2004

TURMOIL PREVAILS

I go to England for three weeks and all hell seems to break loose in the parts of the motor industry I am interested in. That is Jaguar and Formula 1 Racing. First Jaguar announces they are moving production from Browns Lane. This brings angry reaction with headlines like "FORD CLOSE BROWNS LANE, THE SPIRITUAL HOME OF JAGUAR". First of all, Browns Lane is NOT closing. Just the production is shifting to West Bromwich which economically is a smart thing to do. Browns Lane will still house the Head Office Staff including the Managing Director. It will also prepare and manufacture all the "real tree wood" that goes into our favorite cars. Also the Heritage display will be resident. Though Browns Lane is mentioned in the same breath as Jaguar it is not their spiritual home as is often stated. Foleshill in Blackpool is where Jaguar originated and Sir William Lyons moved from there to Coventry for exactly the same reason as this current move, ECONOMICS.

Now the events in Formula 1 are far more serious. First Jaguar announce they are pulling their team out of F1 at the end of the current season. The company has invested millions in this endeavor with little success. It would be true to say, I believe, that the major problem has been the catalogue of management mistakes the key one probably being the removal of Bobby Rahal from managing the team. The money spent on F1 will be much better spent on new product development. The second event is a real corporate horror. There is huge debate over the Formula 1 chief Bernie Ecclestone's decision not to grant the British Racing Drivers Club (BRDC), the owners of the world renowned Silverstone Race Track, an F1 race in 2005. The reason he gives is that the track is not up to current specifications. To deny Britain a Formula 1 race is a disgrace and is motivated by greed. Britain is one of the homes of car racing and is one of only two countries that have held Grand Prix races every year since the inception of the F1. The other country is Italy. Silverstone no doubt needs updating but it is one of the classic tracks. Bernie wants it brought up to the standards of Bahrain, China, etc. which are government sponsored. The BRDC just cannot afford what Bernie is demanding and anyway do we really want all the tracks to be super computer controlled racing surfaces where the same teams keep winning. That's the big turn off. Where's the greed? I suggest that if Bernie gets rid of Silverstone as a venue he can offer the spot, and make millions, to one of the Middle East oil countries. The 2005 F1 calendar does not get published until December 10 so there is time to sort it out. One of the deciding factors could be that it is rumored that Bernie was on Queen Elizabeth II's New Year's Honors list and he was to become "Sir Bernie" but that possibility seems to be slipping away. Anyway

I can't see Bernie on a big white charger jousting with Sir Nick Scheele.

The last F1 race of the season was in Brazil on October 24. What an ending for Jaguar. What humiliation as the two Jaguar race cars ran in to each other!!! Unbelievable but it really summarized the total Formula 1 effort by the team. As of this time no one has come forward to buy them but the whole F1 scene is in turmoil as all the teams except Ferrari try to push through cost cutting changes. Jaguar has pulled out because of cost but the majority of the teams have financial problems.

GOOD NEWS

I was standing in the town center in Devizes in Wiltshire, England thinking about a pie and a pint when I saw this wonderful looking station wagon. "There is a good looking vehicle," I thought. So I wandered over to look. I might have known. It was the new Jaguar Estate or Wagon as it would be known here. Why did I not recognize it as a Jag?

Well, it was the first one I had seen and in England they are not allowed to put a leaper on the 'bonnet' for safety reasons. This is amazing because it was always the USA which took such actions. Look at the desecration of the E-type. It was the USA who took the covers off the headlamps, moved the neat rear lights from the top of the bumper, trebled the size and put them under the bumper. Then took the attractive two piece rear bumper and made it a one piece wrap round. Not only that, they changed the toggle switches on the dashboard. Now we, in the USA, are allowed to have "leapers" on the hood which I believe is farsighted legislation that allows people to get skewered by Jaguar's historic leaper. What better way to go.



So the Wagon is a really stunning machine and it is released here next month (November). It must be a great success because it is really good looking and offers lots of interior space and is a great alternative to an SUV. In Europe you can get it in either the petrol engine version or the very economical diesel. Of course diesel engines are amazingly popular in Europe. On our visit there my wife's sister lent us her Volvo diesel and

we drove over 500 miles in it. I have to report that there was none of the expected diesel engine noise. No diesel smell. Fast acceleration and smooth riding. And, of great importance, we did 60 miles to the Imperial gallon. The diesel just has to become acceptable in the USA.

We expect to see the Wagon on our roads next month and I know Mike Engard of Ragtops and Roadsters has ordered one of the first from Great Britain's. The other great change I saw in motoring in England was the introduction of the "Smart Car". These really compact economical cars (6/7 feet) were everywhere.

A WONDERFUL EXPERIENCE AT RAGTOPS AND ROADSTERS

It is giving me great pleasure in writing the following. The reason is that what I am going to relate is a tale of excellent service and outstanding communications. Also it stresses the great power of the internet. In mid September I took my XK 150 S OTS to Ragtops and Roadsters. I have owned this car since 1972 and for many years (13) it was under restoration in a now defunct restoration shop in Philadelphia. During this time I heard every reason why it had not been finished. Enough to fill a book. As for the 13 years I was working out of the country for some of the time so I went along with this extended program. It was like paying college dues for my kids. Eventually I got the car back shortly before the restoration shop went out of business. There were numerous problems some of which were expensive (like the engine blowing up). Apart from this, the major irritation was that bubbles appeared in the passenger door and in the metal just behind the driver's seat. This in a car that had been stripped to bare metal and painted once in its original British Racing Green and then painted again as the first job was far from satisfactory. Also just as bad was the fact that the doors and the boot did not close without slamming them shut. When they were shut there was still a gap or they were not level with the body. As the original shop was out of business I had to think of an alternative to get it right and Ragtops was my choice. I took the car in on a day of their choice. It sat there for a few days and I thought "Here we go again" but to my amazement I received in the mail a professionally typed quotation and explanation for the work that needed to be done. This they requested me to sign & return together with a 10% deposit. This I did and took off for England for a three week visit.

While away I looked at my e-mails every day and I got regular progress reports from the boss of Ragtops, Mike Engard. In one he told me the reason for the bubbles appearing was that Bondo had been used as a filler and had not been allowed to dry and cure before painting. In other e-mails he reported that the initial paint had been finished but they had found other mechanical problems and gave me a quote for fixing them. In between all this someone had seen the car

and informed a restoration shop in California that they thought it was for sale and fully described its condition. So I then received a mail from this shop saying they had a client who wanted an XK 150 S Roadster and was prepared to make a substantial offer to take the car "as is". So I mailed him saying "make the substantial offer & this is what I want". The offer was made, I accepted and the money was wired next day. The whole transaction was completed electronically in three days with the car in Perkasié, me on the move in England and the purchaser in California. In between time Mike Engard and I had been exchanging e-mails regarding the repairs. We agreed what should be completed and the car went back to the paint shop for a final buff and polish. The day after my return, seven weeks from leaving the car, I went to see it. There it was gleaming British Racing Green. The doors and the trunk lid were a snug fit. I had never seen it look so good. A few photos and, with check in pocket, I said goodbye. Tears.



What a wonderful experience dealing with Ragtops And Roadsters. Everything was on a professional basis, the work was first class and completed on time, without the usual litany of excuses. My only problem was why had I not taken it there in the first place. Having the work done by professionals would, more than likely, have saved me thousands of dollars. I said this to Mike Engard and he said he did not open his shop until 1990 which was three years after I started on the XK 150 restoration.

So my downsizing is going well. All the following have now gone to new homes:- 1967 E-type Roadster, 1989 XJS V12 Coupe, 1934 SS 1 Tourer, 1959 XK 150S Roadster. All great cars and all had some story to tell. The tale of the sale of my models and toys I will tell elsewhere. We also sold the house but not found a new place yet. Have 4 months to do it.

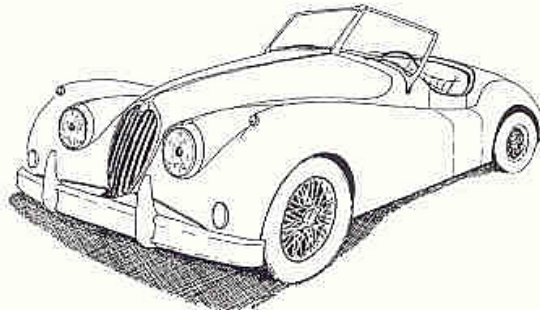
JEEP ADVERTISING

The latest TV advert for Jeep says, "The engine is quieter than that of a Jaguar S Type". Now there's a first. Using a competitive comparison in a positive statement. Win/win!!

Co-Editor Michael Tate

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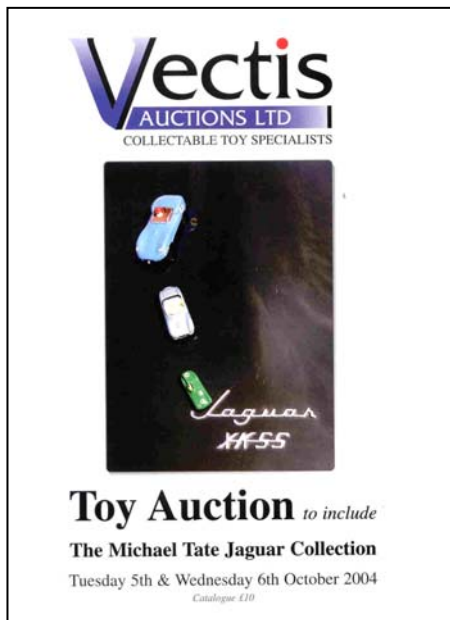


Jaguar Specialist

THE LAST CHAPTER ON MY MODEL AND TOY JAGUARS

By MICHAEL TATE

Co-editor Kit Racette said to me, "I hope you are going to tell the members about the auction of your collection of model and toy Jaguars". I replied, "I did not want to keep stuffing the story down every ones throats". She said, "You have told them everything so far so you owe it to them to tell them the end". So here it is!!



On October 6th my wife and I arrived at the auction house of Vectis Auctions Ltd. in the North of England. First order of business was to be shown round their premises. This entailed seeing where all the shipments from around the world are received. Each shipment is allocated its own space. Most shipments are packed but others are loose as they were received. This is a large area and there are shipments filling every available space. Next we went to the room where all the shipments have been laid out and separated into lots. This is an even larger area and there are lots laid out as far as the eye can see. Every type of toy imaginable is to be seen. Britain's soldiers by the box. Elastolene animals in trays. Model cars & trucks in great profusion. Dolls, Dolls houses, Trains in rows, games etc, etc. In fact everything you ever wanted as a child. Just amazing. I found myself just dumbfounded at the variety and especially seeing many of the items I had loved and perhaps coveted as a small boy. I had to remember I was here as a seller, not a buyer.

Next we went into the room where the auction was to be held. As I have said in previous write ups, I sent Vectis Auctions, my total collection of some 6,000 models. A large number of these had been already sold in September. Today it was the turn of my 1,000 Jaguar model and toy cars and there they were all set out in their sale lots looking bright and pristine and ready to go. The auction started at 10.30 am but now

it was viewing time for the punters who were going to be present in the room. There was a good crowd to make in-house bids but also bids would come by telephone and from links on the internet. Such bids would come from all over the world.

I was given the auction catalogue which featured on the front cover a photo of three of my models on the bonnet (Hood) of the original Jaguar XKSS prototype, valued at \$1,320,000, which had been very kindly brought along to the Sandown Toy Fair in June by the owners, Jaguar Specialists, "Racing Green Cars". The headline on the front cover said "TOY AUCTION to include THE MICHAEL TATE JAGUAR COLLECTION".

The catalogue contained 140 pages outlining each of the lots together with photographs of each lot and the estimated value range expected. My Jaguars were divided into 300 lots. Very professional. I was thrilled.

Before the start I had noticed that some of my prized models made by MPH models had not, in my opinion, been properly described. They did not get sold and will be entered again with the proper hype.



At 10.30am the two auctioneers entered the room and mounted the rostrum where they could look down on the bidders and see the staff manning the phones and the computers. And so it began. It took 60-90 seconds to sell each lot. "I have \$90 in the room. I have \$100 on the phone. I have \$110 in the room. I have \$120 on the internet. Going, going, gone for \$120". So went the first lot, a 1/18 scale Maisto XJ 220. It had been estimated at \$140-160. Not so good. The next lot Corgi No 335 E-type blue with black interior estimated at \$100-120. Sold for \$210. Much better. And so it



went with some prices low but most exceeding estimate. For example, seven individual lots of pre production color trials of the Matchbox SS100's estimated at \$120-140 each sold for \$230 each. All the prices quoted have an additional 17.62% added for the sales premium and VAT. People came and went. The auctioneers changed. Some people went and had a look at the actual lots. By 2.30 pm what had taken some 40 years to collect was all sold. Besides the MPH models there were about 6 other items not sold and these will be entered in subsequent auctions. I found it very hard to follow the auctioneer and look at the catalogue at the same time so to be honest I often found it very hard to understand what was actually being sold at any one time. Proves you have to be very clear what you are interested in buying before the auction begins.



Lot 1240 Steeds' XJ6

Stars of the sale were the following: Lot 1240 - Steeds Pre-production XJ6 from the television series the "Avengers", metallic green with John Steed driver figure. Never issued as Dinky went bankrupt. Sold, including premium, for \$3,080. Lot 1297 - XK120 Pedal Car. Fiber glass with chrome trim. Working lights and horn. Sold, including premium, \$1,900. Lot 1298 - Original official factory poster commemorating Ecurie

Ecosse 1956 Le Mans win. Sold, including premium, \$985. Lot 1304 - Dinky No 238 D-type in light green with yellow driver. Rare version with blue plastic hubs & black knobby tyres (Usually cast ridge hubs). Sold, including premium, \$530. Lot 1181 - Matchbox Dinky The Collection. DY36 XK 150. One of only 6 finished in yellow with red interior & chrome trim. Sold, including premium, \$563.



XK120 Pedal Car

After the last item we said farewell to everyone and found the nearest Pub for ale and ham sandwiches. It was a mixed kind of day seeing items I had collected over the years go to a new home which was sad but then the elation at some of the prices. Just to think that the XK 120 Pedal Car went for twice as much as I paid for my first real Jaguar in 1957, a MKV11 Saloon. Overall it was a great experience.

I know what everyone is wondering! How much have I realized on the sale so far, so, I suppose, I had better tell you as you have been good enough to read this saga. I reckon about 85% of the 6,000 items are now sold and the revenue is in excess of \$100k. I did always reckon they would be part of my pension fund. So what are your children and grandchildren collecting??

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XK to XJ

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Pottstown, PA

Phone: (610) 326-8781

For pictures of cars restored by us for sale, undergoing restorations and components restoration, visit us at our web site:

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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



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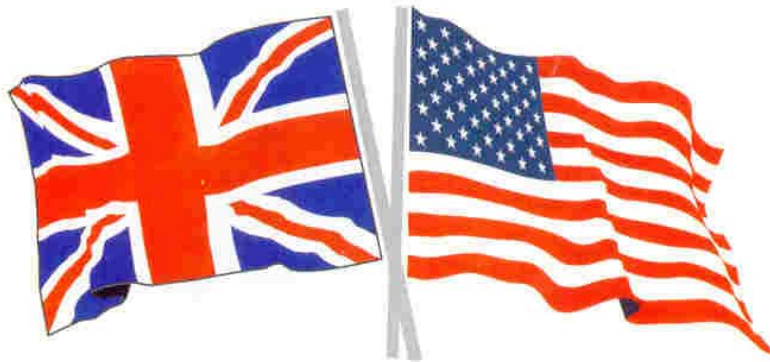


FOR SALE: 1991 XJ-S V12 "Edition Classic". Only 48,500 certified miles (Car Fax) from new. Special Edition. Red exterior with beige seats and red piping. Chrome bolt on wire wheels with chrome fender flares and chrome sill connecting these. Absolutely 'show room' condition. Asking \$10,500. Call Paul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



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