

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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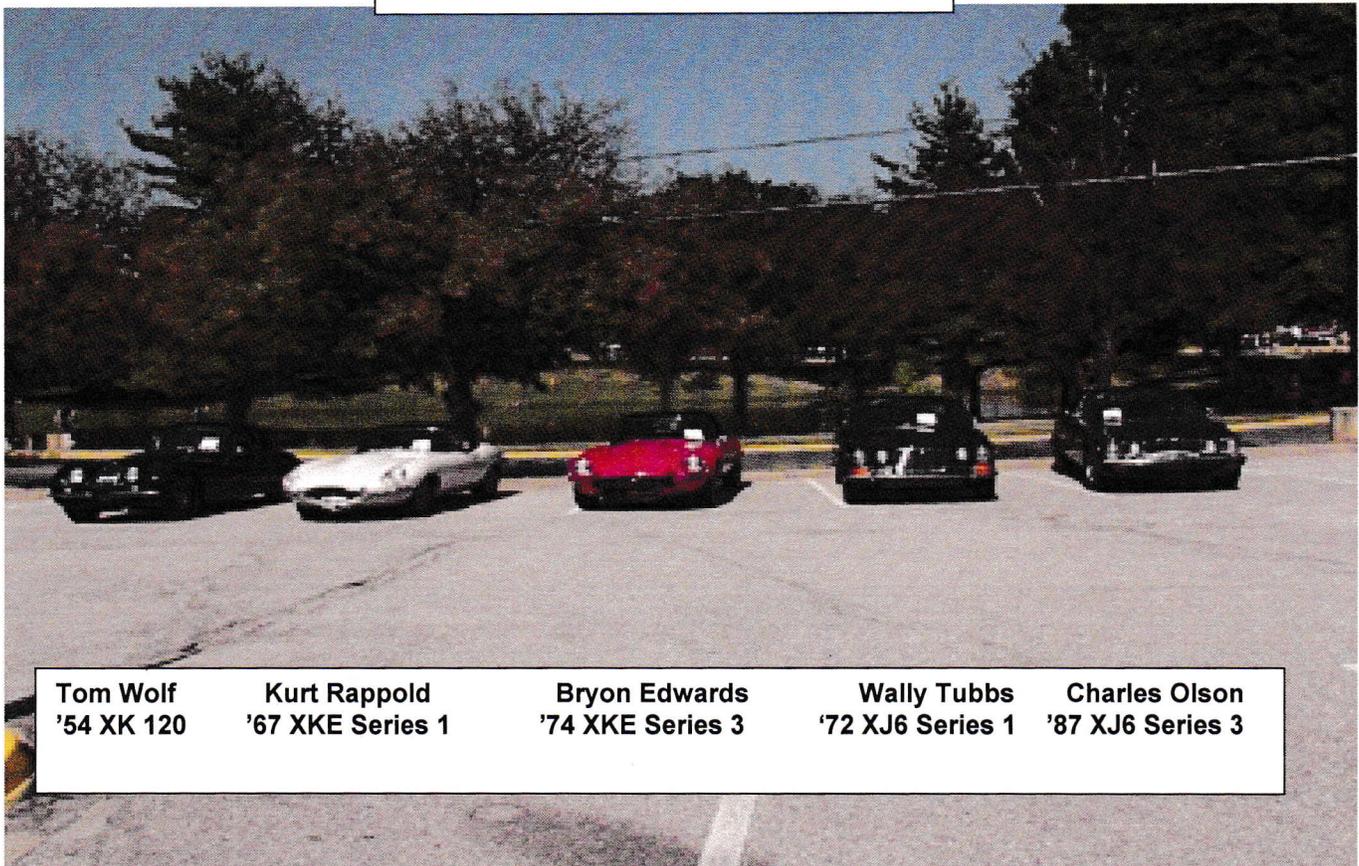


October 2005

www.jcna.com/clubs/dvjc

DVJC IS CELEBRATING ITS 40th YEAR AS A JAGUAR CAR CLUB!!!

"The Fabulous Five"



Tom Wolf
'54 XK 120

Kurt Rappold
'67 XKE Series 1

Bryon Edwards
'74 XKE Series 3

Wally Tubbs
'72 XJ6 Series 1

Charles Olson
'87 XJ6 Series 3

Newsletter Contents

Upcoming Club Events	Page 2
List of Officers	Page 2
Advertising Rates	Page 2
Calendar of Events	Page 2
The Prez Says	Page 3

UPCOMING DVJC EVENTS

- October 16 Fall Tour organized by Al Pincus
- October 28 – 30 DVJC Pumpkin Rally, in conjunction with the Northeast Rally Club.
The Rally begins in Millsboro, DE. This event is sanctioned by JCNA.
- December 4 DVJC Holiday Party.

ADVERTISING RATES

Full Page \$300/ year; \$45 / issue
Half Page \$165/year; \$30 / issue
Quarter \$ 85 / year; \$20 / issue

CLASSIFIED RATES

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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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THE PREZ SAYS

As a reminder of our club's October activity, "The Great Pumpkin Rally" I found an interesting Rally Story written by the Jaguar Owners Association President George Eudokimou from New York, in 1955. It proves to me, the philosophy that "The More Things Change, The More They Stay The Same".

Although we have created a lot of NEW RULES, a "Rookie National Award", a lot of rally principles remain the same. As an Owner/Driver I especially liked George's perception of what the Navigators Job Description should look like under BASIC REQUIREMENTS. There is still time to sign up to run this year's rally. A lot of planning has gone into this rally and should prove to be a FUN WEEKEND. Don't let George's 1955 Rules deter you, as they mostly all have been modified.

Happy Motoring;
Kurt

Rallies Ain't Rugged 1955

Advancing the opinion that a dash of common sense and the awareness known as being "on the ball," are all that you need to win, if your speedo is accurate, and if you are lucky. While a lot of water has flowed under a lot of bridges and over a lot of dams since I ran in my first rally, I'll never forget how poorly informed and ill-at-ease I felt on that day. So, if you've yet to run your first rally, here's a pointer or two with the hope that it will help you get off on the right foot. By definition, a rally is a timed run at a specified average speed (unknown until the contestant actually starts driving) over a prescribed course (likewise previously unknown). The basic ingredients are competition dependent upon your ability rather than on the virtues of your car, and the fellowship that can come only from having shared a common problem, plus the fact that the terminal point of most rallies is a restaurant-cum-bar. Basic requirement, equipment-wise, is a maneuverable motor car, preferably with a trip odometer that can be set to zero (a Jaguar will fill the bill admirable). A navigator with a built-in sense of humor is also a basic need (somebody has to take the blame for the fact that you didn't win). This person must keep one eye on the route sheet, one eye on the watch, one eye on the speedometer and odometer, one eye on the road, and one eye to the rear for hostile natives in blue suits with brass buttons. To keep occupied while you masterfully handle your voiture, the navigator tells you when to make your turns and whether to drive faster or slower according to information gleaned from using the family abacus. At the conclusion of the rally, the navigator apologizes for being the cause of losing, compliments the driver on his handling of the car, and pays for the drinks. In the vent that the team garners a trophy, it becomes the property of the driver, and the navigator is permitted to buy two rounds of drinks and pay for the dinner. Getting back to the equipment list, you must have good timekeeping equipment. Personally, I use a chronograph with a 12-hour timer, and also an Air Force navigator's watch. You will also need some sort of calculating device and I strongly recommend a good 10 in. slide rule, having found out that most of the rally computers now on the market are not nearly accurate enough. A clip board to hold your route sheets and provide a writing surface is a necessity, as are pencils and a few sheets of blank paper for calculations. Night rallies mean at least two flash lights with spare batteries and bulbs. Here, I'd recommend a 2-cell unit and a larger one, so big that the next size comes on wheels. With this gear safely stowed on the navigator's lap, you are ready to head for the announced starting point. Don't forget to fill your tank and top up the oil and water before you start. On arrival, some kindly soul will point out the rally organizer who will take your name, the make and model of your car, and your entry fee. In turn, he will assign you a car number and tell you your exact starting time. (In all JOA rallies, the rally timepiece will be on the organizer's table and you should see that your timepieces agree with his. Rally timepieces will be set to

Telephone Company time signals when available. Otherwise to radio "beeps" given on the hour). Incidentally, if the rally organizer appears distant and distracted, don't hold it against him. He's gone to a lot of work and trouble to set the thing up and he still has a lot to do. General practice is to send the cars away at 2 or 3 minute intervals so that, theoretically at least, you will never see any of the competing cars until you again assemble at the terminal point. Pull up to the starting line as soon as the car proceeding you has left. Be sure to set your odometer to zero, and give the started the exact mileage on the non-resetting portion of your odometer. You will now receive your instructions which will tell you the route to follow and the average speed to maintain. In JOA rallies, all participants will start with a score of 5000 points. One point will be deducted for each 30 seconds that you are late at each check point, and two points will be deducted for each 30 seconds that you are early (this is to discourage any speeding). One point will be deducted for each mile that your odometer registers in excess of the course distance as established by the organizer, and two points will be deducted for each mile under the established distance. 500 points will be deducted for an observed violation of any traffic laws (such as running through "Stop Street" signs (, the same amount for missing a check point, and 1000 points will be deducted if your car sustains any damage as a result of a collision with another car or with any stationary object. Other sport car clubs uses similar scoring systems. Most check points will be at locations unknown to the drivers until the car arrives at the site, thus making it imperative to maintain the specified average at all times throughout the run. Times will be taken at the instant the wheels of the arriving car cease to turn and, in most rallies you will be required to give your odometer reading to the checker. So much for the scoring - let's get back to our starting procedure. If you have a chronograph or a timer, it should be started at the instant you get the "go" signal. If you don't have a timer, one of your watches should be set to 12:00 o'clock as you leave the line. Your second watch, as I mentioned earlier, should be synchronized with the official timepiece. Directions may be given in a myriad of forms. The easiest to follow, assuming that you make no mistakes, are given in terms of distance from the starting point. For example: 0.0 miles start, 0.9 miles turn right, 3.2 miles take left fork, 5.8 miles turn toward New York, and 6.0 miles turn left on dirt road and so on to the finish, which may be a hundred miles away. Your directions will also specify that you are to maintain an average speed of, say, 28.3 mph. Whatever it may be, start off by driving about 5 mph. faster than the specified average. This will keep you somewhere near the right speed while your navigator is pushing the beads on the abacus to determine exactly when you should arrive at each point along the route. If he's gone modern and is using a slide rule, he will set the average speed (28.3 mph.) on the C scale over 60 on the D scale. The C scale then becomes a distance scale, while the D scale represents equivalent time in minutes and decimals of a minute. Using the directions above as an example, the slide rule shows that it will take 1.91 minutes to reach the first turn, 6.78 minutes to reach the left fork, 12.3 minutes to reach the point where you turn toward New York, and 12.7 minutes to reach the dirt road. If the decimals of a minute confuse you, make a small conversion chart to attach to the clip board, to wit: Decimal .2, .4, .6, and .8 Seconds 12, 24, 36 and 48. If you've gotten out your own slide rule to check my figures, you have discovered that only the reading for 3.2 miles can be found. The rest are off the scale. There are two remedies. First, your slip stick may have a CF and a DF scale and, if so, the missing readings will be found there. If you do not have the folded scales, as they are called, move the glass so that the hairline is over the 1 at the extreme left of the C scale. Then move the slide so that the 1 at the extreme right of the C scale is under the hairline. You will then be able to find the readings that were formerly off the scale. Confused? Wait till you try this at 40 mph on a back road with the top down! Keep at it because, regardless of any previous notions you have held in the past, the slide rule is a very simple instrument to use. When navigating, I try to get the time of arrival at each point along the route marked on the route sheet as soon as possible, and pay no attention to the average speed until I have finished my calculations. When the figuring is done, I concentrate on the watches and the speedometer (now you see why it's mounted on the passenger's side) to maintain the proper average, and on the route sheet and the odometer to stay on the course. I find it a good idea to tell the driver ahead of time about each turn and to pass along information about the road that is given on the route sheet. That's all there is to it, except to stay everlastingly alert. If you've got any questions, shoot them in and I'll try to answer them.

DELAWARE VALLEY **JAGUAR** CLUB



FALL FOLIAGE TOUR



SUNDAY OCTOBER 16, 2005

ORGANISED BY AL AND TUCKY PINCUS
and MIKE TATE

10.00 AM: MEET FOR CIDER AND DANISH AT THE HOME OF AL AND TUCKY PINCUS (1440 Pineville Rd, New Hope), AND VIEW AL'S WONDERFUL COLLECTION OF CARS. CONVOY TO THE HOME OF GENE AND MARLENE EPSTEIN IN WRIGHTSTOWN TO SEE THEIR CAR COLLECTION.

12 NOON: LUNCH AND HISTORICAL RE-ENEACTMENT AT THE NEWLY RESTORED MOLAND HOUSE. The Moland House was George Washington's headquarters from August 10, 1777 to August 23, 1777 -- where the Marquis de Lafayette and Count Casimir Pulaski joined the American Revolution and the American Flag was said to have first flown.

LUNCH WILL BE A BUFFET AS FOLLOWS:

Main course: Filet Mignon with Fresh Mushrooms

Chicken Parmigiana (topped with Mozzarella Cheese & Tomato Sauce)

Scalloped Potatoes

Baked Asparagus with Roasted Bell Peppers in Garlic Butter

Bow Ties with Fresh Spinach, Sweet Onions, Roasted Bell Peppers

and

Mushrooms

Cucumbers and Feta Cheese in a Balsamic Vinaigrette Dressing

Garlic Bread, Rolls with Butter

Dessert: Assorted Mini Pastry Tray

Crepes with Strawberries and Peaches topped with Whipped Cream

Iced Tea, Coffee, Cream & Sugar

COST PER PERSON \$30.00 including dessert and tip. (We have a maximum of 70 people so make your reservation now.)

Please send your check made out to DVJC to Mike Tate, 24 Ashtree Lane, Charlestown Meadows, PA 19355. For more information you can call Mike at 610-827-7763 or email mjtate1414@cs.com Reservations must reach Mike before October 6th.

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



Delaware Valley Jaguar Club Holiday Party

SUNDAY DECEMBER 4, 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 Whitmarsh 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.

The menu will be the following:

Field Green Salad with Gorgonzola cheese and balsamic vinaigrette
Capon Francaise (Chicken dipped in egg and sautéed in a lemon butter sauce)

or

Baked salmon Filet served with lemon Dill Beurre Blanc
Scalloped Potatoes
Squash Medley

Whitmarsh Chocolate Cake with ice cream
Coffee and tea are included.

Reservations must be received by November 27.

As always there will be 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.

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

Please make your check payable to DVJC and send it along with this form to
Kit Racette, 1708 Gwynedd View Road, North Wales, PA 19454

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

Name _____

Phone Number _____

Capon Francaise _____

Bake Salmon Filet _____

Weather permitting, will you drive your Jaguar? _____

NATION'S CAPITOL JAGUAR OWNERS' CLUB

2005 CONCOURS D'ELEGANCE REPORT

By Charles Olson, VP

The NCJOC Annual Concours 'd Elegance for 2005 was held on the spacious grounds of Montgomery College in Rockville, Maryland on a beautiful sunny day, Sunday, September 11th amid the sounds of bagpipes. The site is easily reached less than 3 hours drive from the Delaware Valley area, via Rt. 95 and the 495 beltways. The College grounds allowed ample parking for those trailering their cars and the adjacent Concours area, surrounded by trees provided an inviting area of shade for the participants, as well as a large open concrete area to display their cars.

About sixty cars were entered, making it one of the largest Concours in the NE region. Some cars were from as far away as New Hampshire, Pittsburgh and five from our own Delaware Valley Jaguar Club were entered. I drove my XJ6 following Kurt Rappold who trailered his '67 E-Type. We were joined at the site by other DVJC members, Tom Wolf, Bryan Edwards and Wayne Tubbs. Each of us competed in the Champion Class, except Kurt who qualifies for the Preservation Class, C-19.

The Montgomery College site was used for the NCJOC Concours since 1997 and it was evident that the Staff, under Bill Moore, as chairman, was well organized. Prior to entering the Concours area each car was subjected to the mandatory Operation Verification check before proceeding to their assigned parking spot on the field. Cars not qualifying were located off to the side and given the allotted time to fix their problem. This allowed the judging team to take on other assignments during Concours judging. This innovative procedure for Operation Verification (mechanical check) perhaps could be incorporated in other Concours.

A team of three judges would inspect each car starting at 11:30AM. I found them to be very thorough and professional and I was impressed with their performance. Judging was concluded a bit later than usual but with the large number of cars it was to be expected. Since there was a lapse of time before the trophies were awarded I managed to get the five DVJC participants together for a "photo op" by Jerry Motta, the NCJOC Webmaster serving as a photographer for the Concours. We didn't know it at the time but all five DVJC participants took a FIRST IN CLASS!!!!!! should make special mention that Tom Wolf scored 100 points.

So I present to you the "fabulous five"-

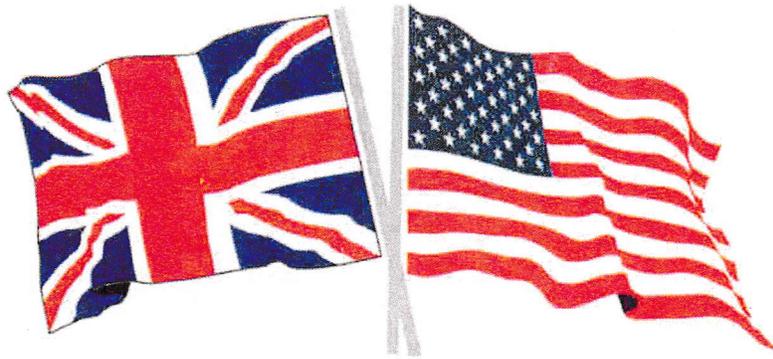
C-2	Tom Wolf	54 XK120	OTS	100.00
C-19	Kurt Rappold	67 XKE	OTS	93.370
C-10	Wally Tubbs	72 Series I XJ6	Saloon	98.920
C-7	Bryan Edwards	74 Series III XKE	OTS	99.860
C-12	Charles Olson	87 XJ6	Series III Saloon	98.070

An interesting technical note was provided by a member of the NCJOC Paul Wiekre, when he noticed I was having difficulty starting my XJ6. It would crank but not start.

Paul said "It's a characteristic of some XJ6's not to start when sitting in the sun for long periods of time. I found if you open both gas caps to release any internal pressure and put the car in neutral, it will start." By golly, my XJ6 kicked right over!!!! This is a great tip that I'm passing along to all XJ6 owners and a BIG THANKS to Paul Wiekre.

In conclusion I found the Staff Members of the NCJOC very pleasant and accommodating and I hope to return next year and persuade more of the Delaware Valley members to join me, perhaps by incorporating a weekend activity in conjunction to the Concours.





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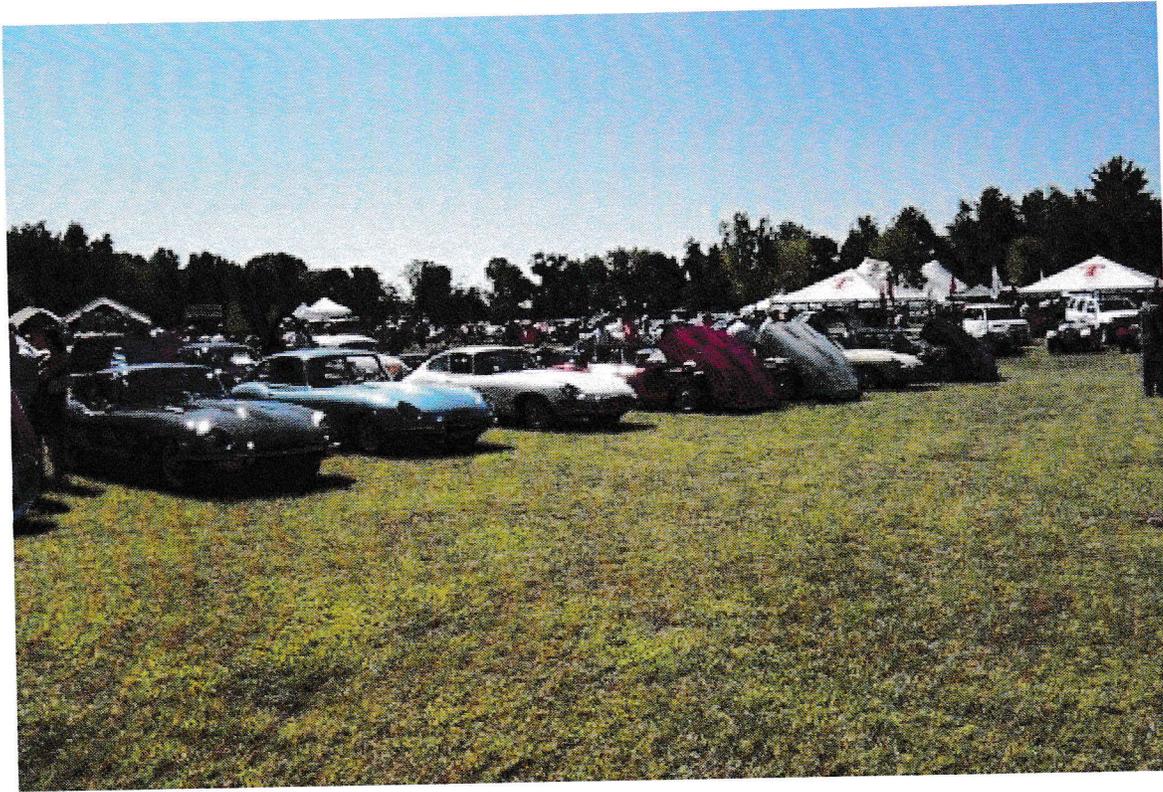
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Vintage Racing & Rally support

Please visit us at www.cloverleaf-auto.com on the internet

Or

Stop in for a cup of coffee or tea



Jaguars at the 2005 Buckingham Show







OTHER INTERESTING CAR EVENTS and items

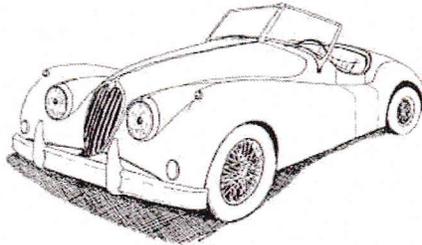
For Sale: Set of 4 chrome wire wheels and centers [from a S3 E-type] Decent condition/ Driver quality, a 6-7 out of 10. I don't want these in my garage for ever, my only stipulation is that you see them first. I don't want any misunderstandings with regard to condition.

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**ROVING REPORTER
MICHAEL TATE**

THE BUCKINGHAM SEVENTH CONCOURS D'ELEGANCE

September is, I have learnt over the last seven years, the time to start a vacation. This is the time of the Buckingham Show, held to benefit the Buckingham Land Preservation Fund, and the weather is always perfect with clear blue skies and the countryside at its peak. To complement this is the traditional scrambled eggs, sausage, bacon, and champagne breakfast and then the view of over 230 spectacular automobiles representing all that has been good and not so good over the years. Rolls Royce, Packard, Thunderbird, Mercedes, Morgan, Chevrolet, MG, Austin-Healey, Plymouth, Cord, Pontiac, Triumph, Lincoln, Oldsmobile, Bentley, Bugatti, BMW etc, etc and yes Jaguar. In the shows professional, glossy program, photos of the following DVJC members cars were featured: - Robert Steig's 1970 XKE Coupe, Vito Gatto's 1938 SS 100, Patrick Petrillo's 1972 Series 3 XKE and my 1962 MK 2. Including these cars there were 18 Jaguars on parade and the other exhibitors were Adam Hepburn 1973 XJ 12 Series 1, Gary King 1954 XK 120 DHC, Dale Shafer 1952 XK 120 OTS, Doris Carr 1958 XK 150 Coupe, Fred Mack 1953 XK 120 OTS, Larry Chesterton 1954 XK120 FHC, Gary Nebiol 1969 XKE Coupe, Jay Timbers 1967 XKE 2 + 2, Mike Wolf 1967 XKE Coupe, Dan Spierer 1969 Series 2 XKE OTS, Ira Spector Series 2 1969XKE 2 + 2, Louis Di Fabio 1997 XK 8, Anastasia Flaglier 1965 XKE OTS, and Stanley Loose 1953 XK 120 OTS

In addition Reedman Toll had a full display of the latest Jaguar range. I suggested to them that, as I had just moved into a new Toll home, it would have cut my search much shorter if they packaged a Jag into the sale of their homes.

One car that really caught the eye and added to this spectacular show was the new 550-hp Ford GTI...shades of Le Mans. I could not stay for the prize giving ceremony so hopefully we will hear of the prizewinners in the next edition

WHAT HAS BEEN HAPPENING AT JAGUAR

To a blaze of publicity hailing it as a potential world-beater on August 26th Jaguar released the first official details and photos of its new sports car, the all aluminum XK Coupe (no number, the 8 is dropped), and code-named XK 150. Its first showing was at the Frankfurt Auto Show on September 26th. Not surprisingly the car shows little difference to the pre-release photos and to the concept model actually seen here at the Philly Museum on May 2nd at the presentation of "Cars Under The Stars". In fact, it is said, that the car is very like the final full size clay model completed some 20 months ago, which shows how far they work in advance.

All the many advanced tech details you will find in other publications, but one or two got my attention. First of all it has a push button start (All the old Jags had that you say). In this case you only have to have the key in your pocket or purse. Press the button and away she goes. You press the same button to stop it. Second is that the infamous "J" gate has gone after years of adverse comment and is replaced with Jaguars new Sequential Shift transmission and offers a form of manual shift (Not available on the XK8) with paddles mounted on the steering wheel.

I understand that the convertible version will be released at the Detroit Auto Show in January

CHANGE THE JOCKEY

Ford continue to loose money so they again try their well worn solution of "If the horse does not win change the Jockey" Consequently Joe Greenwell, CEO and Chairman of Jaguar and Land Rover since October 2003 is replaced by Australian Geoff Polites who was VP of marketing, sales and service, Ford of Europe. "Whiz Kidd" Mark Fields instigated these moves. Mr. Fields was head of Mazda (Ford subsidiary) when he moved to head up the Ford Premier Automotive Group (PAG) which includes Volvo, Land Rover and Jaguar. Shortly after taking over PAG he also got the additional opportunity of running Ford Europe. He shook the Jag world by closing Browns Lane. Hardly had he put the above moves in place when he was promoted to Executive Vice President of the ailing USA Ford operations. He has obviously learnt the corporate message that to stay at the top you have to keep on the move.

TWO NEW CONQUESTS

Recently I completed what were two new experiences. Missing from my life long dedication to Jaguar were four models I had never had the pleasure of putting my bum on their leather seats. These were a C Type, a D Type, a 420, and a SS100. Now thanks to club member John Murphy I have lowered that important part into the hide of the latter two cars.

Some months ago John obtained his 1937 SS100 and he told us about it in the Purr. Luckily for me I was invited to his home and the lowering ceremony took place. John then took me for a short ride. oh glory. He has now promised me a drive in the car. I don't know if this is because he recognizes my passion for the Marque or because I offered him an "SS Cars Club" badge. Perhaps a bit of both. It will be interesting to feel the difference between the 1934 SS1 Tourer that I owned and this car built only three years later. I believe the comparison will illustrate an enormous leap forward.

John Murphy has been looking for a 1960's S-type, which was the successor to the Mk 2. I was fortunate enough to own a 3.8 version of both these models in the 1960's and used to send them rocketing down the UK version of the Interstate from Liverpool to London with the Beatles singing at full blast. As there was no speed limit at that time, 120 mph cruising speed was normal. So I knew why he was after the S-type with floor change. The latter requirement proved difficult to find, as most cars were automatic.

John then saw a 420 for sale. The 420 have a similar shape to the S-type but are larger. The advertised car had a relatively low mileage, factory air conditioning and, unbelievably floor change, which is extremely rare, only 79+ with left hand drive being delivered in the USA. As all you Jaguar pundits will know the 420 was only imported into the USA in 1967. So here was a rarity. Low mileage. No rust but a repaint in original color. Original leather. Manual floor change and factory air conditioning.

The owner worked at a Classic Car Restoration shop in Stratford, Con. It sounded very good so John decided to travel to see it. I volunteered to accompany him and on August the 2nd we set forth on the 160-mile trip in my XJ8. We met the owner at a picturesque spot by a lake next to a now defunct Stratford theatre. Amazingly a considerable number of green parakeets flew between the trees kicking up a terrible din. I had only seen them in year round warm climates before. Someone let some loose years ago. They stay very close to this particular spot and survive our winters.

YES... and there was the light blue 420 standing straight and glowing. It is a fact of life that you sometime can just look at a car and know it is a gem. (Just like looking across a crowded room in romantic terms) John did a thorough inspection and we all then went for a ride. The ceremonial lowering of my bum on the leather front seat took place later. The car moved gracefully at a good pace while I lounged in the leathered rear space. No bumps. No rattles. No hesitations. The deal was done. John & the owner deposited his check at the bank & then to the title office. The paperwork was completed & John got in the drivers seat & started the car. Nothing! Dead as can be. A quick visit under the bonnet to tighten the battery lead onto the post. Again nothing. More tightening and away she went. I followed John home at a steady 60/70 mph and so for 160 miles I was able to soak in the rear end of that lovely rear end. The car on arrival at John's home was unreservedly approved by the CEO and has not had a fault since the battery incident.

So now the only production Jags that I have not kissed the leather with my cheeks are the C and D Types, which will take some achieving, but it can be, and will be, done

Jaguars at the Radnor Hunt

Contributed by John Murphy

The 122-year-old Radnor Hunt Club of Malvern, Pa is an anachronism of a past and noble pursuit – a country club for the sport of fox hunting. On many days, beautiful horses and handsome hunting hounds can be seen traversing the lush rolling hills of the Hunt's expansive grounds. Now for the ninth season, and on only one day each year, a field of pristine, rare automobiles can be seen as well.

Quickly becoming one of the most prestigious events of its' type on the East Coast, The Radnor Hunt Concours d'Elegance displays 100 carefully selected cars representing the very best from Europe and America; covering the earliest years of motoring to the present time. While this year's event (Held Sunday September 11th) gave special honor to Ferrari, Mercedes and Chrysler, the field was comprised of many other marques - including, of course, Jaguar.

There was Andrew Carduner's 1950 XK-120 roadster in black with red interior. Dr. L. David Cruse displayed his gorgeous 1953 BRG fixed-head 120 coupe. My green 1937 SS Jaguar 100 roadster was there along with the white 1948 Mk IV drophead owned by Herb and Jeff Sechler. The four Jags stood handsomely together, near the MG's, Morgans, Bentleys, an Allard and no less than *six*, pre-1940 Rolls-Royces. An awesome display of Ferraris, Chryslers and Mercedes covered the ascending slope to the rear yard of the clubhouse where additional magnificent cars of every description were found - Simplex, Chadwick, Stanley Steamer, Duesenberg, and Packard among them.

The grand prize winner for the day was the beautifully restored 1930 Bentley "Speed Six" driven by Glen Kidston in the 1930 Monte Carlo Rally. "Peoples Choice" went to a 1932 Buick Series 90 Phaeton that you could not tell from new! The Jaguars, although not a featured marque this year, did well. Three of the four brought home a second place trophy - The 1953 fixed-head 120 in the "Post-WWII Sports Cars" Class, the 1948 MKIV drophead for "Most Elegant Open Car" and my SS 100 in the "Pre-WWII Sports Cars" category.

Unfortunately, this years' Radnor Hunt conflicted with another great car show at Buckingham. Next year there will be an entirely different field of 100 significant cars at Radnor, so I hope to take my car to the Buckingham show. Hopefully they will not be held on the same day, because I will still want to see what rare and interesting cars the Radnor Hunt will have to offer.

(At this writing, the Radnor Hunt website has not been updated for next year, but should be shortly. You can get more information at www.radnorconcours.org)



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