

The Jaguar's Purr©

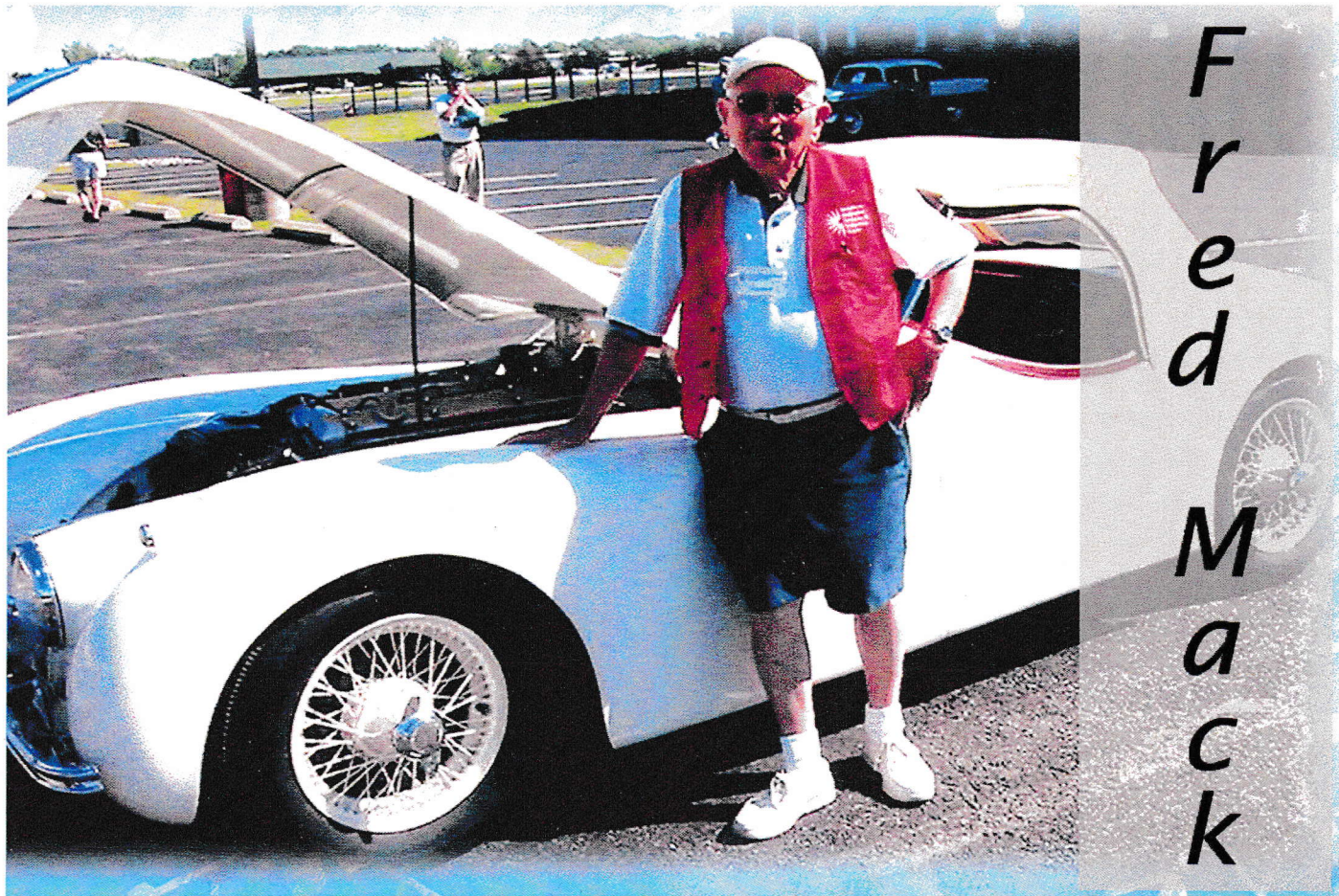
Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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March 2006

www.jcna.com/clubs/dvjc



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Newsletter Contents

Upcoming Club Events	Page 2	DVJC Minutes	Page 15 & 16
List of Officers	Page 2	SNG Barratt Ad	Page 17
Advertising Rates	Page 2	JC Taylor Ad	Page 17
Tribute to Fred Mack	Page 3	Items For Sale	Page 18
The Prez Sez	Page 4 & 5	Great Britain Ad	Page 19
Desmond Sunday Brunch	Page 6 & Directions Page 7	Cloverleaf Ad	Page 20
Guest Speaker at Desmond	Page 7	Ragtops & Roadsters Ad	Page 21
Barrett-Jackson 2006		Eddie's Ad	Page 21
Auction Results	Page 8	Lindley Motors Ad	Page 21
Weekend In Slower Lower	Page 9 & 10	DVJC Customized Merchandise	Page 22 & 23
Profit & Loss Statement	Page 11	XKs Unlimited Ad	Page 24
Special Interests	Page 12 & 14		
Roving Reporter	Page 13 & 14		

UPCOMING DVJC EVENTS

Desmond Sunday Brunch	March 19 th	(See Flyer enclosed)
AGM – Seattle Washington	March 31 st thru April 2 nd	
2 nd Quarter/Directors Meeting (TBA)	April 23 rd	
Spring Rally - Millville, NJ	May 5 th thru 7 th	
Church Fair – invited to show our Cars	May 6 th	(Church of St. Martins in Radnor)
Concours DeElegance – Rancocas, NJ	June 3 rd	(rain date June 4 th)
Jonat in Delaware Vly/Wolf Tour	June 1 st thru 4 th	
Jonat (Jaguar Owner's North American Tour)	June 4 th thru 6 th	
Jane Concours/Sturbridge, Mass.	June 9 th and June 10 th	
Jaguar Touring Club of NJ - Spring Slalom	June 17 th	
Concours Ottawa JC/Canada	June 24 th	
Great Race 2006	June 24 th thru July 8 th	(in Phila. June 23 rd & 24 th)
Pittsburgh Vintage Grand Prix	July 15 th & 16 th	
Pittsburgh Vintage Grand Prix Concours	July 15 th	
Slalom/G.V. High School-Concordvle, Pa	July 29	
Pennypacker Mills British Car Day Show – Schwenksville, PA	August 5 th	
New Hope Auto Show	August 12 th & 13 th	
Jane Concours/Sturbridge, Mass.	August 13 th	
Nations Capitol JOC Concours/Wash. DC	August 10 th	
Hagley Car Show	September 17 th	
8 th Annual Jag-O-Lantern Slalom - Randolph, NJ	September 30 th	
Nations Capitol JOC Tour/Wash. DC	October 21 st & 22 nd	
Fall Rally – Millsboro, Del.	October 27 th thru 29 th	
Holiday Party/Whitemarsh Country Club	December 3 rd	

ADVERTISING RATES

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

CLASSIFIED RATES

Members' ads free of charge for three inserts
 Non-members \$10.00 per insert

MEMBERSHIP RATES

Family \$45.00 per year
 Single \$40.00 per year

DVJC Badge \$10.00
 JCNA Badge \$30.00
 DVJC License Plate \$ 6.00
 Packing & Postage \$ 3.00

DVJC OFFICERS INFORMATION

President	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
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	Paul Racette	215-646-6299	pracett@comcast.net
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Club Development	Alex LaRoche	908-454-1155	AAL1113@aol.com,
Website/email	Kit Racette	215-646-6299	kitracette@yahoo.com

AREA COORDINATORS

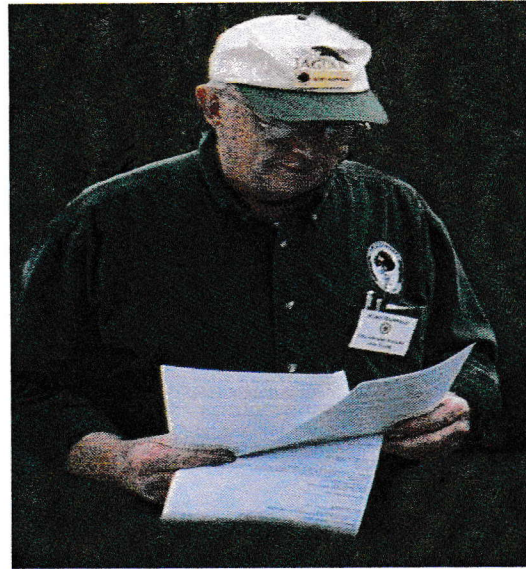
Lancaster County	Jack Donahue	610-857-5341	
North New Jersey	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
South New Jersey	Tom Jones	856-338-1705	jonestr@umdnj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net
Willow Grove	Sidney Clark Sr	215 657-3914	



Fred Mack with his pride and joy, first and only owner of this beautiful 1953 XK 120



*Prez Sez
by Kurt
March 2006*



I have been informed of an anniversary celebration for Jaguar SS and SSII models this year. Can you believe the 75th year for the first cars our beloved Jaguar produced? Some examples of these models were produced in 1931, so 2006 is the proper year to celebrate the 75th anniversary. I wonder if any of these early examples exist today?

The actual celebration will be held in conjunction with the Jaguar Daimler Heritage Trust and the SS register of the Jaguar Drivers' Club. The program is already planned over three nights at Heythrop Park, as follows, May 18 to 21: SS Mini-tour, anniversary ball at Heythrop Park, Saturday, May 20; Rally at Heythrop Park; Sunday May 21st. The Rally day is the 50th anniversary of the Jaguar Drivers' Club in England, of course. The organizers are hoping for as many SS's, SS Jaguars and MKIV's and MK V's as possible to participate.

At our annual Planning/Directors' meeting held at Joe Frederico's home, I did not have the Historical Car Club's 2006 calendar of events distributed to me as yet. I know of several DVJC members, John Alexander, Fred Mack and I, who are members of this club also. For only \$10 you can be a member of this neat club. They (we) just converted to a color front page monthly newsletter, which makes it even better. As many of you know, the electronic version of the Jaguar's Purr also arrives with a color photo on the front page. This is another reason to send us your e-mail address and take your name off the "snail mail" list. The cost savings to your club are enormous when you choose the e-mail route.

There are four event dates for HCCP that I would like to share with the club. These are as follows:

- April 23 Sunday Cherry Blossom Festival, Granite Run Mall
- May 21 Sunday Spring Meet, Linvilla Orchards, Media
- Sept 17 Sunday Hagley Museum, Wilmington, DE
- Oct 15 Sunday Fall Meet, Delaware County Community College

The April 23rd event was first run last year. It is probably the first car show of the season. We had a large turnout (23 Jaguars) on a great weather day. This is not a judged show, officially, but true to form we (DVJC) give out three trophies and do our own informal judging. As I write this, looking out the window at 20 inches of fresh snow, I say, "Come on, April 23."

Enclosed in this edition is the first flyer of the season for a car show. If you decide to spend \$13 and register, we fit into Class 19, sports cars up to 1981, a small (but good) map is also provided. Also enclosed in this edition is a seven item checklist for you as a Jaguar owner to think about and follow up on for your fine car's winterization.

The February 18th technical session was held, thanks to Tom Murray and Chris Jordan, for providing a sterile, warm shop for the program. With the temperature around 20 degrees, the warmth of the shop was appreciated. About 20 of us learned a lot about leather care for our Jaguar interiors. Joanne Price of Milford, PA, owner of "Color Plus" explained how to clean, condition, repair and re-color leather. She had samples and Kurt supplied the bottom cushion for an 1960 Jaguar, 46 years old on which Joanne worked her magic. We were astounded by the process and the results. All the products are water soluble and Joanne was very definite about not using products, which contain certain chemicals such as silicones. These tend to seal the natural surface and clog the pores. This will accelerate drying of the natural leather, causing cracks and failure. We also learned that routine leather maintenance should be done spring and fall at over 65 degrees F. The process should be done at 24-hour intervals so that the products are most effective. All in all, we had a good learning experience, thanks to Color Plus.

I will be looking forward to March 19th and the DVJC Brunch at the Desmond to honor Fred Mack on his 95th birthday. We are very fortunate to have Fred as a member of our club, as he is a very talented young "95" having driven his XK 120 53 years since new. Be sure to send in your request for reservation as this event is always highly attended. Let's park all the Jags together for a photo opportunity!

Happy Motoring!

Your President Kurt Rappold

WINTERIZATION TIPS FOR YOUR JAGUAR

- 1. Where to Store:** Dry, secure area that is accessible for periodic checks. Stay away from direct sunlight to prevent fading. Cover with a breathable cover. Renew camphor to discourage mice under the boot, interior and under the bonnet. These pesky creatures love to eat wiring in winter.
- 2. Fuel system:** Add a fuel stabilizer to tank per guidelines. Fill tank to minimize oxygen in tank. Run engine 4/5 minutes.
- 3. Lubrication system:** Change oil/filter to prevent corrosion. If extended storage period (4-6 months), pull spark plugs, add 1 tablespoon clean engine oil to each cylinder and crank engine to coat cylinder walls. Reinstall spark plugs.
- 4. Battery:** If a conventional battery, check/top electrolytes with distilled water. Consider connecting a Battery Tender to maintain proper charge.
- 5. Brake/Clutch Systems:** If fluids have not been changed in the last two years or 12,000 miles, have them changed. They absorb water and can cause corrosion.
- 6. Coolant:** If not change in the last two years/ 24,000 miles, have it changed. Corrosion inhibitors are less effective after 2 years of use.
- 7. Painted and chrome surfaces:** Wash and dry. Coat with wax.

If you cannot perform this winterization yourself it is possible to arrange a house call.

DVJC SPRING BRUNCH

SUNDAY MARCH 19, 2006

10.30 am

Terrace Room

**The Desmond Great Valley Hotel and Conference Center
One Liberty Boulevard
Malvern PA 19355**

**Guest Speaker Mike Smyth
President of the Great Britain's Group**

Hopefully spring will have arrived and we will all be able to dust off the Jag and enjoy a lovely drive to the Desmond and **celebrate Fred's birthday**. Fred has been an active participant in club events over the years – last year he even participated in the Slalom in his XK120!!

Buffet Brunch will include juices, coffee and tea, fruit, dry cereal and pastries, scrambled eggs, bacon, sausage and potatoes.

Price per person \$19.00

Reservations must be received before March 14, 2006.
For more information contact Kit Racette 215 646 6299
kracette@comcast.net

Send this form and your check, payable to DVJC, to Kit Racette, 1708 Gwynedd View Rd, North Wales PA 19454

Number of people attending _____ @ \$19.00 per person

Payment enclosed _____

Name _____

Guest _____

Phone number _____

Weather permitting, will you drive your Jaguar? _____

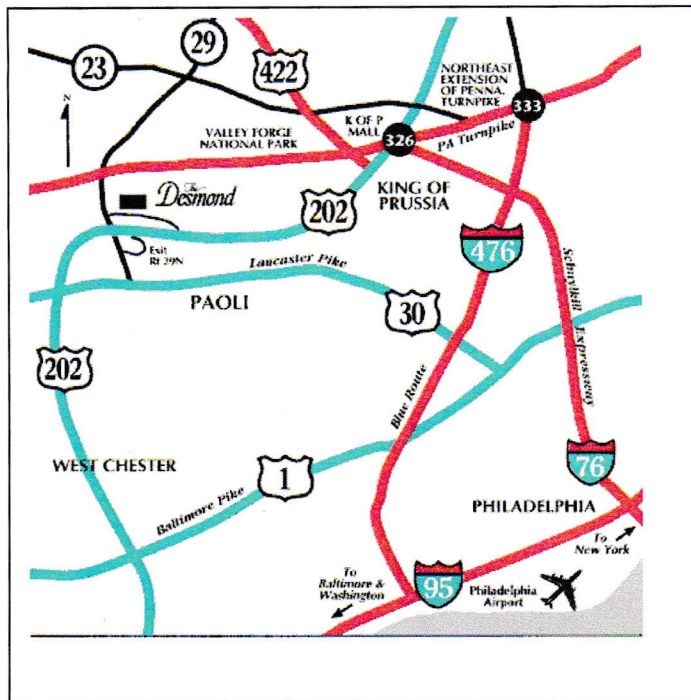
Directions:

From Philadelphia: Take the I-76 West to Route 202 South to Route 29 North Exit. At the end of the ramp proceed through the light onto Liberty Blvd. The Hotel will be on the right.

From South: Take I-95 South to Route 322 West to US Route 1 South to Route 202 North to Route 29 north exit. Turn right onto 29 North, turn right at second light onto Liberty Blvd. The Hotel will be on the left.

From East: Take 276 West to Exit 326, Valley Forge. Take 202 South to Route 29 North Exit. At the end of the ramp proceed through the light onto Liberty Blvd. The Hotel will be on the right.

From West: Take 276 to Exit 326 Valley Forge, Take 202 South to the Route 29 North Exit. At the end of the ramp, proceed through the light onto Liberty Blvd. The hotel will be on the right.



**Mike Smyth, President of
the Great Britain's Group
will be attending the
Sunday Brunch
on March 19th
he will give us an up date
"On the State of the
Union"(Jaguar)
and their acquisition of
Phil Penn
and their future plans**

Barrett–Jackson 2006 Auction Results

Since most of us have an interest in the current value of our Jaguars, I have reviewed the latest results from this year's Barrett–Jackson Auction, in Scottsdale, Arizona.

This year's show heavily favored Muscle Cars and Custom Cars. Also there were over 100 Vette' s, with mostly large block engines, with either a 396 or 427 CID. Although imported cars were not strongly represented, there were 21 Jaguars for sale. Only Mercedes Benz came close with 20 cars. There were 9 Austin Healy's and MG' s each, and only 3 Ferrari's.

The following is a list of the Jaguars sold and their prices and condition. The prices include an 8% Barrett-Jackson sales fee, so to find the actual price you need to deduct that fee from the price.

Lot #	Vehicle Description	Price
10	94 XJS Conv. Red/Tan 6 cyl. Auto	\$ 14,580
55	67 Mark II Saloon, White, Auto, original, R/paint	\$ 21,600
66	75 XJ6C Custom Coupe, w/383cid modified, Silver	\$ 23,760
99	69 E-Type 2+2 4sp, Red, 4.2, JHTC Body off Rest	\$ 29,160
107	67 420 Yellow, recent rest. Title in Transit	\$ 16,200
325	92 XJS Conv. Maroon/Blk V12, original	\$ 22,140
328	86 Vanden Plas Cranberry, 4.2, original, 59K	\$ 15,660
350	85 XJ6 Sedan, White, Cust Built, A1 Fayed, Harrods	\$ 21,600
417	69 E-Type Roadster, Red/Blk, original #2	\$ 38,880
418	63 Mark II, 3.8, Sable, Full Restoration, 4sp	\$ 32,400
437	53 Jag Saloon Luxo Red Custom, Repowered lump	\$ 48,600
694	69 E0-Type Roadster, SII, Maroon/Blk, 2SU's, original	\$ 46,980
925	69 E-Type Roadster, SII, Red/Tan, 4sp, 3SU, Egn & Tran Rebuilt	\$ 54,000
943	67 E-Type FHC, Primrose, 4sp, Match#, Complete Rebuilt (I believe this is a record price for a FHC)	\$105,840
997	53 XK-120 SE DropHead, Blue/Blk, New Frame Off Rest, XK120M SpEditon, Match# (Appears to be a Low Price	\$ 51,840
1010	64 E-Type Roadster, SI, 3SU, Maroon, PartRest, 4.2 Trans	\$ 75,600
1206	62 E-Type Coupe, SI, BRG, 05FrOffRest, 100 Miles since (Good price for a Coupe)	\$ 45,360
1255	04 X-Type Concept Car, Red/Red, Bonspeedbuilt for Jaguar	\$ 54,000
1331	59 XK-150 S Roadster, Red, Frame Of Rest, JHTCRecord Price	\$145,800
1363	61 XK-150 FHC, White, 4sp, original, condition #2	\$ 41,580
1524	69 E-Type FHC, Primrose, 4sp, 34K, MotorRebt, not all orginal	\$ 14,580

Additional results can be obtained by going onto Barrett-Jackson.com, and clicking onto Auction results.

Submitted by Al D'Orio

WEEKEND IN SLOWER LOWER (or Just a ride in the country)

By Glenn Davis

Millsboro DE is 15 miles southeast of Rehoboth Beach. It is farm country. Every October, it is also the venue for the Pumpkin Rally organized by the Northeast Rally Club. It is a 2 day time/speed/distance event (sanctioned by the JCNA) covering approximately 300 miles of scenic roads in southern Delaware, referred to by the locals as the "Slower Lower". The event starts on Friday with a practice session and dinner at the Millsboro firehouse on Friday evening. My wife Karen and I had never participated in such a rally and were considered rookies. In addition we had never spent two days in our '63 E-Type or covered 400 miles (including the trip to and from our home in West Grove, PA) in such a short space of time. With this as a backdrop, it was with some trepidation, that I stowed a fire extinguisher, a tow rope and a hazard triangle in the boot, and followed Karen in the Jeep (with all the luggage) to Millsboro. As we were leaving Pennsylvania, the right rear wheel began making a disturbing squealing noise. Although it went away initially, it was a portent of things to come. For the entire 2 hour drive, my eyes spent as much time on the oil/temperature gauge as they did on the road, but we arrived in time for dinner and checked into the hotel without incident. The fire hall was crowded and there was a table occupied by the participating DVJC members: Tom Murray, Chris Jordon (who were campaigning there own stunning '63 E-Type), Tom and Nancy Jones (in their pristine XJ6), Kurt Rappold and Bob Brown, in a 1991 Pontiac Firebird, Bill and Elizabeth Callery, in their gorgeous 1998 XJ8 and Steve Kress and his grandson, Andrew Storz (who was to be his navigator-which I later learned is 10xs more important than the driver). The dinner was excellent and everyone made us feel welcome. We duly registered and received the rally materials for the first day, and one of the coordinators went over the clues which was very helpful for "rookies". Karen seized the opportunity to familiarize herself (as the navigator part of our team; I was the driver) with the various acronyms and diagrams that make up the directions for the rally course. During the pre-rally briefing on Friday night we were advised to have a clock with a second hand (about 6" in diameter) to make it easier for the navigator to read the times, and time specific legs, while also reading the clues and looking for street signs. Karen and I declined the invitation of the DVJC rally veterans to attend a party, held by one of the organizers after the dinner meeting, in order to retire to the hotel, review the rally materials, and get a good night's sleep. We went to the local Eckerd and Happy Harry's looking for a clock, but both had closed.

Saturday (October 29) dawned on a beautiful crisp fall day (perfect for a drive in an E-Type, which always runs hot). I retired to the parking lot (in shorts-it was about 32 degrees F) to check the oil, etc. on the Jag while Karen "got ready." I met Andy and George (they drove a 1939 LaSalle in the rally) from Massachusetts in the hotel coffee shop and related my dilemma with the clock. George volunteered an extra rally clock he had (equipped with a sweep second hand and minute markings without battery). Chris Jordon donated a battery and we were in business. Steve Kress was parked next to me in his Series III E-Type and was scraping the frost off the windshield, which he remarked was the first time he had ever had occasion to do so. My car was spared the indignity because I had put a cover on it. I engaged the choke, turned the ignition key and cranked the engine over. It wouldn't start. Finally, on the 5th try the engine sprang to life.

Karen joined me and we were off to the firehouse and the start of the day's event. The squealing/shrieking from the left rear wheel was back, this time louder and it took longer for it to go away, but by the time we reached the firehouse it was gone. We had a hardy breakfast and further interaction/comraderie with fellow DVJC members and rallyers. The weather warmed as the morning went on and the Jag was gleaming in the sunlight with the other myriad of classic cars (of all types) in the parking lot. Karen had reviewed the rally materials and was well prepared (she is destined to be an excellent navigator) and we reached the starting point on time. The wheel was silent and the Jag

was running well. I felt good about the car. We covered in excess of 200 miles during the first day of the rally and did not get lost once (due to the outstanding navigation skills of Karen), however, our early/late arrival times, to put it mildly, were less than stellar. We finished the day at the firehouse with a dinner and auction. We ended up buying 2 cases of Dogfishhead beer (the local microbrew) and a jacket, all of which went to a worthy charity. Karen was excited all day about the extra hour of sleep we were going to receive on Saturday night due to the clocks being changed. Based on this sleep windfall, we stayed up an extra 30 minutes and had a nightcap with Tom and Nancy Jones and Tom Murray and Chris Jordan. Upon returning to the hotel room I dutifully requested a wake up call at 5:30 am EST and turned my watch back one hour. The wake up call came (which seemed really early) and Karen got up and started getting ready. I proceeded to get additional shut eye. About an hour later I woke up and looked at my watch which read 4:30 am. I told Karen and she was convinced my watch had stopped. She called the front desk and found out that the hotel had turned the clocks back instead of forward. So much for the extra sleep. I got up and went out to check the fluid levels to get ready for another day of rallying. On the way out of the parking lot, the squealing noise from the drivers' side rear was back with a vengeance. Undaunted, we plunged into the second day of the rally. Karen dutifully navigated us into the "maze" (this was a convoluted course twisting around 3-4 streets in a small area). We emerged almost unscathed. However, we knew we were off schedule. The rest of the day went well. We received our scores from the rallymaster and Karen proudly presented it to Kurt for his review. He shook his head and it was clear we had not done well. However, to paraphrase a famous governor, "we'll be back".

After the rally, Kurt Rappold generously donated his time and expertise to try to diagnose and fix the rear wheel problem. We took a ride in the car and after hearing the noise from the rear wheel Kurt suggested that we remove it to grease the wheel bearing. He also suggested that I not drive the car home (the noise was that bad). He showed me how to use the jack (including the location of the jacking point underneath the sill) and remove a wire wheel. Nothing physically appeared to be wrong with the drivers' side rear wheel. Kurt removed the grease cap from the hub cover. He actually used a screwdriver from the tool kit I had stored in the boot. One of the other rally participants had grease and a pair of disposable gloves. Kurt forces some grease into the bearing housing with a gloved hand. After Kurt greased the wheel bearing, I took the car for another test drive. The noise was still there but seemed quieter. I decided to drive home despite Kurt's sage advice. Karen and I returned to the hotel, packed up and checked out. We started back. Five minutes into the trip, the oil pressure gauge went off the scale on the right (high end). Did I overfill the crankcase (I had added oil during the course of the rally, always waiting the obligatory interval before checking it)? Should I stop and see if I can determine the problem? No, the engine was running fine; press on. Then, the gauge came all the way back to the left and went to zero. I was cruising down the highway at 50 mph at 2000 rpm. I decided it had to be the gauge as the engine was carrying on as normal. Other than the wildly fluctuating oil pressure gauge, the car ran fine and the rear wheel noise came and went.

On the way back to Pennsylvania, the car ran fine and the noise came and went. When we were outside of Newark, we hit traffic that was completely stopped due to a Halloween parade and consequent street closings. Naturally, the temperature gauge started to ascend. When it reached 80, we decided to stop and eat dinner and wait for the traffic to clear. An hour later we were back on the road. We made it home without a problem. Two weeks later I dropped the car off at the Cloverleaf garage in Malvern, Pennsylvania (one of the DVJC Purr vendors) and I explained the problem to Ralph Steinberg. He suspected a U-Joint and possibly a wheel bearing. I left it in his capable hands. I picked up my E-Type on November 25, 2005. Both left axle shaft u-joints were replaced as well as the left rear wheel bearings. It was also determined that the oil pressure sending unit was faulty (causing the bizarre readings) and it was replaced. Whilst the car was in the shop, I had an electronic ignition installed. The E-Type is back on the road and Karen and I are preparing for the spring rally in New Jersey. I guess we won't be able to enter the rookie class this time!

8:42 PM
02/22/06
Accrual Basis

Delaware Valley Jaguar Club
Profit & Loss
January through December 2005

Cash Balance 1/1/05 5,839.93

Jan - Dec 05

Income	
2005 Advertising	1,020.00
2005 Concours Income	1,752.00
2005 Desmond Inc	830.00
2005 Dues	8,839.94
2005 Fall Follage Tour Inc	1,900.00
2005 Holiday Party Income	2,761.00
2005 Moshulu Brunch Inc	2,337.00
2005 Slalom Income	270.00
Badge Income	95.00
Chicken Box	168.24
JCNA BADGE INC.	60.00
Total Income	20,033.18

Expense	
2005 AGM Expense	1,452.99
2005 Concours Expense	1,557.96
2005 Desmond Brunch	830.03
2005 Dues Exp	4,088.00
2005 Fall Follage Tour	1,843.00
2005 Holiday Party Exp	2,719.49
2005 Moshulu Brunch	3,241.96
2005 Name Tag Expense	204.20
2005 Office Expense	121.09
2005 Photography Expense	490.43
2005 Purr Expense	1,860.05
2005 Rallye Expense	500.00
2005 Retirement Expense	159.80
2005 Slalom Expense	95.00
2005 Trophy Expense	698.50
DONATION	600.00
DONATIONS EXP	250.00
Membership Expense	651.82
POSTAGE	143.00
Total Expense	21,507.32

Net Income -1,474.14

Cash Balance 1/1/05 4,365.79

My name is Larry Harris and I am a member of the Jaguar Associates Group in San Francisco. I am trying to accumulate a list of the remaining 1971 V12 Roadsters. Thru the jaguar archives I have found that 101 LHD 1971 V12 Roadsters were built and so far I have located only 24 cars remaining. If you own or know someone that owns one, please email the serial number and as much information as possible to:

***LHMTM @aol.com or call Larry Harris
Cell 510-846-5186***

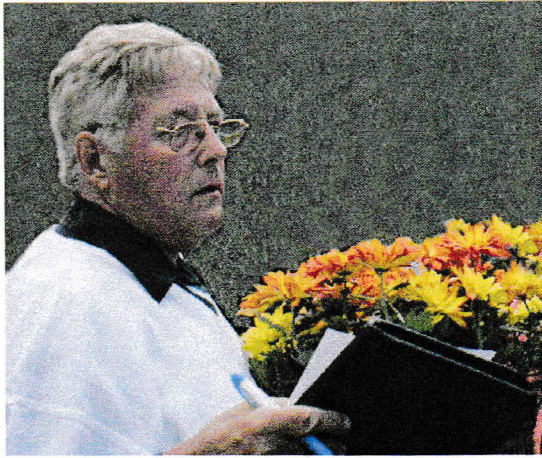
The 1971 V12 Roadster Vin numbers are 1S20001 thru 1S20102. We know that 1S20003 was destroyed during production. The cars located so far are: 1, 3 (destroyed), 4, 5, 6, 8, 9, 10, 31, 32, 35, 40, 42, 49, 50, 51,52, 53, 60, 64, 65, 68 (mine), 72,76 & 78.

The earliest registered 1972 Roadster is 1S20111.

Attention:

I have extensive documentation and records relating to s819282, a black xk140 mc dhc sold to my parents in 1957. Sales receipts, original manual, 1957 xk140 vanity plate, service records, correspondence with jaguar, photos. Car sold in 1964 to Roger Penske himself at his dealership. Does anyone in the Phila. Area remembers this car or knows how I can contact the current owner? I just want to give this information away with no strings attached. Please help..

Brad Bank, bdbank@msn.com.



*Rowing Reporter
By Michael Tate
March 2006*

THE UNIQUE FRED MACK STORY

Fred Mack at age 95 the Original Owner of a 1953 XK 120

This year, on March 20, Fred Mack will celebrate his 95th birthday. Born March 20, 1911, he will, no doubt, take his XK 120 Roadster with a factory guarantee dated August 3rd, 1953 for a fast burst down the country lanes of Pennsylvania. The car has had one major reconditioning but still retains its matching numbers, original engine, gearbox, wheels and body. Fred is completely original having matching numbers for his heart, arms, legs and head. Little reconditioning. He is a distinguished member of the Delaware Jaguar Club and, most importantly, a regular attendee at club events and in 2004 took part in the club's Slalom!

Fred started driving in his very early teens and talks of his eighty years of driving legendary vehicles such as Cord, Maxwell, Stutz Black Hawk, and Pierce Arrow. He has held driving licenses in four different states and estimates that he has driven at least three million miles.

But think about it! Fred was born only 10 years after the legendary founder of Jaguar, Sir William Lyons. He has been alive to witness the unfolding of the Jaguar story and was eleven years old in 1922 when Lyons formed, with William Walmsley, Swallow Sidecars. He was there when Lyons moved the factory to Holbroke Lane, Foleshill, Coventry. He was around later for the move to the famous Brown's Lane factory and for its closing last year! When Lyons' first completely in-house engineered car, the SS1, was launched as a sensation in 1931, Fred was 20. He lived through World War 1 and World War 2 and was doing his thing when Swallow Sidecars was renamed "SS Jaguar" and for the first SS Jaguar launched in 1935.

It is perhaps no co-incidence that during World War 2 "SS Jaguar Cars" switched to building aircraft and was honored when asked to help build the first British jet fighter, the Gloster Meteor because much of Fred's life has been spent as a designer for various aircraft manufacturers. Fred was 36 when SS Jaguar became "Jaguar" in 1947 and launched the XK 120 a year later. But it was not for some time that he saw the actual car in New York and thought he would never be able to get one.

Fred was in his early forties when he joined the Rose Tree Car Club of Media, P.A. At one of their meetings a sports car dealer was present. He sold MG's but wanted to sell Jaguars. The stipulation from Jaguar was that he order three to get started. He offered to sell one to Fred wholesale. Fred ordered an XK 120 in slate grey with red leather and wire wheels for \$3,600 instead of the retail price \$4,400. When he went to New York City to pick it up at Hoffman Importers, they drove out a white car with painted wire wheels. The dealer later said to Fred, "I thought this combination was better for him"! It remains in this configuration today.

Later he received a letter dated September 1st, 1953 from Jaguar Cars Ltd. Coventry signed by William Lyons. It read as follows: "Dear Sir, We are very pleased to learn that you have recently acquired a Jaguar car. As manufacturers of high quality cars with a world wide reputation, we desire you to know that our interest in them does not cease after delivery from these works. Rather do we take particular pride in the satisfaction, which Jaguar owners derive from their cars. Therefore, we shall at all times be pleased to hear from you on any matter regarding your Jaguar which you may wish to communicate to us. Yours faithfully, W. Lyons. Chairman and Managing Director." Fred has had no reason to take up this offer as his XK 120 performance always being up to expectations.

Fred likes to push his 120 at top speeds and tells stories of his exploits. He says "Some time ago, when I was 91, I drove the 120 to my 70th Kingston Wyoming Seminary Reunion. This was a round trip of 500 miles averaging 70 mph". He continues "A good time ago my wife & I decided to take the 120 on a trip to Virginia Beach and Williamsburg which took a number of hours. My wife dragged her feet getting ready to go and the last ferry was at 6.00pm and I was comparing miles to minutes. When we left I had 180 minutes to travel 225 miles. We arrived at the last minute as the ferry was leaving. He stopped, dropped the ramp and let us board". Another story he tells is "A guy in an Oldsmobile came up the back of the Jaguar and then pulled beside me. I knew what he wanted. I dropped into third and ran the tack to the red line then put it in high at 90mph. He dropped out and my wife announced with the speedometer on her side "134....isn't that enough for today?"!!!"

Fred has brought the 120 through the introduction of the E-type, the XJ-S, Mk 2, MK 8/9, 420, Mk X & 420G, XJ Series 1 /2 and 3, the purchase of the company by Ford, the XJ220, the XJ 40 in 1984 and the X300 range in 1994. Also the ill fated Formula 1 Grand Prix racing, the XK 8, the introduction of the S and X-types and up to the moment with the gorgeous new XK due for delivery in the spring.

Fred says he will enjoy the 120 for many years to come and remain the original owner but for rain and snow days he has succumbed and purchased a new saloon car. An X -Type. Fred's a Jaguar man...for 53 years. However, on his birthday he will indulge one of his other passions... flying. He will drive to New Jersey and take part in a "tandem parachute jump".

Fred, keep Jagging and jumping!!

NOTE: We will be honoring Fred at the Desmond Hotel March 19th for Brunch at 10.30. Please support this event.

Special Note of Interest:

For those club members who are not aware or who haven't heard, there are plans in the works to build a Motorsports Complex in Millville, N.J. The site proposed is next to the Millville Airport, where annually they hold an antique air show with vintage WW II planes. The Motorplex as proposed would include a four-mile Thunderbolt Raceway, Karting facilities, clubhouse, and concession stands and driver training facilities, in phase one. Eventually, the site will also include a hotel and shops. The plans are to have a road course, and an oval track for Nascar races.

The following information was gleaned from the Cumberland County Reminder weekly newspaper, dated 1/11/06.

In spite of recent delays due to Cumberland County red tape, the NJ Motorsports Park officials said they strongly believe that final approval will be received sooner rather than later to build a Motorsports Complex in Millville, N>J> Ground breaking could start as early as this spring. The red tape is primarily a concern over traffic light signals in the area and a 45' right of way off the centerline along all frontages of Buckstutem and Dividing Creek roads. These roads lead to the site complex. They also need a final approval from the FAA over land release. This is in process and this does not appear to be a problem, at this time.

I will try to keep the members updated on any additional developments, as they become available.

Submitted by Al D'Orio

DELAWARE VALLEY JAGUAR CLUB
Annual 1st Quarter Director and Planning Meeting
January 29, 2006

Attending: Kurt and Pat Rappold, Charlie Olson, Ann Perry, Jerry Kunkle, Steve and Betty Kress, Kit Racette, Mike Tate, Joe Frederico

Absent: Chris Jordan, Tom Murray, Tom and Nancy Jones.

The meeting was called to order by President, Kurt Rappold at 2:45PM

Presidents Report: Kurt thanked Joe Frederico for hosting the meeting at his home and for preparing a delicious Lasagna lunch.

Kurt requested that the board forward to him several "return address" labels. This will simplify his work when sending mail to the board, as he will just have to put a label on the letter.

Thanks to Tom Murray for supplying the club with jackets and hats bearing the DVJC logo. The board suggested that we try to add clothing bearing the Jaguar Clubs of North American logo. This will be investigated in regard to licensing and copyrights. Kurt will look into the possibility of supplying Clara Saxton with a jacket as recognition for her many years of service to the DVJC.

Treasures Report: Chris Jordan was unable to attend, but sent her report through Kurt.

DVJC Balance as of January 27, 2006:	\$10,900.00
Outstanding membership dues to JCNA	\$ 3,000.00

Members to date: 156

New Members: 10

Some longstanding members have not yet renewed and we are looking forward to their continued membership. A follow-up letter with a stamped return envelope was mailed and the results were positive, as we have renewed more members this year than at the same time last year.

The Board discussed the anticipated expenses for the year: \$1,100 for trophies for the Concourse, \$100 for the Slalom and \$200 for the Millville Rally.

Jerry Kunkle made the motion that the DVJC cover the expenses to send two representatives, Kurt Rappold and Charlie Olson, to the AGM in Seattle. It was seconded by Steve Kress. The motion passed. Anticipated expenses will be \$700 for airfare, \$290 Registration, \$220 hotel and \$100 transportation to and from the Philadelphia airport.

Kurt reported that he has the forms from Ford/JCNA to request monies to support the DVJC sanctioned events. Those events are the Concourse, Millville Rally, Slalom and the Pumpkin Run. In the past we have requested and received \$250 for each event. We will request the same for this year. Distribution would be made at the time of the event.

The Board voted to purchase new timing equipment for the Slalom. The total cost would be \$575.00.

Jerry Kunkle will take the responsibility of working with Chris Jordan to present a formal budget to the board at our next meeting, April 23, 2006. Location TBA.

Secretaries Report: No report

Directors Report: **Jerry Kunkle:** Jerry suggested for those who must resign from the DVJC, and if cars are to be sold, he suggests that they list the cars in The Purr. This will assist the club in keeping track of unique Jaguars cars, plus help the club financially as we do charge \$10, per issue, for the ad to appear in The Purr. Cars for sale are listed in the Jaguar Journal, but as The Purr is on our Website it has the potential of being read worldwide and increases the market.

A motion was made by Jerry Kunkle and seconded by Charlie Olson to accept classified ads in The Purr for the sale of Jaguars; the sellers need not be member of the DVJC or the JCNA. The motion passed.

Editors Report: Kurt thanked Steve and Betty Kress for their continued effort to produce The Purr. Steve requested that all articles sent to him for insertion is forwarded in Microsoft Word format. We will continue to include ads from our sponsors through the March issue. If by that time they have not paid for advertising space they will be dropped. There are inconsistencies between the e-mail copies of The Purr and the hard copies. The editors are aware of the problem and the problems will be solved in the future. Mike Tate will continue to submit his column "Editor's Ramblings" and will assist with producing the publication as needed.

Event Planning: On the 20th of March, longtime member and supporter of the DVJC, Fred Mack will celebrate his 95th birthday. We will honor Fred at the Spring Brunch at the Desmond; the anticipated date is March 19, 2006. Mike Tate has submitted articles on Fred's long contact with Jaguar cars to the Jaguar Heritage magazine, Jaguar World Monthly and the Jaguar Journal. Mike requested that if anyone has pictures of Fred to please contact him, as we would like to feature a photo of Fred on the cover of the March Purr. A discussion followed on how to honor Fred at the brunch. Steve Kress made the motion that Fred is honored with the title, "Member Emeritus" and that a pewter cup be engraved and presented. Charlie Olson seconded the motion. Charlie will take responsibility for the engraving.

The Great Race will begin in Philadelphia on June 24, 2006. The night before the race, during the 5:00 – 9:00PM "Shine Time" would be a good time for all the British car clubs in the area to participate. We will contact the British Car Club and the Triumph Clubs. At this time the location is unknown.

The Jaguars On National Tour (JONAT) will be touring up the east coast the weekend of our concourse, June 3, 2006. We will invite them to participate in the concourse and possibly join us for an event afterwards, possibly a barbeque at Christ Jordan and Tom Murray's home.

On May 6 the Church of Saint Martins in Radnor is having a church fair. We have been invited to show our cars at the event.

Additional events for the DVJC calendar are: February 18: Leather Tech, February 25: the Atlantic City Car Auction, May 5 & 6, Spring Rally, August 12 & 13: New Hope Auto Show, and possible a trip to a Camden Shark baseball game.

In preparation for the Concourse, chairman Charley Olson would like to set up a training session for judges. He requests that those who were on the judging committee in 2005 consider participating again in 2006 and that someone volunteer to be Chief Judge.

Website: Kit requests that if you have changed your e-mail address please let her know so that you will receive The Purr and other timely DVJC announcements. Kit and Betty will check the website and make sure it is up to date.

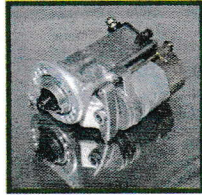
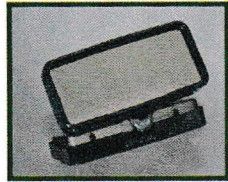
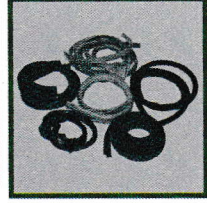
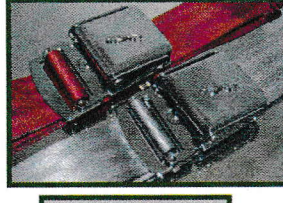
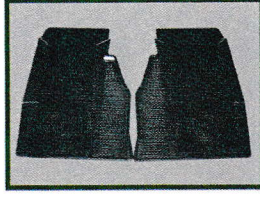
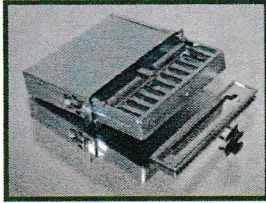
Photography: No report

Old Business: None

New Business: None

The meeting was adjourned at 5:40PM.

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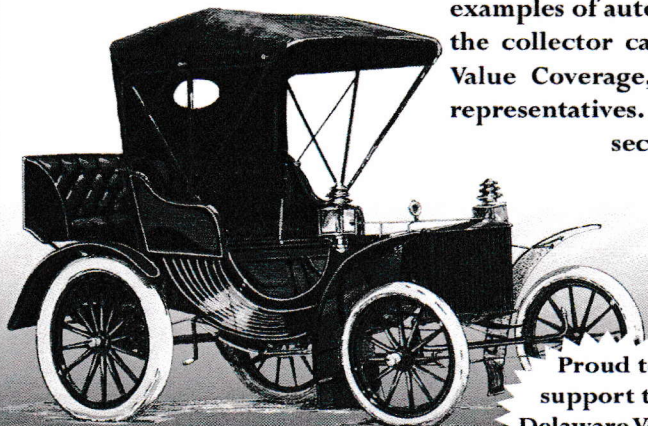
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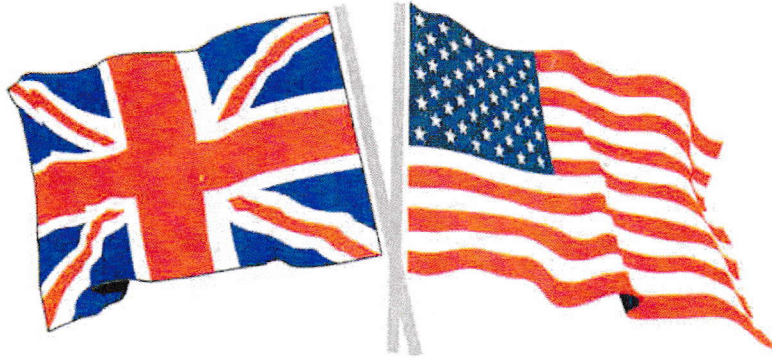
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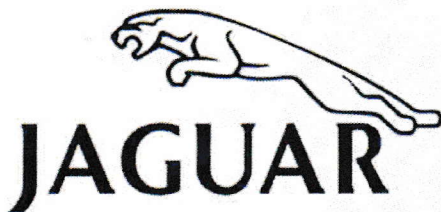
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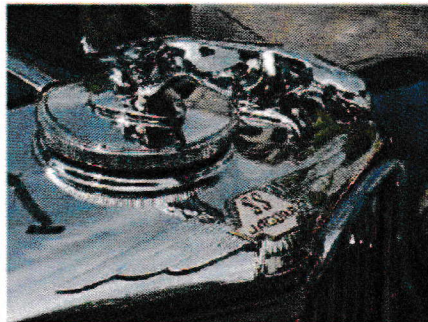
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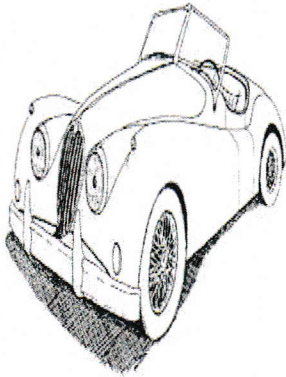
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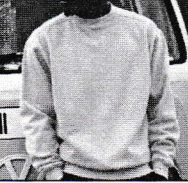






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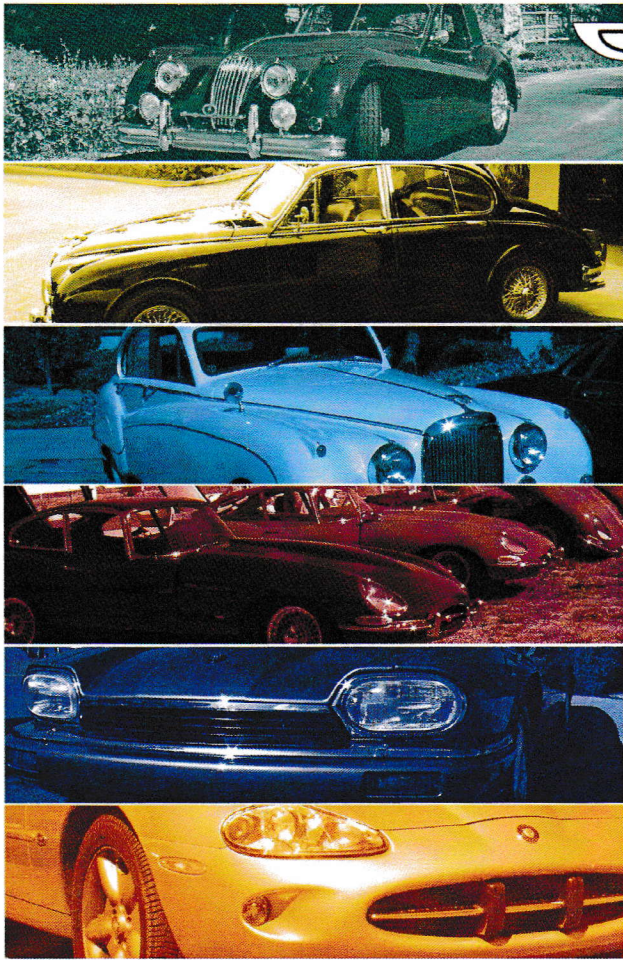
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