

The Jaguar's Purr©

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April 2008

www.jcna.com/clubs/dvjc



DVJC Winners at the JCNA AGM.

“Brian Edwards, Wayne
Tubbs, John Murphy and
Kurt Rappold, for Concours
competition on the National
and Regional level. Michael
Tate won a Newsletter
Award”

(See The Prez Sez.)

*Marte Murphy with
Moe Tate
and Michael Tate
at the
JCNA AGM
in Pittsburgh.*



*Also, be sure to read Part 2 of a two-part article by Larry Shear entitled
“The End of An ‘E’ - ra”.*



Concours Judges!!

- Judging Session Training Dates will be announced for April and May by e-mail to all qualified Judges.
- Written invitations to those who volunteered will be sent after April 19th .
- Additional Volunteers are very welcome. Please contact Charles Olson at 215-757-2028.

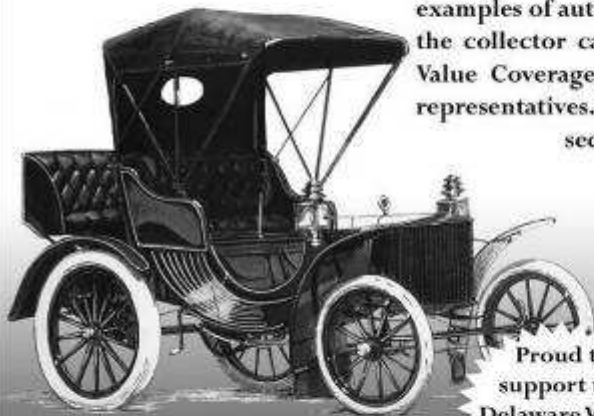
Newsletter Contents

Upcoming DVJC Events	4
Upcoming Other Events	4
Advertising Rates.....	3
List of Officers	3
The Prez Sez	5
Purr Classified.....	7
The End of an "E"-ra!.....	8
Roving Reporter.....	15
DVJC Spring Brunch Flier	12
Cars of England Flier	13
Thunderbolt Rally Flier	17
Susquehanna Valley JC Flier	20

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Ragtops & Roadsters.....	11
SNG Barratt.....	19
Welsh Enterprises	19
XKs Unlimited	24



*Larry Shear's
Turquoise Terror
The End of An E-ra
(Page 8)*

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Upcoming DVJC Events

- May 2nd—4th** **Thunderbolt Rally (JCNA Sanctioned)**
Millville, NJ
Contact: Kurt Rappold (610-358-4055)
www.northeastrallyclub.com
- May 24th** **Concours d'Elegance (JCNA Sanctioned)**
Susquehanna Valley Jaguar Club
Contact: Dave M. Hershey (717-792-5271)
- May 31st** **Concours d'Elegance (JCNA Sanctioned)**
Cars of England at Historic Hope Lodge
Contact: Charlie Olson (215-757-2028)
- July 26th** **5th Annual DVJC Slalom (JCNA Sanctioned)**
Garnet Valley High School
Contact: Gerry Kunkle (610-861-0844)
- October 24—26th** **Pumpkin Run Rally (JCNA Sanctioned)**
Millsboro, DE
Contact: Kurt Rappold (610-358-4055)

Upcoming Other Events

- April 20** **British and European Car Show**
Williamsburg Winery, Williamsburg, VA
Contact: Doug Wilson (757-565-4668)
Flier: www.wmbgbrit.com/crimson_080.htm
- May 17** **Scenic Drive to Whip Tavern and Pub in rural**
Chester County for Brunch
Contact: Michael Wolf at mwolf@boenninginc.com
- June 7** **Reading Museum air show for vintage WWII air-**
planes. Rides available.
http://www.maam.org/wwii/ww2_tips.htm
- July 27** **Jag Annual Picnic/Road Rally Car Show**
Sponsored by Jaguar Auto Group (non-anctioned)
Silas Condict Park, Kinnelton, NJ
Contact: Linda Jones (908-879-8634)
- Aug 9** **Vintage Racing, Millville, NJ**
Contact: Michael Wolf at mwolf@boenninginc.com



The Prez Sez April 2008

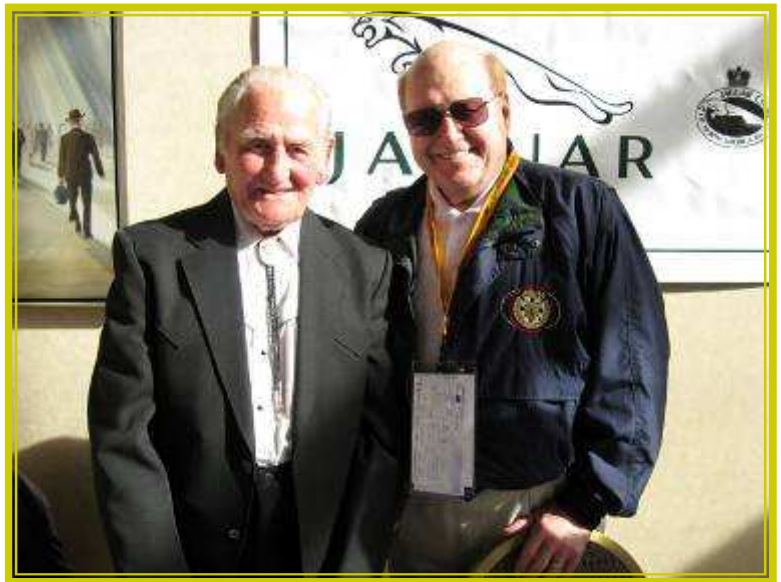
I've just returned from the Annual General Meeting (AGM) which I attended in Pittsburgh this year along with Kurt Rappold as your Delegates. Several of our members attended as guests to receive their Awards for 2007. Brian Edwards, Wayne Tubbs, John Murphy and Kurt Rappold, for Concours competition on the National and Regional level. Michael Tate won a Newsletter Award for authoring an article entitled "An Exciting Tour." (see August, 2007 issue of the Purr) In addition, the guests from our club included our Secretary Ann Perry along with Marte Murphy and Muriel Tate. I was delighted they all had the opportunity to attend.

The Friday portion of the AGM is a Director's Meeting from 7am till 3pm. The Director's consider which items submitted by our members during the year have merit to be discussed and voted upon by the general assembly (delegates) on Saturday. At 3pm there was a seminar entitled "Originality Guide: Air Conditioning in the older Jaguars", hosted by Welsh Enterprises. They distributed a very complete and detailed Guide that was approved as official on Saturday by the delegates.

The following Seminar was entitled an "Interview with Norman Dewes". From my standpoint, which was shared by many, the highlight of the AGM was the presence of Norman Dewes, author of "Jaguar the Legend"! Norman Dewes is a legend in his own right, having been the Chief Test Driver in the development of the XK-120 thru the E-type. He captivated us with stories of his association with Bill Lyons whom he called MR. Lyons - (adding that this was before he was given Knighthood) - and his many experiences racing on the Test Track at Coventry for development of engineering modifications for better performance! The goal for Jaguar was to be the fastest and the best sports car in the world. If you have the opportunity, read his book! I've ordered my personal autographed copy!

Norman Dewes was invited to attend the AGM by the Host Pittsburgh Jaguar Club as the honored guest for the 50th anniversary of the JCNA. You couldn't want a more gracious guest available for such an auspicious occasion! He made himself approachable and available to everyone for autographs or personal conversation. I was very impressed by his humbleness and congeniality, not too mention the great stories of his past association with Jaguar. I'm looking forward to reading his book, but this AGM chapter was, "Up Close and Personal with Norman Dewes"!!

Another Author of note, Mr. Steve Kennedy, (our newly elected President) has published a book incorporating the History of all the JCNA affiliates. I was asked by Steve to provide a condensed History of our club including photos, which I have done. It's available now and I have ordered a personal copy for our Club. The cost is \$39 per copy. You may order your own if you wish, by contacting Steve Kennedy at: skennedy@ecentral.com or 1-303-489-3955.



Norman Dewes with Charlie Olson at AGM

The Prez Sez . . . April 2008 (cont.)

On Saturday the business meeting was started with a role call of all the delegates, followed by an announcement of the newly appointed Officers of the JCNA for 2008.

President	Steve Kennedy
Vice President	Dick Maury
Secretary	Sherman Tafel
Treasurer	Nelson Rath
Membership	Lou Kairys
General Counsel	Steve Weinstein

Kurt and I were there as your delegates to discuss and vote on certain issues on the agenda as selected by the Board of Directors. The issue Kurt and I were most concerned with pertained to the changes proposed to the Rally Program. I argued successfully against the proposal that stated five Jaguar cars were required to participate in any Rally previously sanctioned to receive points for the Jaguar entrants. Of the 16 other rules involved, the most significant was the submission of the rally rules to the JCNA Rally Chairman in order to obtain JCNA Sanction status. This is effective for this year! The other rules in question that passed, were two classes of competition for the Monte Carlo and hidden checkpoints in the TSD rallies, which we're familiar with at our Rallies.

Rule changes proposed for the Concours Rule book that I should comment on involve driven division vehicles. Effective for 2008 they may be **trailerred** to the activity. The spirit of the rule change was to allow the older vehicles to attend a Concours they might not enter, because of the distance (several hundred miles) or traffic congestion or hazards. After a lot of discussion on this, I felt that the consideration of some contestants trailering their vehicles to achieve an advantage was far out weighed by the opportunity for greater participation, so I voted **for** the rule change. I don't think it really matters, after all, those stone chips were probably there before- and the drivers will drive anyway!

A complete list of actions at the AGM can be viewed on the JCNA website.

Our next major club activity is our **Spring Brunch** at the Desmond in Malvern on **April 27th**! The reservation flyer is located in this Purr and is open to all our members and their guests. I urge you to attend and sign up ASAP. We have an interesting program featuring Mike Tate discussing TATA's purchase of Jaguar and Glenn Davis giving a Power Point Presentation of Antique Automobile Insurance. In addition we always have the traditional Awards presentation to recognize those winners that participated in all our Sanctioned activities in 2007. It's also an opportunity for you to discuss planned events that are scheduled and other events you would like to schedule.

I'd also like to take the opportunity to recognize the newest JCNA Affiliate, The **Susquehanna Valley Jaguar Club**! Headquartered in **York, Pa.** and founded by Dave Hershey early this year; They could be considered a Sister Affiliate to the Delaware Valley Jaguar Club. They are sponsoring a JCNA Concours d'Elegance this May 24th in York, Pa. The flier and registration form are in this Purr! It's the weekend before our event, so you can enter and compete in York as a preliminary - for if you don't win there, you've got another shot the following week at Fort Washington! I urge you to please consider entering and supporting their First Annual Concours!

Speaking of two events scheduled closely together we have **The Thunderbolt Rally** starting May 2nd thru the 4th, which follows the week after our Spring Brunch. This has been a tradition of our club each year to participate in this JCNA Sanctioned Rally Sponsored by the **Northeast Rally Club**. The flier is inserted in this edition of the Purr.

The Prez Sez . . . (cont.)

For our members who have done this before, I need not expand about the great time we all have had. In addition to the rally itself, donated articles are auctioned off on Saturday night after a great dinner. All the food costs are covered in the fee and all you need to buy are snacks for the road. Consider this a mini-vacation! I want to point out that when you join the Northeast Rally Club as a member you receive a 30 dollars rebate on each of their Rally's you enter this year! As a tradition, we also register for the Pumpkin Run Rally in the Fall, and by paying \$40 for joining, you receive a credit of \$30 for each rally. It's an incentive to attract new members, essential in helping to provide a JCNA Sanctioned Rally, which our Club could not afford to do!

Attention: To avoid confusion, the **Thunderbolt Rally** is held in **Millville NJ**, your entry fee is sent to Endicott, NY and your membership fee is sent to Millsboro, DE. Any questions you might have can be directed to Board Member Tom Jones 1-856-338-1705 or Kurt Rappold 1-610-358-4055. I understand Kurt is in need of a Navigator so please give him a call if your interested.

There's lots of information and Flyers to examine in this edition of the Purr and I hope you'll participate in as many as you can. Let's get that 'CAT ready to roll' we've got a busy schedule coming up!!

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Charles Olson



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Norman Dewes

The End of an “E”-ra! By Larry Shear (Part 2 of 2)

Continued from March 2008 Purr:

I'll never forget the time we (Bob Roggio, Jerry King, Kevin Murray, and Yours Truly) first had the new engine assembled – it was sitting on the ground on the oil pan, with support ropes tied to the overhead rafters. A small can of gasoline had a tube inserted into it, and was connected to a Bendix (reliable) electric fuel pump, and then to the carburetors, which Kevin Murray (another one of our early DVJC members, with an XK-150S (a 3.4 liter, I think) and a Mercury Cougar as his go-for-Jaguar-parts car) had rebuilt on my Dad's basement workbench (we were still working in the Trenton garage), while my long-suffering wife Diantha, Bob's wife Valerie, and Kevin's wife-to-be Mary sipped lemonade (or something stronger!) in my parents' house.

K e v i n brought the carbs out to our garage, and we reverently 'offered them up' to the engine, securing all the intake manifold bolts in place. I connected a 12 volt battery to the ignition, to the fuel pump, to the starter, and to a separate starter button. Tick! Tick! Tick! From the fuel pump. Hit the starter button! Ungh! Ungh! No rotation of the engine! New engine bearings (with bearing pre-lube on them), new piston rings, OK, let's try some more power! Added a second 12 volt battery in series with the one for the starter, and tried it again. Rrrr! Rrrr! Rrrr! Getting closer! Grab that other battery! 36 volts to the starter! RRRRR! RRRRR! RRRRR! Cough! Cough! Looked around – 2 more batteries in the garage – both 6 volt. Had run out of jumper cables by this time. Used flattened copper pipe and Vise-Grip pliers to put them into the series chain. 48 volts! RRRRR! VROOOM! IT RUNS!

This was about 2 AM, and we had the

garage doors open, and no exhaust system at all – 6-foot horizontal blue flames leapt out of the left side of the engine! Skip King, who was holding the choke open manually, got shaken by the sound and the flame, and let go, closing the manual choke and slowing the engine. Of course, my Mom came running from next door, shouting, “SHUT THAT THING OFF!” We then did, by pulling one of the battery cables. That was it for the night! It wouldn't start again.

The next day, Bob and I tried it again, but we still didn't have enough power left in the batteries. The next weekend, after charging them up, we tried again to start it, this time with only 12 volts, and it spun over nicely, but no 'fire'. Checking a bit, we found that Kevin had, indeed, assembled the carbs, but had neglected to set the air and mixture screws to the recommended 2 ½ turns

and 3 ½ turns from fully closed (I don't remember which is which, and all my reference books are packed away or are already in Florida). With 48 volts of cranking speed, we had sucked oil up past the piston rings and had ignited that! No fuel through the carbs! Adjusted the screws and she fired right up!

Subsequent weeks saw the completion of the vehicle assembly; now for paint! In those days, there was a nationwide chain of auto paint shops owned by a guy named Earl Scheib, and his motto then was, “I'll Paint Any Car for only \$12.95!” (later on, \$19.95). Turned out, for that price, you had a choice of Black, White, Red, or Swimming-Pool-Liner Turquoise (with other colors available for a higher price)! Naturally, we chose the latter! Car looked like a giant Hot Wheels toy on the track! For that price, Earl didn't have his guys spend a lot of time and effort on good masking; they painted everything – body,



The End of an “E”-ra! By Larry Shear (Part 2 of 2) . . . (cont.)

chrome, tires, glass, windows, etc. Maybe not ALL of the tires and glass, but nothing escaped that spray gun! They did between 10 and 12 cars a DAY – fast! Could see well enough through a bit of windshield to drive it home! High silicone content to the paint, and it went on thick. Still reasonable good to this day, 40 years later, other than the rusty areas!

Bob and I had fun and success at Lime Rock Park for a couple of years (I set a track record, in class, for a standing-start, flying finish that stood for 6 ½ years!), and we brought it to Old Bridge, Englishtown and Fort Dix (Flying Burro Sports Car Club), NJ, Summers Point, Bridgehampton, LI, NY (once), and the Atco Dragway (12.5 second quarter-mile, with Mickey Thompson tires on the back!).

Had a problem there once with Bob Roggio – we were at a DVJC event, and were both driving the car, one at a time, in the Standing-Start, Quarter-Mile Acceleration Trials (drag race!); I was the first to compete (I don’t remember how we chose up) and an overly-enthusiastic slamming of the gearbox selector lever from 1st to 2nd broke off the rear of the transmission top cover! We pushed the car back to the trailer, and then decided to run our own race; we lined up on the starting grid, side-by-side in our driving suits and helmets, staged our driving shoes (sneakers) to lit the yellow staging lights, and waited for Norm Grimm to start the Christmas Tree! When the green lights came on, we started running down the drag strip! Got a few hundred feet, and turned

off over the barrier toward the return road!

I later had the top cover welded back into shape by Rolf Brachwitz’s (my buddy from college, introduced me to Saint Diantha, my overly-tolerant wife, and who occasionally showed up at our DVJC events with his flat-black clapped out (but fast) VW Beetle) Dad-in-Law (I didn’t weld aluminum back then). I then made a reinforcing welded steel exoskeleton for the transmission top cover, to prevent such from happening again.

I ‘tuned’ the car’s suspension specifically for the Lime Rock park track one afternoon – Driving enthusiastically during practice, I kept spinning out on the left-hander following “The Hook”, and I got tired of it; thought there might be something I could do to help alleviate that problem. I looked at the car from the rear and saw that both (wide) rear tires appeared to be resting on the road evenly. A quick sketch of the rear suspension, as seen from the rear, showed that, when heeled over for the left-hand turn, the inside of the right rear tire was probably lifting up a bit. I knew that there were a set of thin metal shims between the inside of the right-hand drive shaft and the differential, and that the camber of the rear wheels were individually adjustable. I decided to remove shims to see if that would have a positive effect on the observed phenomena! Took one shim off at a time, increasing negative camber by about two degrees with each, and headed back to the track. After three shims, I think, the outer edge of the tire was noticeably a bit off the road surface, but, when the entire car was leaning to the right (in the

left-hand turn), the wheel was apparently in full contact, and the curve was taken quite quickly, without further incident!

Competition finances and expenses being what they were (we had one sponsor – one of Dad’s lodge brothers owned an auto parts store on South Broad Street in Trenton, NJ, and he gave us 2 cases of Castrol motor oil!), we decided to sell **The Turquoise Terror**. I



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The End of an “E”-ra! By Larry Shear (Part 2 of 2) . . . (cont.)

(Continued from page 9)

was taking it to a potential Customer up in northern NJ to show and demonstrate it, when the engine overheated in Route 22 traffic, and a piston (#4) apparently seized up in the top of the cylinder; the connecting rod tore out of the piston (this is when I realized that we should have bought forged pistons, not cast ones!) and bashed its way through the steel cylinder liner into the water jacket, bringing the engine to a rather abrupt halt! Phoned home, and brought her home on my custom tow-bar. Bob Puglisi acquired a new cylinder liner for us, Benny got me another piston, I dug out another connecting rod, and proceeded to dis-assemble the engine in the car, intending a speedy repair. What with one thing and another, this project never quite reached the top of my “To-Do” list, that weekend, that month, that quarter, that season, that year, or that decade! As I moved from job to job, and town to town, the XKE came along – to Niantic, Connecticut, to Hoffman Estates, IL, to Satellite Beach, FL, to Voorhees, NJ, to Lancaster, PA, and to East Coventry, PA (which house I bought partly because of the great Jaguar address (Coventry) (and a huge garage out in back); in

fact, it accumulated more miles on a tow bar than it had under its own power! Naturally, as it was always about to be worked on, I neglected to grease the crankshaft bearings, and they suffered tremendously!

Retirement loomed! A couple of years ago, Diantha was tapped at our annual concours to do electrical and operational inspection of the cars,



and she fell back in love with the older XK-number cars (we had taken our honeymoon in a burgundy '57 XK-140 MC DHC (my second Jaguar; our Jim Shields has my first – a '55 XK-140 MC DHC (for more info about IT, search “Leprosy

Special” on the Internet!)). I had acquired a restorable '51 XK-120 OTS as a ‘retirement project’ (probably project #342 or so!), and we jointly decided that the XKE had to go! Years of outside storage had played havoc with the fine Earl Scheib paint (and the metal under it), whereas the XK-120 had been stored indoors. I had discussed it with folks at Cloverleaf Motors, Lindley Motors, and Ragtops & Roadsters, and Dave Hutchinson of R&R made me the best offer (of course, we haggled a bit!).

Dave took her away today, along with a cast of supporting parts which I had amassed over the years, and I headed to a local Chinese restaurant to drown my sorrows in green tea! Dave has assured me that I’ll be kept apprised of her restoration progress (she’s headed ‘across the big Puddle’ for appropriate restoration; I may have a chance to visit her later this year!). It’s been a great 45 years!

Now, on to the XK-120, now happily resting in my Florida condo garage, surrounded by tools and parts (of course, it doesn’t run (yet))! Meanwhile, my go-for-parts car is a 2003 XKR convertible! As Hal Foster used to say in the “Prince Valiant” Sunday comic strip, “Next Week, New Adventure!”



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DVJC
SPRING BRUNCH
Sunday April 27th, 2008
10:30 am
Ben Franklin Room
The Desmond Great Valley Hotel and Conference Center
One Liberty Boulevard
Malvern, Pa 19355

Program
Michael Tate : Jaguars New Owner: Tata
Glenn Davis : Power Point Presentation: Collector Car Insurance
DVJC Regional and National Award Winners

*Ben Franklin Brunch Menu will include:
 Assorted juices, fresh seasonal fruit and Berries, assorted dry cereals,
 fluffy scrambled eggs, bacon, sausage, potatoes and breakfast pastries.
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Price per Person \$ 20.00

Reservations must be received before April 22nd 2008.

For more information contact Pauline Craig, e-mail pvc16@aol.com
 or call 215-438-5861.

Send this Form and Your Check, payable to DVJC, to:
 Pauline Craig 323 Lodge Rd. Philadelphia, PA 19128.

Number of people attending _____ @ \$ 20.00 per person

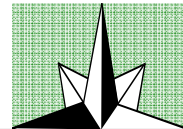
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Guest _____

Phone Number _____ e-mail (optional) _____

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***It is NOT TOO
 LATE to register
 for our
 Spring Brunch!
 April 27, 2008
 The Desmond
 Malvern, PA***

Cars of England
At Historic Hope Lodge,
Fort Washington, Pa 19034.
Present the 43rd Annual Delaware Valley Jaguar
Concours d'Elegance



Saturday May 31st, 2008

Field opens at 8:30 am; Judging begins at 10am

** (Rain date: Sunday, June 1st)*

This Concourse d' Elegance is sanctioned by the Jaguar Club of North America
For the participation of all Jaguar owners

Hosted by the Delaware Valley Jaguar Club (DVJC)

In conjunction with

The Delaware Valley Triumphs Ltd. (DVT)

and

The Friends of Hope Lodge

- **Registration is \$35 per car if received before May 24th**
- **Registration after May 24 is \$45 per car**
- **Two or more cars \$25 per car, \$30 after May 24th**
- **Display cars are \$15 per car \$20 after May 24th**
- **Registration for non JCNA members entering Jaguars in The Champion, Driven or Preservation class is \$35**
- **Ample parking on site for Cars, Trucks and Car Trailers for easy unloading.**
- **Commemorative dash plaque for all pre-registered vehicles**
- **JCNA rules of judging will be followed as per the AGM 2007 and Official Trophies awarded for 23 Champion 11 Driven, Preservation & Special Classes. Trophies for Best in show, Entrants Choice & Longest dist. Driven**

The Hope Lodge is providing a separate area for a Car Corral & Autojumble for a \$25 fee.

Send a separate check to: Friends of Hope Lodge P.O. Box 294 Skippack, Pa 19474.

Include a description of car/material when registering. (British related items Only)

Music by the Bucks Caledonian Pipe Band. Food and beverages are available all day

**Contact: Charles Olson, DVJC Concours Chairman at 215-757-2028 or e-mail
cwolson29@comcast.net**

Registration Form & Directions on reverse side.

The Hope Lodge is an Historic Site administered by the Pennsylvania Historic & Museum Commission. It is located at 553 South Bethlehem Pike, Fort Washington, Pa 19034.

Directions:

From the Pa. Turnpike: Exit Fort Washington **Interchange 339**. After the Toll Booth, continue straight, you'll be on Pennsylvania Ave. after several traffic lights till you arrive at a "T" intersection. Turn left onto Bethlehem Pike. (South) & continue **straight** approx. 1 mile and just after passing under the Overpass, **Hope Lodge is on the left**.

Hotel Recommendations:

Name	location	Ph#	Rate .
1. Best Western	285 Commerce Blvd	215-542-7930	\$ 89.00 2dbl
2. Holiday Inn	432 Pennsylvania Ave.	215-643-3000	\$104.00 2dbl
3. Hilton Garden Inn	530 Pennsylvania Ave.	215-646-46371	\$159.00

*Group Rate available at Best Western & Holiday Inn
Must reserve before April 30th
Mention Cars of England at Hope Lodge.*



Map showing Hotel locations

For Rain Date Check: www.jcna.com/clubs/dvjc website

Show info "Hot line" 610-825-2617.

Detailed instructions will be provided upon receipt of registration

Cut here & return form below.

Registration Form for DVJC Concours d'Elegance 2008.

Please submit a separate Registration Form for each car that you enter

Name _____ Model _____ Year _____ Class _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA# _____ VIN _____ Do you plan to trailer your Jaguar?

Division: Please circle one only: Champion Driven Preservation Display Special

Make Check Payable to: DVJC c/o Charles Olson, 302 S. Hawthorne Ave. Langhorne, Pa 19047.

Release Statement: I hereby agree to enter the car(s) described in the Concours d'Elegance on May 31st. (rain date June 1st) In consideration of the right and privilege to enter and participate in this Event, I agree to release and save harmless the Concours sponsors, Concours Committee, the DVJC and the Hope Lodge from any and all liabilities, or loss arising from my entry, attendance or participation in these activities.

Signed _____ Date _____
(Signature of the Jaguar owner)



Roving Reporter

By: Michael Tate

April 2008

A NEW ERA- FULL OF PROMISE

In the photo above I am holding a leaper designed and manufactured by Desmo in the mid 1930's. It was never approved by Sir William Lyons who stated that it looks like a "Cat Shot Off A Garden Gate" Despite this criticism one sold on E-Bay on March 2nd for \$1,000.

So 2008 is a "leap year" and realizing this on March 23rd Ford Motors announced that Jaguar and Land Rover (JLR) had come to an agreement to leap into the arms of Tata Motors. Tata said "Will you marry me" and JLR said "yes". It is positively predicted that they will live happily ever after.

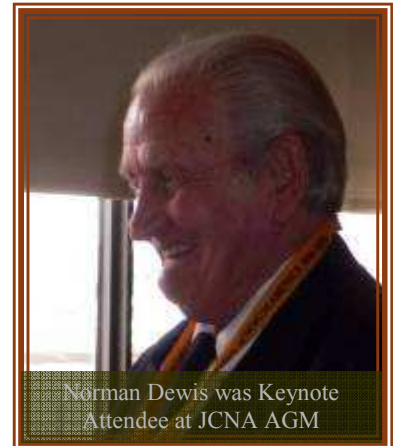
Yes it has really happened after what seems a century of negotiations. Three financial organizations each headed by ex Ford or Jaguar top managers and Tata were fighting for the right to own the two companies and the result is widely believed to be the best result for the two companies as Tata has a reputation of fairness and good treatment of employees. In addition, they are not quarter driven and take a long term approach. A particular plus is that they invest for the future and take a hands off approach leaving companies and their management to run the business without interference. It is said that as part of the agreement they have approved the Jaguar product plan, will leave the manufacturing plants in the UK, and will not lay off any of the 16,000 workers.

There has been a great deal written about the sale and Tata so I will presume that the majority of our readers are already well informed. As I have been asked to talk at the coming brunch at the Desmond on April 27 about Tata, let it be sufficient to say that Ford paid \$2.5 billion for Jaguar and \$2.7 billion for Land Rover. A total of 5.2 billion. Tata won the deal with an

offer of \$2.3 billion or net \$1.7 billion as Ford agreed to pay \$600 million into the JLR pension fund. Unlike the deal when they sold Aston Martin, Ford have not retained any interest in the companies. They will, however, continue to supply parts and engines.

During the weekend of March 28/29 I attended the Jaguar Clubs of North America Annual General Meeting in Pittsburgh. The keynote attendee and star

ex Jaguar employee attending was Norman Dewis. Mr Dewis was the chief Jaguar Development Engineer and test driver during Jaguars golden years. He was responsible for testing and developing such winners as the XK 120/140/150, C-type, D-type, XJ 6, XKSS, XJ13, with Dunlop the first disc



Norman Dewis was Keynote Attendee at JCNA AGM

brakes etc. He drove Jaguars at Le Mans, The Mille Miglia, and at Jakebbe shattered the record for a production car, held by Mercedes, with a run over the measured mile in an XK120 topping 172 mph.

He obviously is very close to what is happening at Jaguar so I took the opportunity during the two hour seminar he gave to ask him what he thought of Jaguar being acquired by Tata. His reply was most positive in all respects and stated it was the best possible result. He was particularly delighted that Tata had taken the time and made the effort to meet with the union representatives and assured them of their intentions to keep the workforce and their working condi-

(Continued on page 16)

Roving Reporter (cont.)

(Continued from page 15)

tions. This he said was most unusual as normally in such situations there is no contact with the unions. It is thought that Tata were the only ones of the prospective buyers who made this move. So it all looks very positive and hopefully we will be seeing numerous new products.

Only this month Jaguar announced the limited production XKR S with a top speed of 175 mph. At the JCNA annual general meeting, which was the first one I had ever attended, Norman Dewis was very much in attendance. On Friday night everyone went for a dinner cruise on the three Pittsburgh rivers and Mr Dewis made himself available for a signed photograph with anyone who was willing to pay \$10 (cost of production). This will go nicely with the copy of his book I have. He was also in attendance at the "Silent Auction" and in the hospitality suite and of course at the awards.

The Saturday Awards Banquet was a very well organized affair and I was amazed at the large number of trophies that were handed out. This was organized and conducted by our own Kurt Rappold who alone does the handling of the engraving and getting the trophies to the AGM or to winners by mail if they are not in attendance. Then of course there are the winners who say they will be at the AGM and do not turn up so Kurt has to get their trophies back to his home for mailing. Not easy when you travel by air!! Every one appreciated Kurt's dedication.

Overall a most interesting gathering and I am sure Charlie Olson will be telling you in the "Prez Says" about the business end of the AGM. I am looking forward to the Spring Brunch as Michael Smyth, President of Main Line Jaguar, has agreed to my request to provide me with the new XF for the weekend so you will be able to see it, touch it, sit in it and, if time permits, take a short drive together in it. See you there!

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Below: Larry Shear and his daughter Cheryn enjoy The Grand Prix at Saint Petersburg last weekend.



NORTHEAST RALLY CLUB

Thunderbolt Rally

May 2nd - 4th, 2008

Millville, NJ

Driver _____	Navigator _____
Address _____	Address _____
City/State/Zip _____	City/State/Zip _____
E-mail Address _____	E-mail Address _____
Phone # _____	Phone # _____
SCCA Member? _____	SCCA Member? _____
Region _____ Member # _____	Region _____ Member # _____
Emergency Contact _____	Emergency Contact _____
Emergency Phone # _____	Emergency Phone # _____
Minor? Yes ___ No ___ Age _____	Minor? Yes ___ No ___ Age _____
Rookie? Yes ___ No ___	Rookie? Yes ___ No ___

Vehicle Make _____ Model _____ Year _____
Color _____ License # _____ State _____
Does either competitor own this vehicle? Yes ___ No ___
Does this car have a number displayed? _____
If yes, what number _____

Class PRO _____ SOP _____ ROOKIE _____
(select one)

INSURANCE each vehicle must be insured and street legal. Proof of insurance must be included with your entry.

MAIL CHECK AND PROOF OF INSURANCE TO:
NORTHEAST RALLY CLUB
% Barbara Tiffany
719 Casterline Road
Endicott, NY 13760

JOIN THE NORTHEAST RALLY CLUB

Membership in Northeast Rally Club

(1) provides support for the Rally Club and

(2) provides you with a \$30 discount off each of their rallies!

This form is for Rally Registration. It is not the Membership form.

Get Membership Form at **www.northeastrallyclub.com**

NORTHEAST RALLY CLUB

Thunderbolt Rally

May 2nd – 4th, 2008

Millville, NJ

ENTRY FEE

\$280 entry form and proof of insurance received by April 15, 2008 \$ _____

\$310 entry form and proof of insurance received after April 15, 2008 \$ _____

\$10 additional people attending Fridays dinner \$ _____

\$10 additional people attending Saturdays dinner \$ _____

\$10 additional people attending Sundays lunch \$ _____

(Meals for driver and navigator included in entry fee)

DISCOUNT for club members (-\$30.00) \$- _____

Dues must be current for discount

DISCOUNT for signing a rookie team (-\$50.00) \$- _____

Payment & insurance must be received prior to discount

TOTAL (check payable to NORHEAST RALLY CLUB) \$ _____

ROOM RESERVATIONS must be made directly with Country Inn at 856-825-3100 and ask for **NORTHEAST RALLY CLUB RATES**. A block of rooms is being held for the Northeast Rally Club Rally.

Please list the name or names of anyone that will be coming with you so that we can make passes for them.

1. Name _____ Hometown _____

2. Name _____ Hometown _____

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www.northeastrallyclub.com

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Here at SNG Barratt, there is nothing we like to see more than the start of the new season and those cars that have been laid up for the Winter venturing out again. With this in mind we are offering 10% discount on the usual retail price of the following routine service and maintenance items...

MK120		
Spark Plugs	£2	€5 \$4
Distributor Cap	£24	€33 \$46
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Hose Kit		
straight top hose	£15	€48 \$65
angled top hose	£15	€48 \$66
Oil Filter	£3	€12 \$16
Wiper Blades	£10	€13 \$18
Coil	£24	€14 \$17
HT Lead Set	£77	€105 \$144

MK140		
Spark Plugs	£2	€5 \$4
Distributor Cap	£24	€33 \$46
Rotor arm	£3	€5 \$6
Hose Kit	£40	€54 \$73
Oil Filter	£3	€12 \$16
Wiper Blades	£10	€13 \$18
Coil	£24	€14 \$17
HT Lead Set	£77	€105 \$144

MK150		
Spark Plugs	£2	€5 \$4
Distributor Cap	£24	€33 \$46
Rotor arm	£3	€5 \$6
Hose Kit	£40	€54 \$73
Oil Filter	£3	€12 \$16
Air Filter	£1	€1 \$1
Fuel Filter	£9	€12 \$17
Wiper Blades	£10	€13 \$18
Coil	£18	€24 \$33
HT Lead Set	£77	€105 \$144

MK1		
Spark Plugs	£2	€5 \$4
Distributor Cap	£24	€33 \$46

Rotor arm	£3	€5 \$6
Hose Kit	£24	€33 \$46
Oil Filter	£3	€12 \$16
Fuel Filter	£9	€12 \$17
Wiper Blades	£10	€13 \$18
Coil	£24	€24 \$33
HT Lead Set	£77	€105 \$144

MK2		
Spark Plugs	£2	€5 \$4
Distributor Cap	£24	€33 \$46
DMBZ to 1964	£24	€33 \$46
22D6 1964 on	£8	€11 \$15
Rotor arm	£3	€5 \$6

2.4	£36	€49 \$68
2.0	£36	€49 \$68
3.4/3.8	£34	€47 \$64
3.0	£31	€42 \$58
Oil Filter	£3	€4 \$6
Air Filter		
240 11713	£8	€10 \$14
3.4/3.8/3.0	£8	€11 \$16
Fuel Filter	£9	€12 \$17
Wiper Blades	£15	€21 \$28
Coil	£18	€24 \$33
HT Lead Set	£77	€105 \$144

Daimler X8		
Spark Plug	£2	€5 \$4
Distributor Cap	£47	€64 \$88
Rotor arm	£15	€21 \$29
Hose Kit	£62	€85 \$117
Oil Filter	£7	€9 \$12
Air Filter		
2.5	£10	€13 \$18
2.0	£8	€10 \$14
Fuel Filter	£9	€12 \$17
Wiper Blades	£13	€21 \$28
Coil	£18	€24 \$33
HT Lead Set	£77	€105 \$144

E-Type Series 1.3.3		
Spark Plug	£2	€5 \$4
Distributor Cap	£24	€33 \$46
Rotor arm	£3	€5 \$6
Hose Kit	£47	€64 \$88
Oil Filter	£3	€4 \$6
Air Filter	£7	€9 \$12
Fuel Filter	£9	€12 \$17
Wiper Blades	£15	€21 \$28
Coil	£18	€24 \$33
HT Lead Set	£77	€105 \$144

E-Type Series 1.2.4.2		
Spark Plug	£2	€5 \$4
Distributor Cap	£28	€31 \$43
Rotor arm	£3	€5 \$6
Hose Kit		
Series 1	£47	€64 \$88
Series 2	£47	€64 \$88
Oil Filter	£3	€4 \$6
Air Filter	£3	€4 \$6
Fuel Filter	£9	€12 \$17
Wiper Blades	£15	€21 \$28
Coil	£18	€24 \$33
HT Lead Set	£77	€105 \$144

E-Type Series 3.Y12		
Spark Plug	£2	€5 \$4
Distributor Cap	£21	€28 \$39
Rotor arm	£3	€5 \$6
Hose Kit	£39	€50 \$68
Oil Filter	£30	€43 \$58
Air Filter	£9	€11 \$15
Fuel Filter	£9	€12 \$17
small type	£8	€11 \$15
large type	£8	€11 \$15
Wiper Blades	£9	€13 \$17
Coil	£32	€44 \$60
HT Lead Set	£31	€43 \$59

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17" Lamina Alloy Wheel Set

MJD-6116-AA | XK8/XKR

- 17"x8" alloy performance wheel
- sold as set of 4

\$850.00 per set



18" Proteus Alloy Wheel Set

C2S-37477 | X-Type

- 18"x7.5" alloy performance wheel
- sold as set of 4

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XJ8 | XJR | XK8 | XKR (up to 04)

- 2 front loaded Brembo calipers
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- Includes all parts to convert brakes

\$1,450.00 each



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MJE-6118-BA | XK8/XKR

- 18"x9" alloy performance wheel
- sold as set of 4

\$850.00 per set

Susquehanna Valley Jaguar Club



Invites you to attend our

1st Annual J.C.N.A Concours d' Elegance

Saturday May 24, 2008

St Joseph's Church

2935 Kingston Road

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Field opens 8:00 a.m.

Judging 10:00am to 1:00pm

Awards 2:00pm

Celebrating 60 years of XK120









40 years of XJ6

For info call Dave M. Hershey, Chief Judge at (717)792-5271



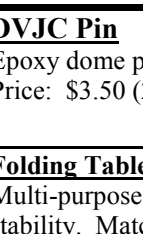
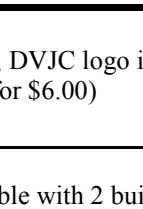


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Choose from the following. All shirts/jackets are embroidered with DVJC logo.

	<p><u>Devon & Jones D700 3-Season Jacket</u> 100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant Colors: Forrest, Stone Price: S-XL: \$39.95 XXL: \$45.00 3XL: \$47.50 4XL: \$50.50</p>
	<p><u>Ultraclub 8536 Pique Golf Shirt</u> White body pique golf shirt with multi-stripe trim. Colors: White w/Green Trim Price: S-XL: \$22.00 XXL: \$26.50 3XL: \$28.50 4XL: \$30.50</p>
	<p><u>Lee (83062)</u> Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle Colors: Stone, Moss Price: M-XL: \$28.50 XXL: \$33.50</p>
	<p><u>Lee Mens (71808)</u> Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs Natural, Hunter Green NEW LOWER PRICE!! All sizes: \$28.50</p>
	<p><u>Folding Camp Chair</u> Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair. Color: Hunter green Price: \$28.95</p>
	<p><u>Mesh Camp Chair</u> Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame. Color: Hunter green Price: \$28.95</p>
	<p><u>Hat (#1701)</u> Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo Colors: Jaguar green Price: \$7.00</p>
	<p><u>Hat (#3701)</u> Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo Colors: Jaguar green Price: \$7.00</p>

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	<p><u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)</p>
	<p><u>Folding Table</u> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95</p>
	<p><u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$</p>
	<p><u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95</p>

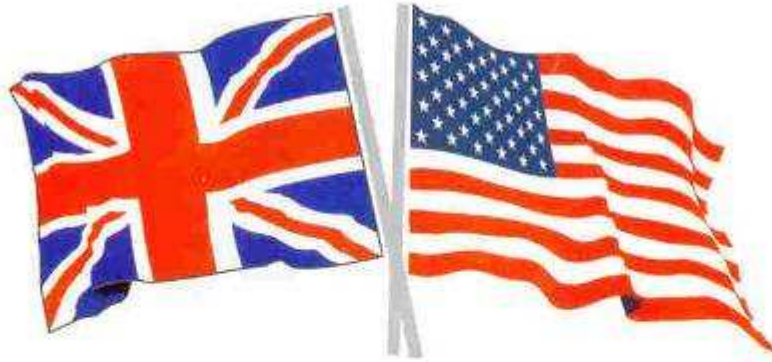
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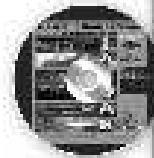
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