

Jan. 1988

## PRESIDENT'S MESSAGE

Well, here we are into a new year with lots of things happening in your club. Nothing, however, is meaningful or successful without your participation. This is your club. Lets make it work for you. Simply tell us what you would like to see happen and, believe me, if its feasible and at all possible we'll make it happen. Nothing is too little or insignificant as not to get our attention.

In this issue you will find the yearly calendar of events. Mark some of these dates on your calendar now so that you will be able to participate along with your fellow club members in 1988.

All those present enjoyed both the show and the food at our annual Xmas Bash. With the upcoming Annual General Meeting (AGM) to be held in Philadelphia in March '89 we are planning a whole different format for XMas '88. The beautiful brass Jaguar, carried all the way back from California by yours truly, was won by our very own Alan Horwitz at our limited Xmas raffle. As usual our 50/50 (draw) sweetheart Atea did her usual superb job by getting \$117.00 for our club treasury. Door prizes were won by each and every couple present. No one went home empty handed.

We all have great memories of the year past and look forward with much gusto to the year ahead ----- a premier year for the DVJC. Lets all get out and each do their small part for the club so that all our goals for '88 will be easily attainable with no great burden thrust on any one individual.

Thanks again for the opportunity to serve you all during the past year and more importantly let me thank you for the vote of confidence and trust that you have placed in me as your president.

Jack Sanft

### IN APPRECIATION

The Club wishes to express its appreciation and thanks to the following organizations who so willingly lent their support and gave the door prizes that were distributed at our Xmas Party:

CAR FARE, Ltd.\* THE GREAT BRITAINS \* H & H FOREIGN CAR PARTS

PHILPENN \* DAVID CAMPBELL\* TERRY'S JAGUAR PARTS\* ANONYMOUS

BRITISH AUTO RESTORATIONS

Thanks again from the entire Board of Directors.

### WELCOME - NEW MEMBER S

Arthur & Barbara Gillman

'56 XK140 Rdstr.

'64 E Type Rdste.

'67 420 Sedan

Frank A. Miller

'68 XKE 2+2

Raymond Rock

'69 XKE 2+2

### WELCOME BACK

John & Susan Gibson, Jr.

'52 Mark VII

Frank & Mary Ann Guarrieri

'67 XKE 2+2



# 1988 CALENDAR & EVENTS - DVJC

This is published for the benefit of all those with a myriad of excuses for not joining their fellow members in these exciting events.

Tuesday

January 19th.

Dessert Only Meeting. Country Club Resturant  
1717 Cottman Ave. Phila., Pa.

Saturday

February 13th.

Bus trip to Atlantic City. Auto show/Casino, etc.  
(providing more than 40 persons respond with  
check prior to 1/20/88.)

Sunday

March 20th.

Brunch Meeting at Drexelbrook. Topic of  
presentation "Getting your car ready for the  
Concours. The does and don'ts", (chaired by a  
panel of experts.)

Saturday

April 23rd.

Meeting to be held at the new facility of  
The Great Britains. A real bash hosted by the  
management. Do not miss this one.

Sunday

May 15th.

All British Car Show at Renaissance Center,  
King of Prussia, Pa. First time with a corp-  
orate sponsor. Bigger and better than ever.

Sunday

June 5th.

Concours d'Elegance. Location Radnor Hunt,  
Malvern, Pa. Best yet.

Saturday

July 23rd.

Annual picnic held in concert with the MG  
Club. Get your reservations in early for this  
one.

Sat./Sun.

August 20/21

Overnight trip planned to Pa. Dutch Country.  
Many sites included in trip (Gast Motor  
Museum, etc.)

Sunday

September 18th.

Lunch at Emilio's. First Jaguar memento  
auction ever.

Sunday

October 16th.

Site TBA. Nomination and forum for candidates  
for election DVJC years 1989-90.

Sunday

November 20th.

Election of officers. Location Ritz Diner.

Saturday

December 17th.

Old fashioned Xmas Bash. Private room, food  
ordered from memue, live music for dinner and  
dancing.



JANUARY MEETING  
COUNTRY CLUB RESTURANT  
1717 COTTMAN AVE. (N. & ROOSEVELT Blvd)  
DESSERT ONLY (DINNER OPTIONAL)

DATE: TUESDAY, JANUARY 19<sup>TH</sup>

TIME: 8:30 P.M. (OPTIONAL-DINNER EARLIER)

COST: \$ 2.75 MINIMUM PER PERSON (DESSERT ONLY)

This resturant is famous for its pastries and cheesecake.  
 Excellent dinners are available at nominal cost.

If you are planning on having dinner ( 6:00 - 7:30 PM ) please  
 identify yourself as DVJC member, for special seating and for  
 credit to the clubs commitment. You are cordially invited to  
 join our president Jack and spouse Bernice for dinner.

PROGRAM: Surprise entertainment.

Board of Directors Meeting - all members invited.

Agenda: 1 - Revise the application for membership.

2 - Define officers responsibilities.

3 - Turn meeting over to George DeRosa,  
 chairman for AGM in March '89.

COMMITTEE - ANNUAL GENERAL MEETING

General chairman - George DeRosa

HOSPITALITY - Chairman Atea McArel

DINNER & SHOW - Chairman Mary Ellen Johnston

TRANSPORTATION - Chairman Bob Stone

PUBLIC RELATIONS - Chairman Ron Klein

Choose the committee that you would like to work on then  
 contact the "Chairman" as soon as possible. Lets make their  
 job a lot easier.

NOTE - IMPORTANT !

RE: BUS TRIP TO ATLANTIC CITY, SATURDAY FEBRUARY 13th.  
 Details on following page.

Reservations deadline Jan. 20th.- Only 35 seats remaining

Don't be left out - RSVP immeadiatly.



# SAT. FEB. 13<sup>TH</sup> - BUS TRIP TO ATLANTIC CITY

## \* AUTO SHOW/AUCTION & TROPICANA CASINO

- 9:00 AM - Depart from rear Bala-Cynwyd Shopping Center, which is on City Line (Rt. 1) between Belmont & Conshohocken State Rd.
- 9:30 AM - Pick up N.J. members at Holiday Inn (Rt. 130) Gloucester, NJ.  
(Drop off at same location on return trip.)
- COST: \$18.00 p.p. includes show ticket - \$20.00 CASH BACK (Casino)
- 5:00 PM - DVJC meeting - Room 110-11 Convention Hall.
- 7:00 PM - Depart Atlantic City - Return trip

### THE WORLDS LARGEST INDOOR AUTO EVENT

## FLEA MARKET

Seeking rare and hard to find parts.

Must be automotive related; spark-plugs, engines, radiator caps, carburetors, etc.

We have the space (over 1,000 exhibitor spaces)

Special interest in restorers (interior & exterior)

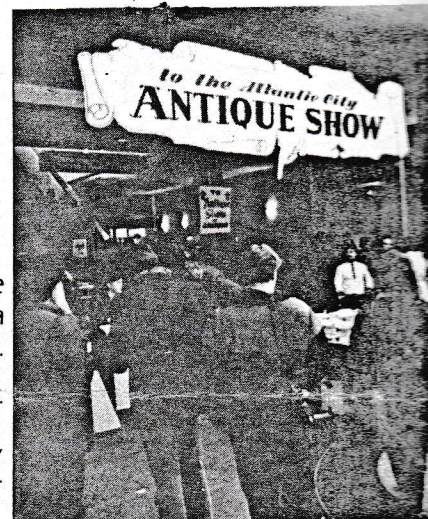


## GRANDE ATLANTIC ANTIQUE

A major show attraction, we maintain an exclusive area solely for antique sales.

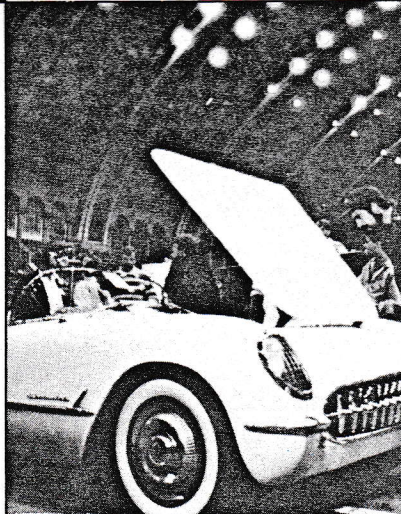
Fully protected 24 hours a day.

Furniture, art, jewelry, pottery, glassware, memorabilia, etc.



## SPECIAL AUTO SALON

Custom cars, swap meets, exotics, car corral.  
Located in the Flea Market.



## AUTO AUCTION (3 days)

Friday-Convertible & muscle cars

Saturday-Exotics, specialty & custom cars

Sunday-Classic cars only (25 years or older)

Consignment is on a first come basis! Limited this year to 400 cars.

To: Bernice Sanft, 1742 Green Valley Rd., Havertown Pa. 19083

BUS TRIP TO ATLANTIC CITY - SATURDAY FEBRUARY 13th. 1988.

Kindly make reservations for \_\_\_\_\_ persons at \$18.00 = \$ \_\_\_\_\_  
Check enclosed, payable to DVJC

Name: \_\_\_\_\_

Address: \_\_\_\_\_

RSVP Deadline  
Jan 20, 1988



PHOTO CONTEST

JCNA and Nikon Inc. are pleased to announce that a photography contest, open to all Jaguar Club members, will be held during 1988.

Nikon Inc. will supply JCNA with two of its newest N4004 35mm auto-focus single lens reflex cameras (valued at more than \$600 each) as the grand prizes for the best pictures in two categories, black & white and color, which best illustrate the theme "Jaguars in The American Scene".

Other prizes include VIP credentials to IMSA races, Jaguar gift items and books.

Members will be able to enter up to five photographs in the contest, which will run through December 31, 1988.

The March/April issue of Jaguar Journal is scheduled to contain complete contest rules along with an informative article by Nikon experts on the techniques of car photography.

JAGUAR REPORTS DECEMBER U.S. SALES

Leonia, N.J., January 4, 1988. Total sales for the month of Dec. '87 were 2,848, second highest for the month and up 3.3% from last year. The record of 3,114 was set in December of 1985.

JCNA ANNUAL GENERAL MEETING 1988.

Sponsored by the Jaguar Club of Austin Inc. and Performance Jaguar will be held in Austin Texas on March 4-5.

WESTERN STATES '88

The Jaguar owners Club, Los Angeles is privileged and honored to host Western States '88, Monterey, California, July 12 to 15. The Monterey/Carmel area of California is beautiful beyond words; this promises to be a fantastic event so why not plan a vacation to include this event. For information contact Bernie Mesco, Chairman 7917 W. 80th. St., Playa del Rey, CA 90293 (213)823-2821

NEWS FLASH.\*.NEWS FLASH..... NEWS FLASH

New OCTOGENARIAN. The Sanft family hosted a birthday party, Dec. 26th for David C. Campbell, to celebrate, with great gusto, including a cake with candles and decorated with a Jaguar, his 80th.

As this goes to press Wendy has been enjoying a very long winter break with the one and only Joe & Mary Ellen Johnston's, the keepers of DVJC funds. These lovely people have had their honeymoon temporarily interrupted by their baton swinging daughter.

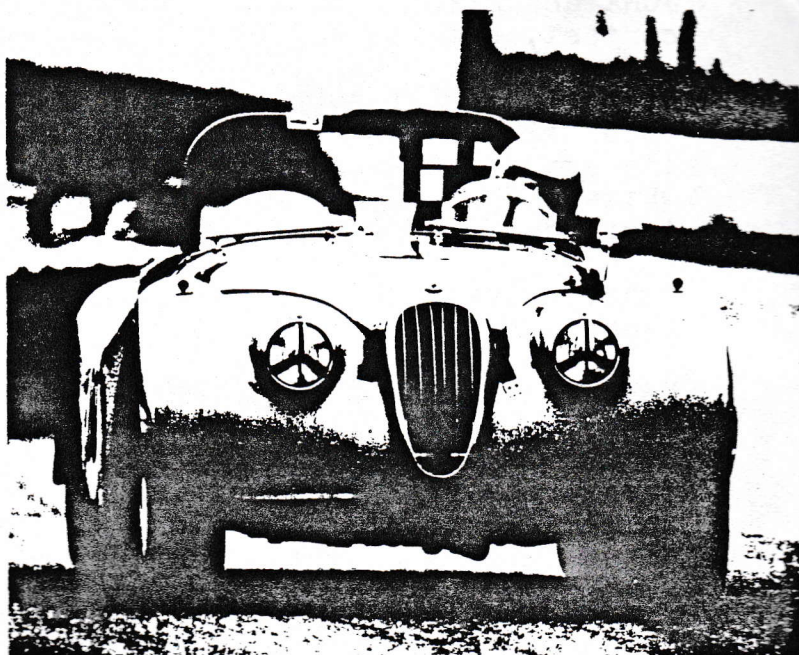
We also hear that Bob Stone is about to change jobs and become an entrepreneur of sorts. One of the reasons to afford him more time to work at his job as secretary of DVJC.



2. SALUTE TO XK-120 JUNE 24-26  
AT MID-OHIO TRACK

Mid-Ohio Sports Car Course, located in Lexington, OH, announces that Jaguar will be the featured marque at the Chase Bank Vintage Car GP to be held June 24-26, 1988.

The event, sanctioned by the Sportscar Vintage Racing Association of Lakeland, FL, will celebrate the 40th anniversary of the introduction of the legendary XK-120 which made its first appearance in 1948 at the Earls Court Motor Show in London.



XK - 120s TO BE CELEBRATED

Art Eastman photo

There will be a special race for Jaguar powered cars and a display of historically significant Jaguar race cars from the Walter Hill collection, including the very first production XK-120, #670001, C-type, D-type, lightweight E-type and the famous Group 44 XJR-5 chassis #001.

In addition to the racing program, Jaguar Cars Inc. plans special displays and will offer Jaguar hospitality to club members during the weekend. Weekend tickets will be available at favorable rates.

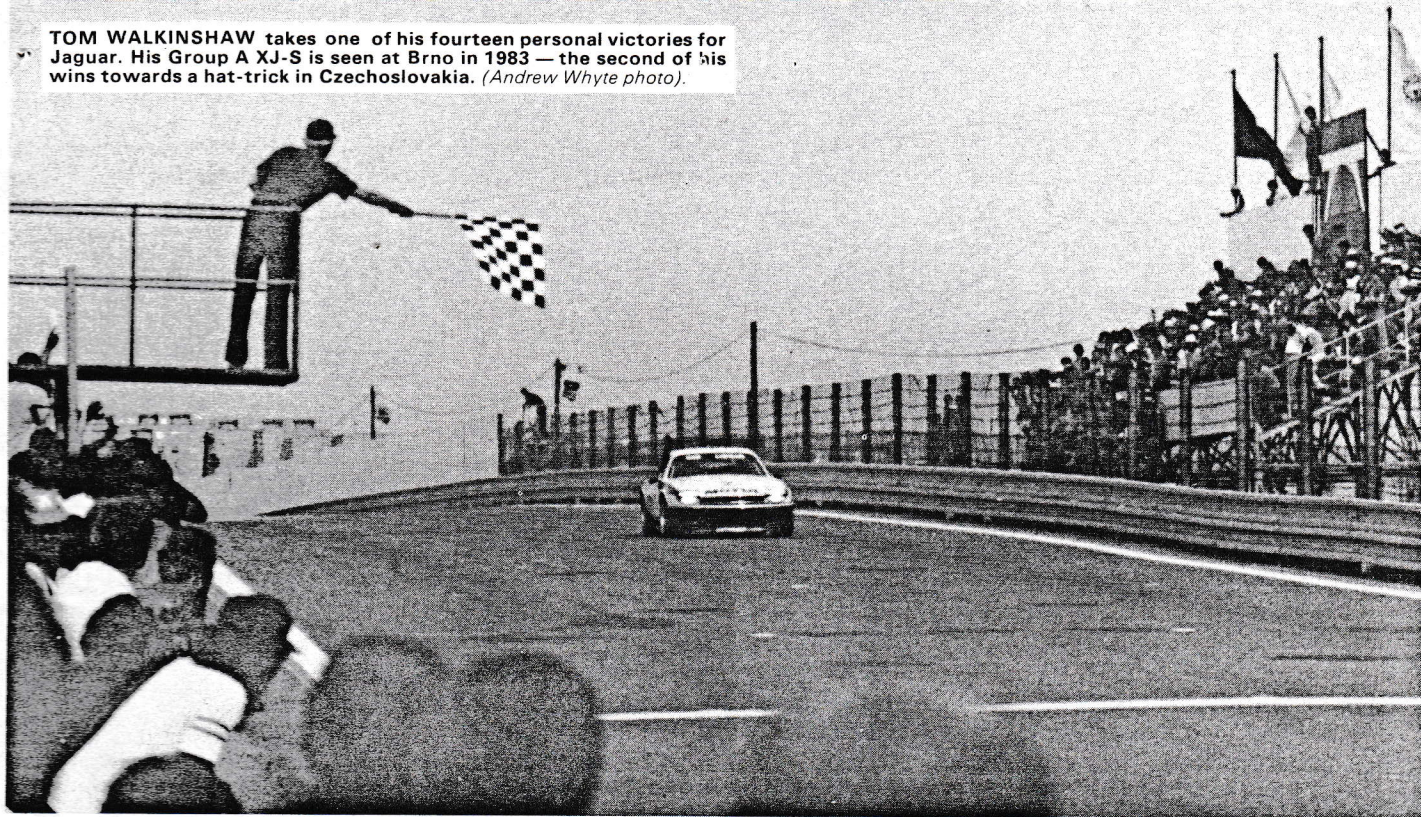
Mid-Ohio is sponsoring a multi-marque car show to be held in the park-like infield while the JCNA North Central Region is considering holding a fully-sanctioned Regional concours d'elegance to count for JCNA championship points. There will be parade laps on the track for Jaguar cars.

The Chase Bank Vintage Grand Prix is the largest vintage racing meet held in the eastern United States. Over 300 vintage race cars are expected, with more than 40 marques represented. There will be 9 different races on Saturday and Sunday.

At JCNA we're convinced this event has the potential to equal or surpass the Laguna Seca salute to Jaguar held in 1976. Other exciting events for Jaguar enthusiasts are in the planning stages, and we urge you to consider attending. We will issue periodic updates as plans progress.



TOM WALKINSHAW takes one of his fourteen personal victories for Jaguar. His Group A XJ-S is seen at Brno in 1983 — the second of his wins towards a hat-trick in Czechoslovakia. (Andrew Whyte photo).

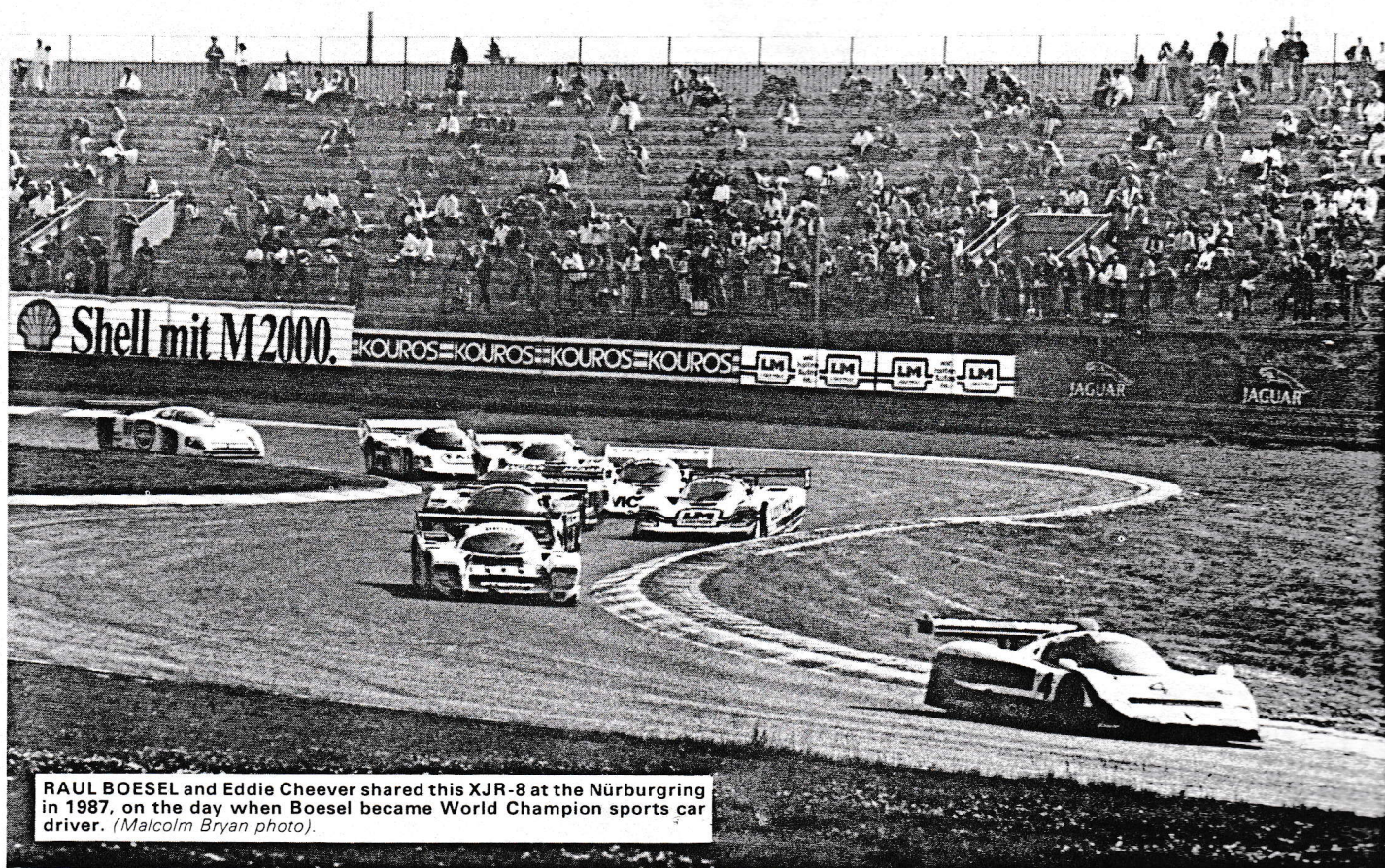


**Six seasons of success: 1982 to 1987**

# JAGUAR and TWR

**Three Championships and Thirty Race-wins**

*(Supplement to Jaguar Racing Review No. 30)*



RAUL BOESEL and Eddie Cheever shared this XJR-8 at the Nürburgring in 1987, on the day when Boesel became World Champion sports car driver. (Malcolm Bryan photo).



# JAGUAR and TWR

In six seasons of racing for Jaguar, Tom Walkinshaw Racing Ltd., of Kidlington near Oxford, has won no fewer than thirty races, outright, on behalf of the Coventry marque. In the first twenty victory runs—all of them achieved with Jaguar XJ-S coupés—Tom Walkinshaw himself drove the winning car fourteen times. The last ten winners have been the Group C cars designed by Tony Southgate. The XJR-6 won two races in 1986, and the XJR-8 won eight of the ten events that made up the 1987 World Sports-Prototype Series.

**1982:** This was the first year for 'Group A'—a sensible production-based touring car race formula, in which Tom Walkinshaw felt the Jaguar XJ-S could become competitive. He made it his aim to win the European Touring Car Championship. With Motul Oil as the major sponsor and Akai audio the minor one, Walkinshaw began the 1982 season knowing that Jaguar was taking a more-than-passing interest in his one-car project.

There wasn't any immediate success, although Walkinshaw did win a non-championship event at Zolder, Belgium, in April. Then it all began to happen for the gleaming black Jaguar, and in the last six races of the year Walkinshaw scored four wins with 'Chuck Nicholson' co-driving, plus a second place. For the last three races, there was a second car. The BMW drivers Helmut Kelleners and Umberto Grano won the European Touring Championship, but Walkinshaw came third and 'Nicholson' fourth. It was probably the home win in the Tourist Trophy race (won previously by Jaguar as long ago as 1950 and 1951) that made Jaguar realise that it was capable of achieving even greater things on the racing circuits of the world—perhaps even winning again at Le Mans, one day? (*Only 1st, 2nd, or 3rd places are included in the following success lists.*)

3rd at Vallelunga  
1st at Zolder (non-championship)  
1st at Brno  
2nd at Zeltweg  
1st at Nürburgring  
1st at Silverstone (T.T.)  
2nd at Silverstone (T.T.)  
1st at Zolder (ETC final)  
2nd at Zolder (ETC final)

Walkinshaw/'Nicholson'  
Walkinshaw  
Walkinshaw/'Nicholson'  
Walkinshaw (Solo)  
Walkinshaw/'Nicholson'  
Walkinshaw/'Nicholson'  
Allam/Lovett  
Walkinshaw/'Nicholson'  
Dieudonné/Allam

★ ★ ★

**1983:** Jaguar Cars Ltd. announced its intention to support TWR in its racing endeavours officially, in co-operation with Motul. There was a two-car team, with new white-with-green livery, and *Jaguar Racing Review* came into being to record its progress—and other racing news. John Egan said he was sure that Jaguar's involvement in racing would be good for Jaguar business and for the sport itself.

The opening round of the European Championship at Monza was 'in the bag' for Jaguar when the bonnet popped open. The time lost was a salutary lesson. The Walkinshaw XJ-S came a close second, behind Dieter Quester's BMW 635 CSI. Had the positions been reversed, Tom Walkinshaw would have been champion at the season's end. As it was, Walkinshaw and Quester battled to the final round, and in the end Walkinshaw was runner-up to Quester; but it was an exciting season.

2nd at Monza  
3rd at Vallelunga  
1st at Donington  
1st at Pergusa  
3rd at Mugello  
1st at Brno  
1st at Zeltweg  
2nd at Zeltweg  
1st at Salzburg  
1st at Hockenheim (non championship)

Walkinshaw/'Nicholson'  
Walkinshaw/'Nicholson'/Dieudonné  
Brundle/Calderari/Fitzpatrick  
Walkinshaw/'Nicholson'  
Walkinshaw/Fitzpatrick  
Walkinshaw/'Nicholson'  
Walkinshaw/Brundle  
Dieudonné/Calderari  
Walkinshaw/'Nicholson'  
Calderari

★ ★ ★

**1984:** With the strong BMW and Jaguar contingents now being challenged hard by turbocharged Volvos, TWR tackled 1984 with a three-car team. The Jaguar involvement was emphasised by a new dark green livery—reminiscent of the old days—with distinctive white striping. This time there was no doubting Walkinshaw's determination to be champion. On occasions the weather made results unpredictable, but in the end the team leader was champion and his regular co-driver Hans Heyer runner-up. The most satisfying result was victory in the 24 hours of Francorchamps.

1st at Monza  
3rd at Vallelunga  
1st at Donington  
1st at Pergusa  
2nd at Pergusa  
3rd at Pergusa  
1st at Brno  
2nd at Brno  
3rd at Brno  
1st at Zeltweg  
2nd at Zeltweg  
1st at Salzburg  
2nd at Salzburg  
1st at Spa-Francorchamps  
2nd at Silverstone  
3rd at Zolder  
1st at Macau (non-championship)  
2nd at Macau (non-championship)

All results in this column  
were achieved in Group A  
Jaguar XJ-S

Walkinshaw/Heyer  
Walkinshaw/Heyer  
Percy/'Nicholson'  
Brundle/Calderari  
Walkinshaw/Heyer  
Percy/'Nicholson'  
Walkinshaw/Heyer  
Percy/'Nicholson'  
Calderari/Sears  
Walkinshaw/Heyer  
Percy/'Nicholson'  
Percy/'Nicholson'  
Calderari/Sears  
Walkinshaw/Heyer/Percy  
Calderari/Sears  
Walkinshaw/Heyer  
Walkinshaw  
Heyer

**1985:** Having achieved his first goal, Tom Walkinshaw was already well advanced in his plan to tackle Porsche in Group C—the World Endurance Championship sports-prototype formula, which Porsche was dominating. Tony Southgate had been commissioned to design a new Jaguar V12-engined car, the XJR-6, and Roger Silman was to be overlord of the project. The mid-engined XJR-6 was first tested by Martin Brundle and Mike Thackwell in the summer of 1985. Brundle took the car straight into the lead at its Mosport debut that August, and went on to finish 3rd in this 1000 km event, sharing the driving with Thackwell and Jean-Louis Schlesser.

Meanwhile, Jaguar Rover Australia (JRA) arranged to finance a three-car assault on the Bathurst 1000 km touring car race which was in need of a new challenger. TWR brought three obsolescent Group A XJ-S coupés in a successful onslaught on the most important touring car race in the southern hemisphere. Finally, in Malaysia's Selangor 800 km Group C race, the new XJR-6 finished in a convincing second place. For a transition year, 1985 had not been bad at all!

3rd at Mosport, Group C  
1st at Bathurst, Group A  
3rd at Bathurst, Group A  
2nd at Kuala Lumpur, Group C

Brundle/Schlesser/Thackwell  
Hahne/Goss  
Walkinshaw/Percy  
Thackwell/Nielsen/Lammers

★ ★ ★

**1986:** Although the XJ-S made one impressive (but unsuccessful) appearance in the Fuji Group A race, TWR Jaguar Racing was now putting its all into Group C sports-car racing. The XJR-6s had a new Silk Cut livery (thanks to main sponsorship by Gallaher International) and a five-driver line-up led by Eddie Cheever and Derek Warwick. 1986 however, would turn out to be reminiscent of the 1983 Group A season in that a championship always looked within Jaguar's grasp yet, in the end, proved unattainable. Derek Warwick just failed to beat Porsche men Derek Bell and Hans-Joachim Stuck and in the team championship Walter Brun's Porsches won the day.

Still, for its first full year in this specialised formula, the Silk Cut Jaguar Team had shown that soon it would be a force to be reckoned with. Its day would come.

1st at Silverstone, Group C  
2nd at Norisring, Group C  
3rd at Norisring, Group C  
3rd at Jerez, Group C  
2nd at Spa-Francorchamps, Group C  
1st at Nürburgring, Group C (non-championship)  
3rd at Fuji, Group C

Cheever/Warwick  
Cheever (Solo)  
Warwick (Solo)  
Warwick/Lammers  
Warwick/Lammers  
Cheever  
Cheever/Warwick

★ ★ ★

**1987:** On 1st February the Group A XJ-S finished its career strongly in New Zealand. Then the Group C season got under way in Europe, and from the start it was clear that the improved Silk Cut Jaguar team car, the XJR-8, was setting the standard. Le Mans was the only real stumbling block en route to two Championships—the first *World* titles ever to be won in the name of Jaguar. Le Mans remained to be conquered. These were the highlights of Jaguar racing in 1987:

2nd at Pukekohe, Group A  
1st at Jarama, Group C  
3rd at Jarama, Group C  
1st at Jerez, Group C  
1st at Monza, Group C  
1st at Silverstone, Group C  
2nd at Silverstone, Group C  
3rd at Hockenheim, Group C (non-championship)  
1st at Brands Hatch, Group C  
3rd at Brands Hatch, Group C  
1st at Nürburgring, Group C  
1st at Spa-Francorchamps, Group C  
2nd at Spa-Francorchamps, Group C  
1st at Fuji, Group C  
2nd at Fuji, Group C

Percy/Hahne  
Lammers/Watson  
Cheever/Boesel  
Cheever/Boesel  
Lammers/Watson  
Cheever/Boesel  
Lammers/Watson  
Boesel  
Boesel/Nielsen  
Lammers/Watson  
Cheever/Boesel  
Brundle/Dumfries/Boesel  
Lammers/Watson  
Lammers/Watson  
Boesel/Dumfries

## WORLD SPORTSCAR CHAMPIONSHIP

### Teams

1986: =3rd Silk Cut Jaguar  
1987: 1st Silk Cut Jaguar

★ ★ ★

### Drivers

1986: 3rd Derek Warwick (Jaguar XJR-6)  
1987: 1st Raul Boesel (Jaguar XJR-8)  
2nd Jan Lammers and John Watson (Jaguar XJR-8)

## EUROPEAN TOURING CAR RACE CHAMPIONSHIP

1982: 3rd Tom Walkinshaw (Jaguar XJ-S)  
1983: 2nd Tom Walkinshaw (Jaguar XJ-S)  
1984: 1st Tom Walkinshaw (Jaguar XJ-S)  
2nd Hans Heyer (Jaguar XJ-S)



# DVJC AUTUMN Rally '87

The DVJC's Autumn Road Rally started out on Sunday, November 8, 1987 from the South Jersey Medical Center at 11:00 A. M. The nine entries consisted of 5 motor cars (Jaguars), 3 automobiles (non-Jaguars) and 1 SAAB. Well, 1/2 a SAAB, as it had trouble starting, running, and did not finish or Swedish or whatever. The 9 human entrants consisted of Jerry & Carol Schwartz in their 1983 Chrysler, Steve Kress in his black "E", Stan Hayman in his '75 XJ6C, Joe & Mary Ellen Johnston in their '72 "E", yours truly in his '64 Mark X (QE3), Nat Harris in his Mark 2, Moss Mosimann in his '74 Fiat, Josh Ledwith in his '83 Toyota, Schuyler Brown in his '69 SAAB.

It started out relatively easily. I knew the trouble would begin once we turned off of 295 N. into Rancocas Woods. For those unfamiliar with Rally Racing, directions are given with a series of clues. Deciphering the clues will give you correct answers which are then written. As this was an untimed event, the number of correct answers would determine the winner. For those of you who did not attend, the answer to Question "G" was 3 bushels of manure sells for \$2.00. This is an example of one of the more cerebral questions that piqued our intelligence. We also learned where we can get a radiator repaired, at Delran Auto Body (do they work on foreign cars?). We also learned that Mr. Eldridge Johnson was founder of what later was RCA. Numerous other historical and not so historical people and locations were involved. Mister Gregory Vaughn is a Reverend (Answer to Question "OO"). A curious answer to Question "34 MM" (Where does F. B. Battaille hang?) is by his balls. The correct DVJC answer is by a rope from a tree. Yours truly and his navigator devised the non-DVJC answer as we ran out of steam towards the end of the rally. We filled in the answer spaces with whatever came to mind and I laughed so much there were tears in my eyes.

We finished at the Rusty Scupper on Rte. 38 in Cherry Hill. Jerry Schwartz and his wife Carol finished in first place with the most correct answers. The Eagles were flying high that day as we watched the end of the football game and had some brewskies.

In conclusion, as your Vice-President, I would like to urge as many of you to turn out for these events (rallying, Day at Atco) where we can interact DYNAMICALLY with our cars and other members as opposed to STATICALLY where the cars are only displayed. I would also like to thank Milt Perry for the time and effort he put into this rally. He traveled the route at least 10 times in preparation. I would also like to thank Roseanne Abrams who was instrumental in my joining the DVJC.

Your Vice-President, Ron Klein

P. S. Yours truly is going to concoct a road rally course in beautiful lower Bucks County. Bring your compass, altimeter, sextant, and thinking cap.



# WANTS & OFFERS

Jaguar 140 C engine, Complete with carbs, manifolds, starter, generator, water pump, clutch, flywheel, distributor, etc in one piece \$ 1,500.00. Other XK & E parts new/used - sold as alot; also 1959 150 "S" 3.4 rdstr, no rust, in prime, needs finishing \$13,500.00. Jerry Bensinger, Lambertville, NJ. Office:609-397-8413

4.2  
1976 XJ6L, 73,000 miles. Sable with tan pinstripe and interior. Body side mouldings, AM/FM stereo tape player. Carburetors and steering recently overhauled. New white wall radials. \$6,000.00  
Jack Schalk (215) 296-0464



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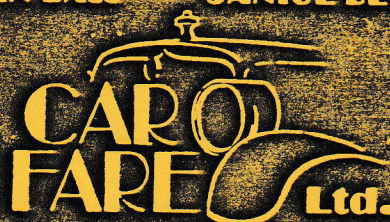
XK120	\$299	XKE12	\$369
XK140	\$339	XJ-6	\$399
XK150	\$339	S/3.4	\$449
MK2/3.4	\$349	S/3.8	\$449
MK2/3.8	\$349	XJ-12	\$469
XKE6	\$389	XJ-S	\$489

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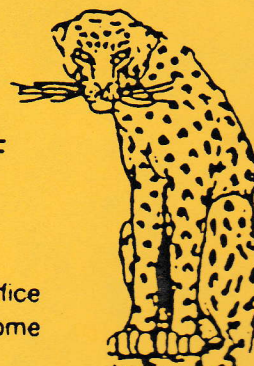


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