



Support the Longwood Gardens tour  
Sunday July 14  
Make your reservation now

Now is the time to reserve your spot at  
The Longwood Gardens Tour July 14  
See Flyer enclosed

# The Jaguar's Purr

JULY 2002



# The Jaguar's Purr<sup>©</sup>

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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<u>Head judge</u>	Jeff Dement	610-798-1819

## AREA COORDINATORS

Delaware / Maryland	Jeff Dement	302-798-1819
Lancaster County	Jack Donahue	610-857-5341
North New Jersey	Ken Ruocco	609-497-2333
South New Jersey	Tom Jones	856-468-5898
Bethlehem	Robert Steig	610-691-0726
Doylestown	Dick Michie	267-880-0190

## ADVERTISING RATES

Full page \$300 a year / \$45 per issue  
Half page \$165 a year / \$30 per issue  
Quarter page \$ 85 a year / \$20 per issue

## CLASSIFIED RATES

Members free / non-members \$10

Members get 3 free inserts.

Non-members get one insert for \$10

## MEMBERSHIP RATES

Family	\$45.00
Single	\$40.00
JCNA Badge	\$30.00
DVJC Badge	\$10.00
DVJC License Plate	\$ 6.00
P & P	\$ 3.00

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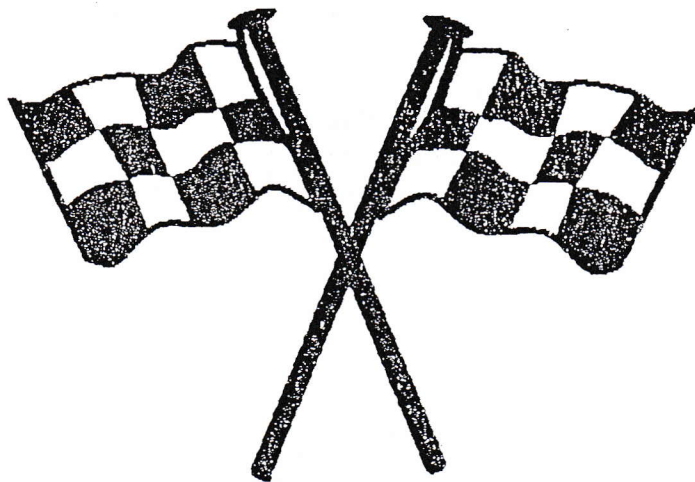
DVJC Web Site news

"A LONG & WINDING ROAD" BY  
FRED MACK PART 1

Classified Advertisements



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## CALENDAR OF EVENTS

JULY 2002

### JULY

- 14 DVJC VISIT AND TOUR OF LONGWOOD GARDENS See flyer and reservation form in this issue
- 20 Jaguar Club of Pittsburgh Concours d'Elegance
- 19-21 20<sup>th</sup> Pittsburgh Vintage Grand Prix. Pittsburgh. The pre-war race is the late DVJC member Dave Milling memorial

### AUGUST

- 10-11 New Hope Car Show
- 17 British Car Show Princeton, NJ Hosts NJ Triumph Ass
- 25 A Taste of Britain Polo Match & Car Show Rothsville PA. Field opens 12 noon. Polo starts 2.30pm Hosts Lanco MG
- 30- 2 Limerock Vintage Festival Limerock Ct

### SEPTEMBER

- 14-15 Buckingham Township 4<sup>th</sup> Annual Concourse on the 15<sup>th</sup> Optional pre-show Buffet & Reception on the 14<sup>th</sup> Rain date Sept 22. 10.am. Al Pincus 215-598-0882
- 15 Hagley Antique Car Show. Wilmington 10am to 4.0pm Details from 302 658 2400 Luxury Autos and Caddy's
- 15 Radnor Car Show
- 29 The Franklin Mint Car Show Off Route 1

### OCTOBER

- 13 Al & Tucky Pincus Fall Tour to Morland House
- 26 Ragtops & Roadsters Tech Session. The mysteries of Lucas

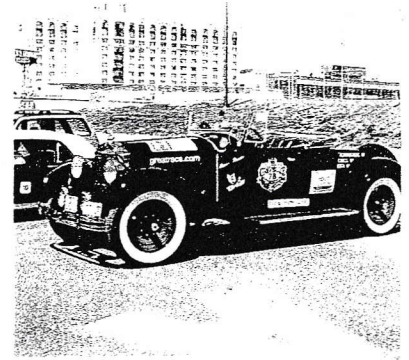
### DECEMBER

- 7 DVJC Celebration & Holiday Party





# DVJC Visit to



# *Longwood Gardens*

## July 14, 2002

Price per person \$32.00

Price includes entrance to the Gardens, private guided tour and proper English afternoon tea !!

A special area of the parking lot will be allocated to the Club so that we will all park together.

Guided tour begins at 2pm but tickets for entrance will be available from noon onwards.

No tickets will be available for this outing at the door and numbers for the tea are limited.

**Please fill in the form and send it along with your check to Kit Racette, 6 Haycroft Drive, Spring House PA 19477**

-----  
Re Longword Gardens outing

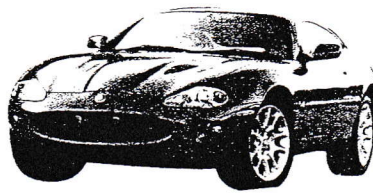
Name of DVJC member: \_\_\_\_\_

Number attending \_\_\_\_\_

Check enclosed for the amount of \_\_\_\_\_







THE PREZ SAYS

JULY 2002

#### CONCOURS De'ELAGANCE

As I begin this July "Prez Says" I am going through a mental check list of what must be loaded into our truck so that the annual Concours in the grounds of the Brandywine Trauma Center is a success. The process began at last years show when I got permission to come back for the 2002 event from the Hospital Management. In November the application for our sanction was sent into the JCNA. We must have this sanction so that our scores are official and so that we are covered by JCNA insurance. After the date, site permission & sanction are taken care of I then apply for support from Jaguar USA Inc for a subsidy. This is used to get pre-event publicity & create good will in the Concours site community. Also we have made a practice of donating a check for \$100.00 to the hospital for use in their Nursing Training Assistance Program. I personally feel very good about the way this is handled. Ever since I experienced the same feeling in 1955 by being called in front of my High School Class to receive such a recognition I appreciate the value of such a donation.

Once all these items are taken care of the trophies must be ordered based on 20 Champion & 10 Driven Classes .plus "The Longest Driven" and "Best in Show". That totals 92 trophies that we will have sitting on our table under the club tent and all the while I am silently praying for "no rain". So June 1<sup>st</sup> arrived & I was extremely pleased with the results of our Concours De'Elegance. My prayers were answered and we had wonderful weather, lots of co-operation from many new members, plenty of donations to our fund raising raffle table which earned \$219.00. Many thanks to Bernice Sanft and Amanda & Sara Dement for their efforts to sell the tickets. Many vendors donated to the raffle and rounded off our expenses. They were Hemmings Motor News, Eastwood Car Products, Ragtops & Roadsters, V.P Jeff Dement's Musical Group "Exfusion", Past President Jack Sanft, President Kurt Rappold, Welsh Jaguar, Phil-Penn Import Car Co, and Jaguar USA Inc

We filled more classes with cars this year which made our show very interesting. 43 cars turned out and this included some of the first cars made by Jaguar right up to the latest X & S Types and a new Limited Edition XJR-100 of our Editor's wife..Also thanks to those owners who simply showed up with their fine cars to display them for the day. That is what it is all about. Many ,many thanks for all the efforts members put out to make our show distinctive. All the score sheets together with photo's of each member receiving their awards were in the mail within 7 days. I am awaiting any feed back from participants before publishing in the Purr and sending in the scores to the National organization.

#### DUES INCREASE BY JCNA

The President of the JCNA announced in the current National Journal an increase for next year of \$3.00 per member .Our club pays each members dues to JCNA so we have to meet this increase. This year our clubs costs are exceeding our income so we club Directors must manage the club finances very carefully. Believe it or not the internet may save the day for us as postage, which is about to increase again at the end of June, for our wonderful newsletter is a big expense. The development of our " Web Page" is moving towards completion and if we can deliver "The Purr" electronically we will obviously make big savings. The cost of producing and mailing each copy of the Purr is about \$2 or just over \$400.00 per month. We will be discussing this issue at our next Directors meeting on July14th

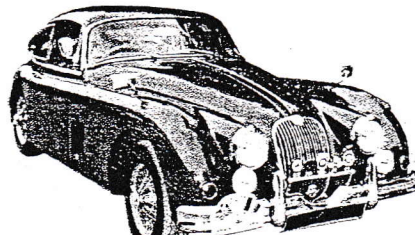
#### DAN HERRICK AND CHARLIE MORGAN

It causes me great heart ache to again report to you the passing of two fellow members of our Jaguar world. Dan Herrick passed on due to cancer on May 16. I had spoken to him about his problem and he knew what was happening to him. I had offered prayers for him at my own church and in this column. Dan drove his XK 150 S out of Dover, Delaware & participated in several of our Cloverleaf rallies. Please remember him in your prayers.

My good & long time friend Charlie Morgan died on May 25<sup>th</sup> of a massive heart attack. Charlie stayed very busy in the Jaguar world doing publications, his most note worthy being his write up on the XK 140 the detail coming from the car he owned for many years. He & his wife lived in Baltimore and I will never forget when he told me somebody stole the doors from his car when he parked it in that city. Charlies address is in the Jaguar Journal under JCNA Member Services and Dan's is in the Club Membership Directory should you wish to send a sympathy card. Both Jaguar guys will be sorely missed.

#### UP COMING EVENTS

Please see the Pittsburgh Grand Prix and JCNA Concours application within this issue and we look forward to seeing you there





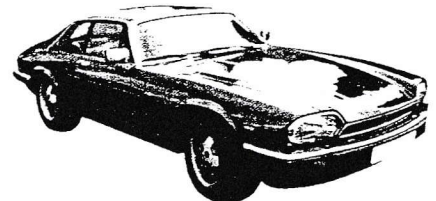
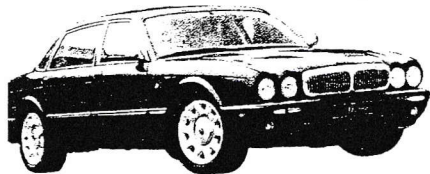
Members are still signing up for our "Proper English Tea" and tour of Longwood Gardens on July 14<sup>th</sup> at 2.0pm. and we anticipate a good gathering of club members and their Jaguars. Please support this event...you will enjoy it.

**DIRECTORS MEETING JULY 14**

After our tour of Longwood Gardens Membership Retention Chairperson & Concours winner Ann Perry, who lives close to Longwood in Mendenhall has offered the club her home to hold our third quarter Board of Directors meeting after the conclusion of our Longwood visit.. Thank you Ann. We will be there. All club officers should allow at least an hour to show up to this meeting. I promise to have a quick agenda so you can get home well before dark. I request that our Regional Directors attend the meeting. Now that our membership is over 200 families again we need to concentrate on club planning for the next 6 months so we can keep all of our enthusiast interested.

Thanks once again to all who helped run the Concours from Jeff- Chief Judge, Steve – scoring, Sunny & Pat registration and all the people who helped hammer stakes and put up & take down the tent & signs, Joe for his coffee & donuts & photography and all who were interested to attend. At our Directors meeting we will decide what the Marque will be for 2003 Concours De'Elegance

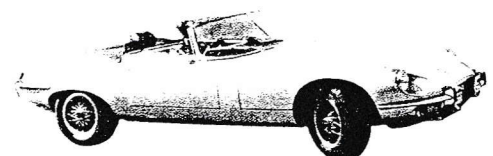
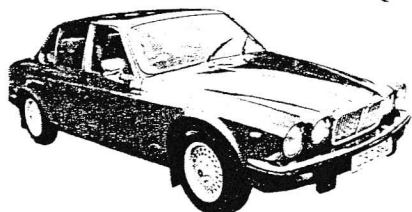
Happy Motoring  
Kurt Rappold President



Subj: **Fw: FW: Auto Shop Story**  
Date: 5/25/02 5:13:24 AM Pacific Daylight Time  
From: macpenn@prodigy.net (Richard Michie)  
To: mjtate1414@cs.com (Michael Tate)

Mike, Don't know where this came from but it might be something to use. D

> >The other day I was in the local auto part store. A lady comes in and  
> >asks for a seven ten cap. We all looked at each other and said,  
> >"What's a seven ten cap?" She said "You know, it's right on the engine.  
> >Mine got lost somehow and I need a new one."  
> >  
> >  
> >"What kind of a car is it on," they asked? I'm thinking maybe an old  
> >Datsun Seven Ten, but no, she said its a Buick. "OK lady, how big is  
> >it?" She makes a circle with her hands about 3-1/2 inches in diameter.  
> >What does it do?," we asked. She said, "I don't know, but its always  
> >been there."  
> >  
> >One of us gave her a note pad and asked her if she could draw a picture  
> > of it. So she makes a circle about 3-1/2 inches in diameter and in  
> >the center she writes 710.  
> >  
> >The guys behind the counter are looking at it upside down as she writes  
> >it...and they just fall down behind the counter laughing so hard in  
> >hysterics.  
> >  
> >(Directions: Draw a circle, write 710 in the middle of it, and turn it  
> >around.)





*YOU ARE INVITED TO THE*  
*BUCKINGHAM CONCOURS d'ELEGANCE*  
TO BENEFIT LAND PRESERVATION  
Sunday September 15<sup>th</sup> 2002  
Rain Date Sunday September 22<sup>nd</sup>

Buckingham Township will be presenting their 4<sup>th</sup> Concours d'Elegance auto show to be held on Sunday the 15<sup>th</sup> of September 2002 at the Holicong Park Grounds corner of Rt. 202 and Holicong Road from 10:00 AM to 3:30 PM. Some of the finest Classic Cars in the country will be shown at the Concours with many examples rivaling the classic Pebble Beach Show.

The proceeds will benefit *The Buckingham Land Preservation Fund* established by the Township for the purpose of acquiring funds to purchase land and/or transfer development rights from farmers and land owners offering their property for sale. Once the property has been acquired it can be placed into the Pennsylvania State Agricultural Trust and may not be developed. In this way, farm lands, open space and a way of life can be preserved for future generations.

This is your opportunity to enjoy a day out with your family and join your friends and neighbors in the relaxing setting of the Buckingham countryside. Take advantage of an up-close and personal view of the large number of prestigious award winning antique and special interest cars that will be on display.

Refreshments will be available on the park grounds during the day of the show.

**Award presentations will commence at 3:30 PM with a drive-through parade of cars**

A Buckingham Township trophy will be awarded

A Peoples Choice trophy will be awarded

The Presenter's trophy will be awarded

The Principal Sponsor trophy will be awarded

And a large number of special category Sponsor donated trophies will also be awarded

Show entrance tickets will be available at the park entrance on the day of the show  
\$ 5 per person - \$ 3 children - Children under 3 are free

Free Public Parking is conveniently located directly across from the park entrance  
at the Midway Fire Company Grounds

December 4, 2001

*Autoweek Magazine*

"Buckingham Show attracts among the Best"



**BUCKINGHAM TOWNSHIP 4th ANNUAL CONCOURS d'ELEGANCE**  
**AUTOMOBILE REGISTRATION**

Sunday, the 15<sup>th</sup> of September, 2002 – 8:00 AM to 3 AM  
Rain Date Sunday, September 22<sup>nd</sup>

A complimentary breakfast (limited to two persons from each registered car) will be served courtesy of the sponsors. Additional breakfasts will be \$10 each (prepaid).

**CHECK US OUT AT WWW.BUCKINGHAMAUTOSHOW.ORG**

*I am pleased to submit an application for the following Antique automobiles in the 2002 Buckingham Concours d'Elegance:*

Check here if this is a Senior entry – This is the first year for a Senior Division  
Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Owner's signature: \_\_\_\_\_

By signing the above, the participant acknowledges that Buckingham Township, its employees and the volunteers of the Buckingham Concours d'Elegance are not responsible for any potential damage incurred at the car show.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Business Phone \_\_\_\_\_

( ) I will require parking for a trailer ( ) Send me information for local area overnight accommodations

**ALL CARS MUST HAVE FIRE EXTINGUISHERS**

Enclose a picture of your classic automobile (no people, just the car). No picture required if you are a past participant

And using a felt tip pen, list your name, address, auto description and any special attributes on the back of the picture.

*Pre-Registration only up to September 8, 2002- \$15*

***NO GATE REGISTRATIONS***

All Entrants will receive a Special Commemorative

**No ALCOHOLIC beverages will be permitted at the show**

**OPTIONAL PRE-SHOW BUFFET & RECEPTION**

Saturday, September 14, 2002 – 6 PM to 11 PM

Pre-Show buffet and Reception reservations are limited

Attire is Tie & Jacket

*Please reserve \_\_ tickets for me at \$60.00 per person (Normally \$80 per person)*

*Choice of Filet Mignon or Boneless Marinated Chicken Breast*

*Please indicate selection \_\_\_ Filet Mignon \_\_\_ Chicken Breast*

Please make your check payable to the: "Buckingham Land Preservation Fund, Ltd."

**Mail this form and your check to:**

Buckingham Land Preservation Fund, Ltd.

C/O Al Pincus, 1440 Pineville Rd., New Hope, PA 18938

For additional information call: Al Pincus (215-598-0882), Ralph Tompkins (215-598-3740)  
or Bob Glanzmann (215-340-1523)



**Jaguar Club of Pittsburgh, Inc.**  
**July 20, 2002**  
**Concours d'Elegance**

Concours d'Elegance entries are open to all Jaguar owners. Entries in all Champion Division classes and all Driven Division classes are judged according to JCNA rules approved for the current year.

The Driven Division is open to all Jaguar owners. Rules require only that your entry is a Jaguar, or Jaguar replica, with a Jaguar engine. Entries may cross over from Driven Division to Champion Division, or vice versa, but points awarded in one division become invalid when crossing over to the other division.

**Registration Information:**

Last Name	First Name	MI	JCNA Number
Address			State
Zip Code			
( )	( )	JCNA Club Affiliation	
Daytime Phone	Evening & Weekend Phone		

**Car Information:**

Year	Model	Body Style	Color	Champion/Driven (Class)
Vehicle Identification Number (VIN)				License Plate Number
Owner				
Year	Model	Body Style	Color	Champion/Driven (Class)
Vehicle Identification Number (VIN)				License Plate Number
Owner				

**Registration and Banquet Fees:**

Pre-Registration Fee: (Must be received before July 1, 2002)

\$35 per car entered in Champion or Driven Division	\$ _____
\$0 per car entered in Display Division (Please register so we can plan).	

Registration Fee: After July 1, 2002 and non JNCA members

\$45 per car entered in Champion or Driven Division	\$ _____
\$0 per car entered in Display Division (Please register so we can plan).	

Total \$ \_\_\_\_\_

Please make check payable to **Jaguar Club of Pittsburgh, Inc.** and mail to:  
 Dan Meyers, Concours Registration  
 40 Linshaw Ave.  
 Pittsburgh, PA 15205-2000

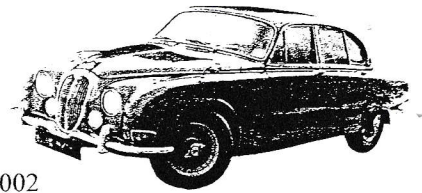
**Please Note:** Entries in **Champion Class 18** must present Jaguar Daimler Heritage Trust certificate prior to judging to be eligible for this class. Entries in **Champion Class 16** must present to the Chief Judge a list of at least 35 non-authentic point deductions before judging begins.

**Release of Liability:** JCNA Events Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate should be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Jaguar Club of Pittsburgh, Inc.'s 2002 Concours d' Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., the Jaguar Club of Pittsburgh, Inc. and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Owner	Date
Owner _____	





CONCOURS 2002

You may recall that in the last issue of the Purr I told you that I would miss this years Concours as I had to attend my sister-in-laws wedding in England. On the night before taking off for our 5 week trip I lost the sight in my right eye so the trip was canceled. However I was able to attend the Concours and what a glorious sunny day with 43 wonderfully prepared Jaguars in attendance. I have not & will not get my sight back & as someone said " what some people will do to get out of going to a wedding!!"

LONGWOOD GARDENS

Our next club event is the guided tour of Longwood Gardens on July 14. At this time of year Longwood is in its full glory and a spectacle that everyone must enjoy. Every summer bloom will be exhibited plus exotics in the greenhouses. Also there should be exotic Jaguars in our reserved parking area to look at. Finally you can finish off your visit with a specially prepared "English Tea" Please send in your reservation to Kit Racette as outlined in the enclosed flyer. We have over 200 members in the club and I am confident we can muster the required minimum of 30 attendees to justify the special price given to the club by Longwood.

LIBRANDI'S PLATING

You will note a new piece in the Purr advertising Librandi's Plating. Kit /Paul Racette & I visited Librandi's with the Bentley Club some weeks ago and witnessed a presentation by Todd Librandi on the details of how they complete their plating process. We understand that the finished product is of excellent quality which is confirmed by the large number of pieces we saw waiting to be completed for car buffs like ourselves plus the commercial work contracted an example of which is Harley Davidson. Also it proves that" if you don't ask you don't get" as we asked Todd to place an advert in the Purr & he agreed. Please think who you know that would place an advert with us. It does not have to be car industry related. We need the revenue

MORSE'S 2.4 MK 2

Christies sold "Morse's" maroon & black refurbished 1960 2.4 MK 2 at auction for an astonishing record \$78,000. If it was not for the Morse connection the car would probably have a hard time making \$10,000. I would imagine someone purchased a depreciating asset. With the "Inspector Morse Series now finished and John Thaw dead I believe that in a few years time people will find it hard to remember what the car was about

F-TYPE CANCELLED

We recently reported that the "F-Type" Sports Car was on its way. Well things change quickly when the bottom line is under pressure. Jaguar recently announced that they needed to feed the big cats and therefore the much anticipated lower cost Sports Car was cancelled. I am sure we will see it again in the future

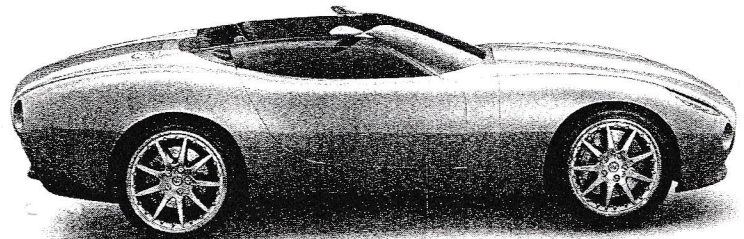
THE SCRATCHING POST

Member Jim Shields lent me a number of old club magazines from the 1970's. In those days the magazine was called "The Scratching Post". There was a number of interesting articles. There was great debate about the new Standards issued by the Federal Safety Commission. Because of these it was expected that convertible cars would be "done away with" Because of the uproar they survived but not before many people had invested in the last big American convertible...the Cadillac.. Because of these laws it was said that the last E -Type would be made in 1975 and, would you believe, would be replaced by the F-TYPE. The F-type was touted to be a 5 passenger Coupe with a sun roof. In reality this turned out to be the XJS & very few were made with sun roofs. In the 1973 edition I saw a series of cartoons issued by "The National Safety Council" illustrating the types of drivers on the road 30 years ago. I am including these in this issue. Nothing changes!! Also the 1975 issue published the Concours results & three present members were in attendance. President Kurt Rappold showed his 1967 XKE for a 91.8 score. Dick Michie had his 1972 V12 E-Type ( It was only 3 years old then) for 89.8 & George Carr his 1964 MK 2 for 85.5. The judging must have been much tougher then or the cars were used for daily transport.

LATE NEWS>>>>>>VITO GATTO'S SS 100 SCORES AGAIN

Vito, whose 1938 3.5liter SS100 is in its third year after restoration, pulled off a first junior at the Antique Automobile Club of America's (AACA) Eastern National at Richmond VA on June 15 . This is a most prestigious award gained by the car on its first time entry in a AACA national. Congratulations Vitto.

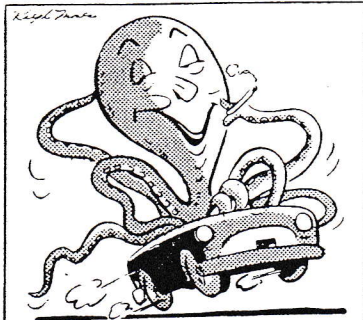
Michael Tate Editor



Jaguar F-Type



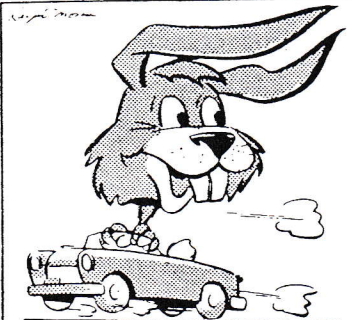
# NATIONAL SAFETY COUNCIL ROAD ZOO FROM THE 1970's



## The OCTOPUS

This is the busy boy who is always reaching for something while he drives—the car roof, a cigarette, the lighter, the road map, the coat on the back seat, the popcorn bag and, at times, even the steering wheel. This big fish is all arms, and needs more.

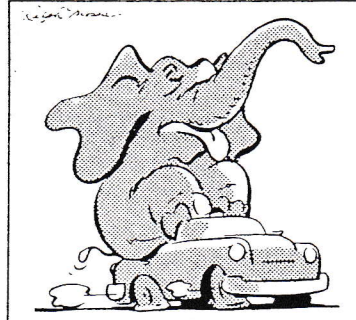
NATIONAL SAFETY COUNCIL



## The JACKRABBIT

This is the scatback type who zigs and zags through traffic like a frightened bunny. He may be a fat, puffy old geezer who couldn't waddle 100 yards in 10 minutes. But behind the wheel of his car he's the shiftiest, most swivel-hipped jerk on the road.

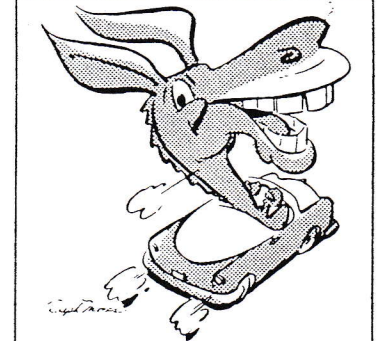
NATIONAL SAFETY COUNCIL



## The ELEPHANT

This is the big, stalwart, unpassable type who plants himself in the middle of the road and slowly plods along. Accused of being a traffic hazard, he looks hurt and surprised and says, "Who me? I was only going 20!"

NATIONAL SAFETY COUNCIL



## The JACKASS

This is the showoff who risks his own neck and everybody else's by speeding and weaving. Or he may turn up as the stupid oaf who just doesn't savvy modern driving. In fact he is most any driver on the highway except you and me!

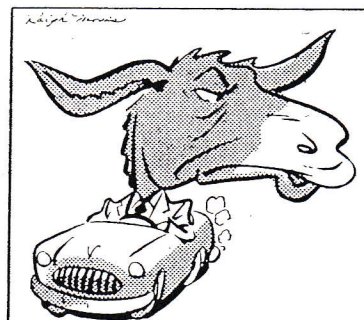
NATIONAL SAFETY COUNCIL



## The WOLF

This is the prowler, the rogue of the road, the cruising Casanova. He may be middle-aged, bald and a little winded. But he's giving every babe the eye, regardless. If he'd react to a stop light like he does to a doll, he'd be a dream driver instead of a traffic nightmare.

NATIONAL SAFETY COUNCIL



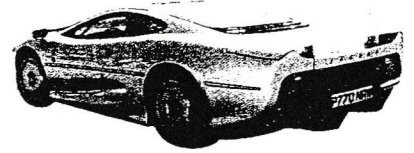
## The MULE

This is the stubborn, immovable clod who deliberately double parks on a busy street while the wife or kid runs an errand. Only an oldtime artillery sergeant knows the right way to deal with a knothead like this.

NATIONAL SAFETY COUNCIL







DELAWARE VALLEY JAGUAR CUB WEB SITE  
SEE PRESIDENT KURT RAPPOLDS COMMENT IN "PREZ SAYS"  
Coming soon – Delaware Valley Jaguar Club Web Site [www.dvjc-jaguar.com](http://www.dvjc-jaguar.com)

The website will include "The Purr", upcoming events, classified ads and membership information together with an application form. You will be able to contact the club for more information.

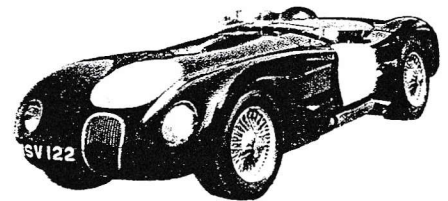
One of the main reasons for the website is so that we can publish "THE PURR" on it each month. Our members can access it easily and at their leisure. In this way we can reduce the costs of production and mailing.

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Kit Racette

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Date: 6/6/02 5:09:16 AM Pacific Daylight Time  
From: [macpenn@prodigy.net](mailto:macpenn@prodigy.net) (Richard Michie)  
To: [mjtate1414@cs.com](mailto:mjtate1414@cs.com) (Michael Tate)



Michael,  
Here is some "filler" if you need it. D

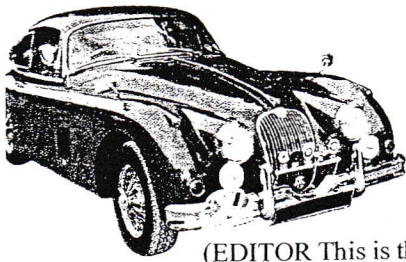
GOOD—BETTER —BEST

GOOD: A policeman had a perfect spot to watch for speeders, but wasn't getting many. Then he discovered the problem -a 10 year old boy was standing up the road with a hand painted sign which read "RADAR TRAP AHEAD". The officer then found a young accomplice down the road with a sign reading "TIPS" and a bucket full of change. (And we used to just sell lemonade.)

BETTER: A motorist was mailed a picture of his car speeding through an automated radar. A \$40 speeding ticket was included. Being cute, he sent the police department a picture of \$40. The police responded with another mailed photo of handcuffs.

BEST: A young woman was pulled over for speeding. As the motorcycle officer walked to her car window, flipping open his ticket book, she said, "I bet you are going to sell me a ticket to the Highway Patrolmen's Ball." He replied, "Highway Patrolmen don't have Balls." There was a moment of silence while she smiled, and he realized what he'd just said. He then closed his book, got back on his motorcycle and left. She was laughing too hard to start her car.





A LONG AND WINDING ROAD BY FRED J MACK JULY 2002  
A LIFE LIVED TO THE FULL

(EDITOR This is the story of member Fred Mack's life with car's. Fred is 91 years old and a regular with his 1953 XK 120 Roadster at our club events. He is the original owner of this car. Nearly 50 years. His story is not totally about this Jaguar but about life in general. It is a bit of history and worth recounting as Fred has been & still is full of life and super active. While preparing this story over several months Fred once apologized for the delay as he had cracked a rib skiing!! Last week he told me he was thinking of buying an airplane to put next to his XK 120 in the garage. This story will be serialized over several editions. Fred.....Rock On!!)

I was born March 20, 1911 in Hagerstown, Maryland one block from the Western Maryland railroad and one block from the fairgrounds. My Father was the only architect in the town. I lived there for five years. I could ride my tricycle down to the tracks to see a big compound locomotive roar by and feel the ground tremble under my feet and the engineer always waved to me. When I was about four my father took me to see an airplane land in the fairgrounds. I believe it was a Bleriot monoplane. As it approached it hit an electric light wire. The pilot was catapulted out over the plane and rolled across the field. My father immediately dragged me away as he didn't want me to see anyone get killed My interest in automobiles started at an early age. Wealthy clients driving some big beautiful cars would come to our house to discuss how they wanted their mansions designed

When I was six we moved to our new home on the outskirts of town. Here my little sister and I were driven to private school in a Studebaker touring car. Sometimes an elderly lady would bring us home in her electric automobile. We all could pile in , sitting in a circle. She steered it with a level mounted in the center of the floor. The only thing was that she made us be quiet and there wasn't any other noise.! Another opportunity to ride in a car was with a close friend of my father's who drove a Hudson super-six. He came every Sunday afternoon and took us for a ride in the country which I looked forward to all week. On one occasion we were caught in a blinding rain storm. Talk about children's safety seats....I was held up against the windshield by my father so that I could reach over & move the wiper handle back & forth. With those little hard tires on a wet high crown road made of tar and crushed limestone I always felt we were lucky to make it home. The other thing of interest in our home location was the Jenny airplanes which landed in fields not far from our house. One Easter I let a pilot eat all my home made chocolate eggs while I sat in the cockpit all day.

About this time my mother insisted that my father buy a car so he could drive instead of walking all over town to supervise his jobs. The Studebaker agency sold him a second hand Briscoe & then gave him driving lessons. My sister & I sat on the curb and watched him drive by while having his lessons. Finally, he drove down the road all smiles. When he turned into the driveway he hit the curb and broke the steering tie rod. The car ran up on a terrace on one side & stopped a foot from the house. My mother lifted him out of the car & put him to bed & he said "never again"

In 1921 my family moved to Wilkes-Barre PA where all our relatives had lived for a couple of hundred years. We also had a cottage on a lake just over a mountain about sixteen miles south east of Wilkes-Barre. My older sister, who passed away last summer three days short of her ninety-eighth birthday, had just learned to drive. My father said he would buy a car if Dorothy would drive it. So he bought a Maxwell sedan with a stick shift without a synchro-mesh transmission. Dorothy hated to shift it. On the last day of school we would move to the lake for the rest of the summer. It was up to Dorothy to drive us to & from the lake. This consisted of a relatively easy drive from Wilkes-Barre to Nanicoke then zigzagging around some mine caves at the base of the mountain and up a steep six mile road on the side of the mountain She would wait until the engine was pinging & laboring & then try to shift with a stalled engine. It was up to me to pull on the parking brake. By that time my mother, sitting in the back seat, had her arms wrapped around both our necks in the front seats. It was my job to release the brake at the right-time without stalling the engine again.

Nuangola Railroad Station was two & a half miles from the lake. Every day my father had the choice of walking the hot dirt road, take the taxi or have someone come for him. The taxi was a model "T" Ford Truck converted by a local black-smith with bench seats facing each other in the center & people standing on both running boards & a few hanging on the back step.....about 20 in all. It was driven by a 10 year old boy who had to stretch himself between the steering wheel & the low gear pedal. This is when I came into play. At the age of ten I was allowed to go & pick up my father. I also went to the general store and post office but not in town until I had a license except for one time much later. The car was all packed to move



to the lake with clothes & kitchen utensils. Dorothy wasn't available. My mother said "what's the matter with Fred?" So I proceeded to drive to the lake at fourteen. On the long steep mountain road we came upon an old car loaded with "bootleg coal" struggling up the hill. I said to mother "shall I pass him?" "yes" she said. As I passed him a car came round a bend coasting at high speed & tore off my near fender. My mother gave him such a hard time about coming down the hill in high gear that he was glad to get away with just Mr Mack's name & phone number to call & get his car fixed. Soon after that my father wanted Dorothy, who was sick, to get up and drive for him. Mother stepped in again and told him he ought to be ashamed of himself having this girl driving him. So he drove the Maxwell but he wanted more power & he bought a Buick. A year later he bought a second Buick. The only trouble was the first Buick had Buick shaft pattern while the second had standard which was exactly opposite!! On the way to church. Moving from a stop light he backed into the car behind him a couple of times. Soon after that V8 Fords were beating him at the light so he bought a Ford Business Coupe for \$620, drove it for a year and traded it in for a new one for \$100.00. When Ford introduced the Mercury it was the car for him from there on. ( Being a prominent architect he was offered a Cadillac or Lincoln below cost but he stayed with the Mercury)

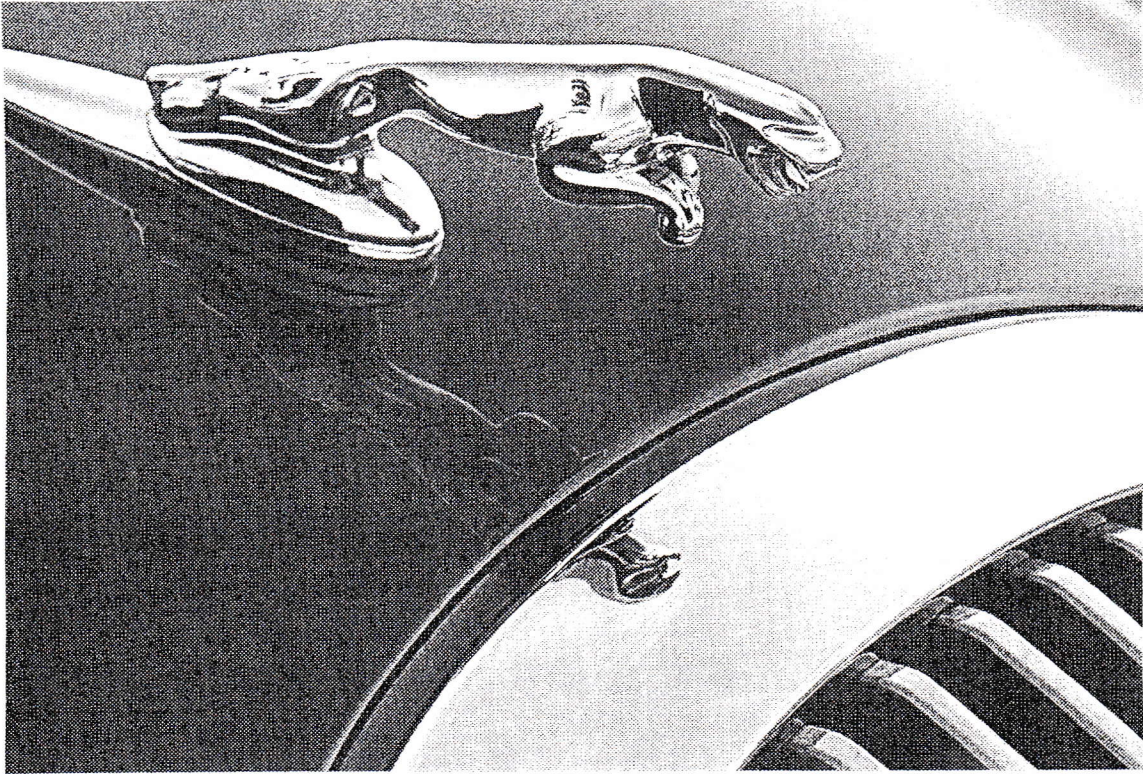
I had obtained my driver's license when I attended Wyoming Seminary "prep" school. There I had the opportunity to drive several different kinds of cars. One boy's father had the Ford -Lincoln agency. On one Christmas vacation we took a few model A's off the second hand lot each day & raced each other on the lake ice. We laid out a course with soda bottles stuffed with "cat o' nine tails" from the marsh. We soon found out how to coax the cars around the corners or if you tap another car ahead of you, you could send him way off course down the lake. Ice expands up to a minus four degrees and then contracts if colder.. Usually a crack forms clear across the lake in the middle of the night with noise like thunder.. Water comes up through the crack & freezes on top like a big weld. When your car hits those spots it would take to the air. The final maneuver of the day was to spin around three hundred & sixty degrees & the straighten out. When we returned the cars the bumpers out of line, with a few bent fenders and slightly "bowlegged" with the king pins half sheared from sliding over those "ice welds". We proceeded to do this during the day & drove Lincolns to dances at night.

On one occasion a group wanted to go skating. I couldn't get our Buick & a girl said she could get her family's car. When we opened the big doors of the carriage house, there was a big sixteen cylinder Cadillac sedan. It was something to drive over a narrow icy road with those soft springs letting the body pitch from side to side. I also drove a Stutz Black Hawk around town while a boy was dating his forbidden protestant girl friend. On a lunch break at "Sem" I drove a Pierce Arrow with a group of boys up to a private girls school. Just as we arrived in front of the school we started to get tossed to the roof. A draglink to the rear axle broke loose and was hooking in the brick surface of the street. We had to return on a trolley car. I drove a front wheel drive Cord when a friend had too much to drink. At the lake we had a dance every Saturday evening. As we were leaving a stranger had jammed the starter on his car & I offered to drive him to his home in Nanticoke. I went down the mountain in record time & glanced over to his ghost-like face illuminated by the green clock light close to the windshield. On Monday he called my father to tell him about the wild ride I gave him. He happened to be Judge Fine who later became governor of Pennsylvania. On the other hand, when we took Governor James' Daughter home it was a standard joke to say "Is the governor in?" a terminology we used for all fathers at that time. After the evening basketball game at Seminary we would all congregate at a little club about six miles out of town. Our automotive activity was to disable cars during the game. The Ford copper clips were pulled off spark plugs or cables off distributors. I marked the number one with adhesive tape and could replace all of mine in the dark 1, 5, 3, 6, 2,4. A little English car was lifted up about five feet and put between columns in front of Sprague Hall.

After Seminary I attended New York University Guggenheim School of Aeronautics. My first job was at Fairchild Aircraft Co back in my old home town of Hagerstown, Maryland where I bought my first car a 1929 model "A" Ford. Top speed was fifty five & seventy downhill I burned up the engine when a gas station attendant left off the oil filler cap. A new engine block cost \$ 40.00 plus \$15 to install. My next car was a new fifty-five V-8 Ford Business Coupe for \$516.00. The top speed was eighty five. I could outrun the poor Maryland State Police with their six cylinder "chevys with soft knee action" front ends which would dig in at the bottom of the rollercoaster hills in Maryland. This particular car was raced on dirt tracks for many years.

TO BE CONTINUED IN THE AUGUST ISSUE. READ ABOUT FRED'S 1953 XK120 ROADSTER.  
U PURCHASED NEW AND STILL OWNED AND DRIVEN BY FRED





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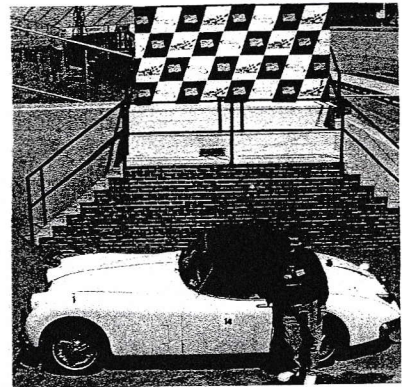
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FOR SALE. 1967 Jaguar E-Type Roadster. Red with black top & black interior. Vin 1E015614 series 1.5. New chrome wire wheels and tires. 85,000 miles. Needs cosmetics, runs good. Near Phil PA. \$19,000 contact: [jochiesa@yahoo.com](mailto:jochiesa@yahoo.com) Phone 215 862 2606 (JUNE)

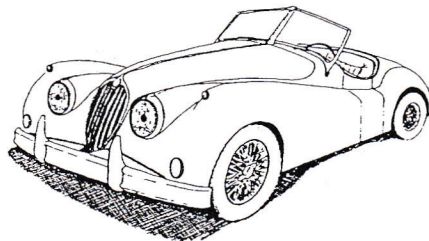
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OFFER I have started a website for British cars at <http://www.britishusedcars.com> and I invite club members to put their free car ads, parts ads or wanted ads on my site. Cherie Titel 877 233 6497 Toll Free Fx/voice Box 54190 Cincinnati OH 45254 [cherie@britishusedcars.com](mailto:cherie@britishusedcars.com) (JAN)

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>  
 > Dear Sirs,  
 >  
 > I have a 1950 Jaguar Mark V which I completely  
 > restored some years ago, (motor, inside, outside),  
 > and it has been sitting in a garage since, waiting  
 > for me to come back from a long stint abroad in the  
 > Far East.  
 >  
 > Now that I have done so I find that my children are  
 > not very interested in old cars, and so I am in the  
 > process of selling the few that I have.  
 >  
 > Would anyone in your club be interested in  
 > contacting me and viewing the car? It is presently  
 > in The Eastern Townships of Quebec about 9 miles  
 > from the Vermont border, (near Newport, Vermont),  
 > where I have a country house.  
 >  
 > I can send a picture to anyone who is interested,  
 > and give more details, and as to price, I am open to  
 > offers after viewing.  
 >  
 > I look forward to receiving any positive feedback  
 > from you or your members.  
 >  
 > Yours very truly,  
 >  
 > Douglas Sheard  
 > (819) 849-3813

### Best-rated models

Top models by vehicle segment:  
**Compact car:** Toyota Corolla, Toyota Prius (tie)  
**Entry midsize car:** Chevrolet Malibu  
**Premium midsize car:** Buick Century  
**Full-size car:** Buick LeSabre  
**Entry luxury car:** Ford Thunderbird  
**Mid luxury car:** Lexus GS 300/GS 430  
**Premium luxury car:** Lexus LS 430  
**Sporty car:** Mazda Miata  
**Premium sports car:** Chevrolet Corvette  
**Compact pickup:** Toyota Tacoma  
**Full-size pickup:** Toyota Tundra  
**Entry sport-utility vehicle:** Toyota RAV4  
**Midsize SUV:** Toyota Highlander  
**Full-size SUV:** Ford Expedition  
**Luxury SUV:** Lexus LX 470  
**Minivan:** Toyota Sienna

### 2002 quality rankings

J.D. Power and Associates' Initial Quality Study is based on problems per 100 vehicles reported in the first 90 days of ownership. Power doesn't disclose below-average scores. Those were obtained by USA TODAY from industry sources. Each brand's problems per 100 vehicles ('01 rank in parentheses)

Brand	2002	2001	2001 rank
1. Lexus	88	85	(1)
2. Acura	107	118	(3)
2. Infiniti	107	123	(7)
4. Toyota	111	121	(5)
5. Volvo	113	154	(22)
6. Honda	115	135	(11)
7. BMW	116	119	(4)
7. Cadillac	116	126	(9)
9. Buick	119	123	(7)
10. Lincoln	121	149	(20)
10. Saturn	121	139	(13)
12. Porsche	122	140	(14)
13. Chevrolet	128	146	(18)
13. Mercedes-Benz	128	129	(10)
15. Chrysler	133	137	(12)
<b>Industry average</b>	<b>133</b>	<b>147</b>	
16. Audi	135	140	(14)
17. Oldsmobile	136	159	(24)
18. Pontiac	137	167	(27)
19. Jaguar	142	108	(2)
20. Ford	143	162	(25)
21. Mercury	144	143	(16)
21. Saab	144	121	(5)
23. Dodge	145	170	(29)
24. Mitsubishi	147	169	(28)
25. GMC	148	153	(21)
26. Jeep	151	155	(23)
27. Volkswagen	155	165	(26)
28. Hyundai	156	192	(32)
28. Nissan	156	148	(19)
30. Subaru	157	183	(31)
31. Mazda	169	209	(35)
32. Land Rover	192	207	(34)
33. Isuzu	195	192	(32)
34. Daewoo <sup>1</sup>	204	176	(30)
35. Suzuki	210	234	(36)
36. Kia	212	267	(37)

<sup>1</sup> - Small sample

THE JAGUAR'S PURR BY THE DELAWARE VALLEY JAGUAR CLUB

EDITOR : Michael J Tate

Box 627

Gwynedd Valley, PA 19437



TO:-

6/21/02

C. Richard (Dick) Michie  
 526 Portsmouth Court  
 Doylestown, PA 18901-2549