

The Jaguar's Purr[®]

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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September 2002 Issue

Inside this issue:

Calendar of events	Buckingham Concours
The Prez says	North East Fall Fling
July Minutes	DVJC Web site News
Editor's ramblings	Article by Fred Mack
DVJC Concours Results	Classified Ads



Upcoming Events with DVJC

October 13
Fall tour to Morland House and
Lunch organized by Al and Tucky
Pincus – reservations to Mike Tate

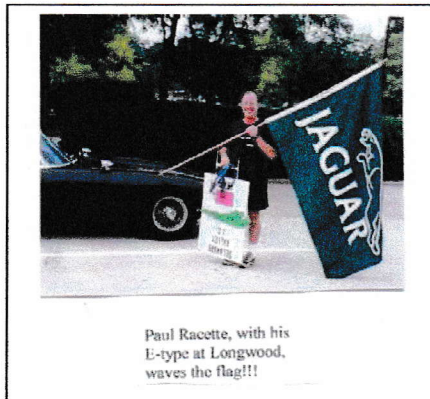
October 15-17
Northeast Old Car Race "Fall
Fling" - more info available from
Ralph Steinberg at Cloverleaf.

November 9
Tech Session at Ragtops and
Roadsters – Mysteries of Lucas

December 1
Holiday Party Lunch at
Whitemarsh Country Club – more
information in October.



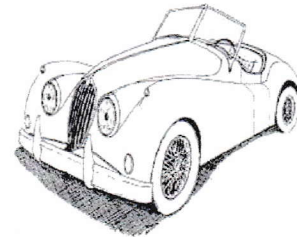
Fred Mack and his XK 120 at Longwood Gardens



Paul Racette, with his
E-type at Longwood,
waves the flag!!!

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Coming November – Tech session at Ragtops and Roadsters
on Lucas products. Look for more information in October.



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CALENDAR OF EVENTS

SEPTEMBER

- 14-15 Buckingham Township 4th Annual Concourse on the 15th , Rain day September 22nd
- 15 Hagley Antique Car show. Wilmington 10am to 4.0pm. Details 302-658-2400
- 15 Radnor Car Show
- 21 Jaguar Touring Club 29th Annual Concours. Tinicum Park, Polo Club, Erwinna, PA
- 22 Nations Capitol Jaguar Owners Club Concours
- 22 Bryn Mawr Rehab Car Show. South of Rt 30 near Malvern
- 29 The Franklin Mint Car Show Off Route 1 Entry is free
- 29 British Car Club of Delaware Battery Park Delaware.
Info Ron Powell 302-378-1180 powellrn@hotmail.com

OCTOBER

- 13 **Al & Tucky Pincus Fall Tour to Morland House and lunch**
- 25 – 27 Northeast Old Car Race "Fall Fling" Millsboro, Delaware. Flyer enclosed
- 26 Jaguar Touring Club Slalom, New Jersey....requirement for Fred Horner Trophy

NOVEMBER

- 9 **Ragtops & Roadsters Tech Session. "The mysteries of Lucas" Starts at 10 am**

DECEMBER

- 1 **DVJC Celebration & Holiday Party, Whitemarsh Country Club. More Info in October**

OCTOBER 13TH VISIT TO HOME OF AL AND TUCKY PINCUS FOLLOWED BY LUNCH AT MORLAN HOUSE

See Al and Tucky's lovely setting and their outstanding display of cars and memorabilia. Last year we had a record number of members participating. Let's do it again! We will meet at their home at 10.30am. At 12.00 noon we will travel in convoy to the site of George Washington's third longest encampment of his army in Pennsylvania. Washington used Moland House as his headquarters from August 10-23 1777. It is significant that the building still exists because others did not survive. Over the years, the house was broken open, all the windows were knocked out, vandals set fires and the house became derelict. Six years, \$650,000 and countless volunteer hours later, Moland House is a museum showpiece – a restored gem reflecting its important place in history. Now the history will continue when the DVJC invade this historic camp 225 years later with their British Jaguars. The house has been reserved for our pleasure so please support this effort. Lunch will be provided by Jessica Lee catering and will consist of high quality Barbeque ingredients.

Cost per person is \$30 which includes the tour, lunch, and a donation to Moland House.

Please advise attendance as early as possible together with your check made out to DVJC for \$30 per person to Mike Tate, Box 627, Gwynedd Valley PA 19437.

DIRECTIONS to the Pincus home at "Cold Spring Farm" 1440 Pineville Road, New Hope PA 215-598-0882:
Take 202 to Peddlers Village, Lahaska. At the lights at 202 and Street Road turn right if you are traveling North and left if traveling South. Cross the railroad crossing and turn right on Pineville Road. The Pincus home is on the right.

*****WE NEED TO KNOW WE HAVE 50 ATTENDEES IN
ADVANCE TO GET OUR AGREED RATES *****

Please send your reservation now to

Mike Tate

Box 627

Gwynedd Valley PA 19437

THE PREZ SAYS

SEPTEMBER 2002

DELAWARE VALLEY JAGUAR CLUB ELECTION OF OFFICERS

Last month I advised that the elections for some 2003/4 Club Officers will soon be with us. Every club member is eligible. The most critical elements to placing your name on the ballot and acceptance of an officer position are your willingness to make time available to fully carry out the requirements of the job and your enthusiasm for the club and its successful operation. Commitment and participation are therefore key ingredients. The Club Bi-laws state that Club Officers are required to attend 25% of all events which I believe is too low an attendance level for a successful operation and Officers should be in attendance at the majority of events and participate in organizing them.

The elected officer roles are:- President, Vice President, 2 x Directors, a Treasurer, and a Secretary. If you are motivated to help run the club and become an officer then please advise one of the present officers.

Nominations are also now open for JCNA Regional Directors. There are six USA Regions with two Directors per Region. Our club is part of the North East Region. For further information please read page 4 in your latest Jaguar Journal.

HOT – HOT NEW HOPE

We had 21 Jaguars show up for display. The 21 was made up of : 3 x E-type Coupes, 5 x E-type Roadsters, 1x SS 100, 1x XK 140 DHC, 4 x XK 120 Cp's , 2 x XK 120 Roadsters, 1 x 3.8 S type saloon, 1x XJ 12, 1x MK 2, 1 x3.8litre DHC, and a XK- D type. IT was HOT!!! We put up our small club tent with our DVJC banner. This gave us a refuge from the extreme sun.

As always we passed out ballots to all car owners present to vote for our "Peoples Choice Best in Show" The balloting was very close between last years winner the Vito Gatto SS 100, Bill Beiswingers 2 + 2 E-type and a "D" type from Jersey Touring Club members Mr & Mrs Dan Kruze. Bill Beiswinger's "E" type had been the previous week at one of the countries top shows, The Meadowbrook car Show in Michigan which is by invitation only. Bill and his support crew were presented "The Jerry Schwartz Memorial Trophy" by Jerry's son Michael. The award featured the new "X" Type mounted on Hardwood with an engraved Plate. Well done Bill you have a nice car. The XK120 OTS of Fred Mack, who's concluding chapter of his "Life with Cars" is included in this edition, won him the Sportsmanship award. The XKD 574 gained an honorable mention. This car represented a giant piece of Jaguar history. The car was in the great 1957 fire at Browns Lane and in fact was waiting to be converted to an XK SS as was the fate of unsold D-types. D-types are now valued at up to a million dollars especially if they have a racing history but in 1957 Jaguar could not sell (price around \$5200) the final few remaining cars so the decision was made to convert them to XK SS's This car was partly scrapped but the chassis (XKD 574) survived. The attention to detail to build this car was remarkable and I most certainly give Dan Kruze credit for over five years of work to get the car where it is to day. The internal appointments and surround wind shield is very well done. Dan also displayed the car's history and photos before and after restoration. I believe this was the first time a D – type showed up at New Hope and it was wonderful to see it

Many thanks to Dr Ron Kline and Mike Schwartz for managing the Jaguar portion of the show and to Charlie Olson/Kurt Rappold for their Judging help. Although the New Hope show is not JCNA sanctioned our club continues to support the event along with Reedman Jaguar Cars. Jaguar represented the largest single class present at New Hope 2002

FALL FLING RALLY PLUS PINCUS/MOLAND HOUSE TOUR

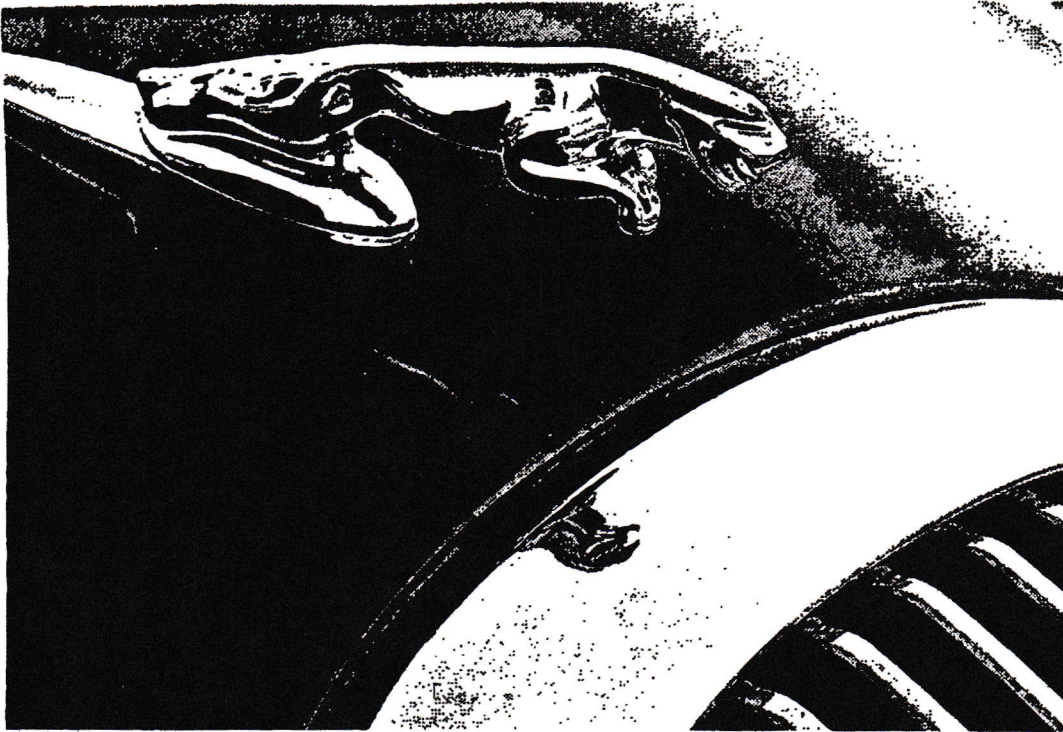
It is now time to register for our Fall Fling Rally. You will love lower, slower Delaware as we will be based in Millsboro, Delaware. You can run this rally in any vehicle since it is an old car rally but of course I frown on anything but a Jaguar in this rally!!!!!! See the registration form in this Purr.

Of course the week before the rally we have our lunch and tour at Moland House, Washington's HQ 1777 after visiting Al and Tucky's collector car barn in Lahaska at 10.30am. Please send your checks to Mike Tate so that we get the special rate for our package. Bring your camera as the foliage in this area should be at its best at this time. Don't be late and miss this event!

ADDITIONAL LOCAL CONCOURS

Our sister clubs, Jaguar Touring Club and the Nations Capitol Jaguar Owners Club will hold their annual Concours on Sept 21 (JTC) and Sept 22 (NCJOC). In order to qualify for a National Trophy you must do well in three shows, and in order to receive Regional recognition you must do two shows. These shows are close enough that one could attend both the same weekend. I am already paid and committed to Bryn Mawr Re-Hab but plan to try JTC on Sept 21. I already have our show and Pittsburgh so I don't really need to do NCJOC. They are honoring my old friend "Charlie Morgan" this year in Washington DC.

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JAGUAR CLUB OF PITTSBURGH

The Pittsburgh Jaguar Club did us proud in their current month's magazine. Here are some quotes. "We had a large contingent from Delaware Valley. No less than six cars made the trip from Philadelphia area as a tribute to the late Dave Milling who had raced his SS 100 in the PVGP for many years. His passing marks an end of seeing his number 858 black Jaguar lean into the Schenley Park turns. Kurt Rappold showed his preservation class white 1967 E-type. Ms Ann Perry competed in class D-8 with her antelope colored 1985 XJS Coupe. Charles Olson gave the chief judge a run for his money in class C-12 with his Tungsten XJ 6. Vito Gatto showed his 1938 maroon SS - 100. This car is a perennial favorite. Vito tied with two other cars each with 100 points" Thank you Pittsburgh. We were pleased to be there.

I hope the heat wave ends soon. Perhaps by the time you receive the September Purr it will have gone down in history as one of our worst recorded heat waves. September is packed with events and I look forward to your participation and seeing you at some or most of them.

Let us all pay tribute to those whose lives were lost or changed for ever on 9 - 11.

KURT RAPPOLD
PRESIDENT DVJC


ELECTRONIC PURR UPDATE

We have had many complimentary messages regarding our first efforts at transmitting the monthly Purr electronically. The following comment is typical: "I think the Electronic Purr is great ! Not having to remove that industrial staple in each issue makes it worthwhile!! The savings on postage alone should be a financial windfall. I received it at my office e-mail address. I am not a computer techie, but it only took a few seconds to download on our server. It looks great and I am looking forward to all the pictures and ads that you can stuff in it. Great job. It must have taken a tremendous amount of upfront work to help move the club into the 21st century" Overall we were well pleased with this first effort but we still have work to do. Therefore this month (September) we plan to send both electronic and hard copies. If all is well then, in October, we will switch to electronic and only send hard copies to those who do not have e-mail or have stated that they prefer a hard copy Some of the problems we have experienced are due to incorrect e-mail addresses. If you have given us your e-mail address but have not received an electronic copy of the August Purr, please tell us because chances are that the address we have for you is incorrect. The other problem that could impact your receipt is that your electronic mail box is not big enough to receive our transmission (or you have not emptied it recently).

This month we will post the September Purr to our website www.dvjc-jaguar.com instead of sending it by e-mail directly. This avoids having to send large files by e-mail. Each month we will advise you via e-mail when the current month is posted on the website. All you have to do is access the website and download the Purr. If you have any questions or remarks please contact us.

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***YOU ARE INVITED TO THE
BUCKINGHAM CONCOURS d'ELEGANCE
TO BENEFIT LAND PRESERVATION***

**Sunday September 15th 2002
Rain Date Sunday September 22nd**

Buckingham Township will be presenting their 4th Concours d'Elegance auto show to be held on Sunday the 15th 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"

TECH TALK

From My Jag to Yours by Richard Kalashian

HAND LAPPING VALVES

I remember many years ago, watching my uncle hand lapping valves on old V-8 engines. This is not only an old practice but also a good one. On a V-12, an XK and an XJ-40 engine, as the valve moves into the seat due to wear, the clearance at the cam decreases. It's a good idea to keep the pad thickness within factory-supplied thickness and leave some room for adjustments down the road. Modern machine shops have a tendency to cut a narrow seat of about 1/16 inch wide. This is too thin and may accelerate wear of the valve and seat. Anytime you remove the cylinder head, check for wear of the valve stem and valve guide. Often the valve can be easily hand lapped and put back. This also can be done when using new valves without regrinding. When you are regrinding seats, grind them lightly, just enough to create a nice fit between the seat and valve surfaces. Seats should be 1/8 inch wide to prevent excessive wear. Finally, take your time to do a good job!

LOW OIL PRESSURE?

Have an oil pressure problem? Is it the gauge or sending unit? On XK120 thru XJ-6 Series III engines with a manual gauge, the spec is 40 psi at 2000 rpm. Later engines with electric gauges spec 40 psi at 3000 rpm. with warm engine oil.

You can check the gauge and oil sending unit rather easily. Purchase from a hardware store a NPT tee and a gauge that reads 0-100 psi along with some Teflon sealing tape. The oil sending unit is usually located above the oil filter, remove it with a Whitworth wrench to prevent damage. Next screw in the 1/4 inch NPT tee. Wrap Teflon tape on the threads to prevent leakage. Do not screw it in very tightly, just enough to prevent leakage. (Threads on the tee are not an exact match to those in the engine block.)

Now start up the engine, let it warm up and then compare readings. The gauge in the dash should read within 5 psi of the manual gauge you installed on the tee. If they do not then you probably have a bad oil sending unit. On the other hand if both gauges are reading low, then you do have an oil pressure problem!. This needs to be checked before you cause engine damage.

XK ENGINE REBUILDING TIP

On early XK and late XK 140 to XJ-6 engines, the cotter pins locking the connecting rod nuts have a tendency to work loose and go through the oil pump where they get stuck between the oil pump rotors. Remove pins to prevent future damage to the oil pump. Because of the momentum of the oil pump turning, the outside rotor cracks. This causes the grinding away of the aluminum housing and results in loss of oil pressure then engine failure. During an overhaul, replace the connecting rod nuts with modern 12-point rod nuts. XJ-6 part #C36030.

*Contact Richard Kalashian at:
rkjag@execp.com*

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DELAWARE VALLEY JAGUAR CLUB
DIRECTORS' MEETING - JULY 14, 2002

The meeting was held at the home of Ann Perry, Membership Retention Chairperson, after a beautiful outing and Tea at Longwood Gardens, which was arranged and organized by Ms. Perry and Kit Racette.

Present at the meeting were Joe Federico, Steve and Betty Kress, Charlie Olson, Ann Perry, Kit Racette, Kurt Rappold, Clara Saxton, Mike and Muriel Tate.

Kurt mentioned for the record that updated DVJC membership rosters had been distributed to all the members present while we were at the Tea at Longwood Gardens by Treasurer Steve Kress. He congratulated Steve on another job well done. At the tea, the President reminded all present that the membership rosters are only to be used for club business and that it should not be made available to anyone for canvassing, solicitation, or any other purpose.

No official Treasurer's report was made. The Treasurer did mention, however, that due to the diligent efforts of our Purr Editor, Mike Tate, the cost of distributing the Purr had been brought into a very affordable range without sacrificing too much of the entertaining material to which we have all become accustomed. We also understood that the Longwood Gardens event had been a financial as well as social success, in that it was paid for by the 52 members participating and did not present any burden to our treasury.

Some discussion was devoted to the subject of JCNA badges. The board authorized the President to act as he saw fit in ordering the badges. The President then asked for and gained acceptance of the minutes of the last Directors' meeting, which was held at the Franklin Mint Store in King of Prussia.

The President then reviewed the calendar of events with the Directors:

- The July Grand Prix in Pittsburgh will include the David Milling Memorial event. Those who will not be able to attend will certainly be there in spirit.
- The August show in New Hope is to be coordinated by Ron Klein and Mike Schwarz. Kurt Rappold and Charlie Olson will be in touch with them to see if they need any assistance.
- The weekend of September 14 and 15 brings three popular events. Since this is a truly spectacular time of year in this area, all members are urged to consider participating in or attending at least one of these events.
- The Franklin Mint show on September 29 offers some interesting inducements this year. President Rappold reminds us that cars are positioned in the order they enter the grounds, so that members who want to be parked together should caravan in.
- Some discussion was devoted to the Tech Session at Ragtops and Roadsters. Mike Tate will reconfirm with Mike Engbar that the date is to be October 5.
- The October 13 event will be expanded to include a Club Annual General Meeting to review the slate of candidates for elected offices for the next two years and meet individuals who might like to be placed in consideration for those offices or an appointed office. It is not the wish of the Directors that the Board be a closed party. We welcome and encourage new participants in the direction of the Club. New input keeps things fresher and benefits all the membership. Kurt will include something to address this in his next edition of "the Prez sez."
- October 26 brings another dilemma of two very enjoyable events to choose from. The Delaware Rallye will be held that weekend and the New Jersey Slalom (which satisfies a requirement for members who seek to win the Fred Horner trophy). We hope that many members will take advantage of these two exciting motor events.
- Joe Federico will investigate the possibility of an event to be scheduled in November for the enjoyment of the members to view a private collection/museum in Philadelphia. More information on that will be made available, as it becomes known.
- The Holiday Celebration plans are still being pursued. Joe Federico and Charlie Olson had some additional suggestions for Kit Racette's consideration and said they would gather some information on those locations and get back to her.
- Mike Tate reported that he would determine what he could about the Great Britain's rally and communicate that to everyone. This may be another September event.

President Kurt reported that the Annual General Meeting (AGM) for 2003 would be held in Charlotte, North Carolina, making it well within driving distance so that more of our club members might participate. He also reported that the results of the recent Concours would be published in the next edition of the Purr. Further on the subject of the Concours, Kurt suggested that we decide on a featured marque for our 2003 event. Since 2003 is the 38th anniversary of the 3.8-liter Jaguar engine, it was suggested that we make that engine the feature, allowing any entry with a 3.8 engine a reduction of \$3.80 in the fee. Kurt spoke of some items he had found which he felt

would make good trophy pieces and got the Board's approval to buy such of those items as he deemed appropriate.

Joe Federico, club photographer, suggested that we produce club calendars using photos from some of our events.

Kit Racette reported on and actually presented a sneak preview to everyone present of the lovely website she is developing for the club. The site will soon go live and the announcement will be made in the Purr. It is expected that this will pave the way for distribution of many members' newsletters electronically, again substantially reducing the cost of distributing the monthly newsletter.

Some discussion was held on the subject of club T-shirts. President Kurt will check back with Tom Jones on that subject. We should include a flyer in the next issue of the Purr to get a complete order list from the membership and get them into production.

The President then called for any further old or new business and hearing none a motion was passed to adjourn the meeting. Our thanks to Ann Perry for her gracious hospitality.

Respectfully submitted,
Clara E. Saxton, Secretary

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BIG SHAKE UP AT JAGUAR NORTH AMERICA

Following the appointment of Mark Fields as the new head of the Premier Automotive Group (PAG) replacing Wolfgang Reitzle, the following changes have taken place in PAG and Jaguar North America. In May a new Director of design for PAG was appointed. A Royal College of Art graduate Peter Horbury has been design director of Volvo since 1991 where he was responsible for their new and softer look. In 1998 he was named Autocar's Designer of the year. Going back to people with experience is very much in evidence at Jaguar North America. The job of Vice President and General Manager has been eliminated so Sue Callaway is gone and has left Ford. She was brought into Ford by Jacques Nasser from Fortune Magazine in December 2000. She was appointed to the job in Jaguar in September 2001. Considering her previous job was a business writer it has been said that her appointment raised "eyebrows" among senior and established executives, dealers and customers.

Richard N Beattie, who was vice president, sales and marketing for Jaguar Cars in 1953 working for Mike Dale, has been appointed to the newly created position of executive vice-president of marketing and sales for Jaguar and Land Rover North America. He started his career in Ford in 1973 in Great Britain. Steve Mc Knight becomes vice-president of remarketing and distribution for Aston Martin, Jaguar and Land Rover N America. He joined Land Rover in 1986 and was previously vice-president and General manager N America. George Ayers was appointed vice president of marketing for N America. He was previously planning manager for Jaguar N America. Previously he work in marketing and sales roles in the UK including XK/XJ brand manager, and brand development manager for the XJ Series. He replaces Michelle Cervantez who has returned to Ford Motor Company.

Mike O'Driscoll, President Aston Martin, Jaguar, Land Rover N. America when he announced these appointments said "We will continue to protect the strong powerful brands". He could also have added that as they have put this experienced team of Brits in place they can at least find their way to Browns Lane!

In an unrelated move it is interesting to note that Allan Gilmour is recalled as vice-chairman and chief financial officer of Ford Motor Company. He retired from the company in 1995. In all this activity one sees the wise business sense of Ford President and former Jaguar Chairman Nick Scheele. As reported in the August issue of Purr he has also given an ultimatum to the Formula 1 management to come up with an answer in 12 weeks to resolve the poor performance of the F1 cars and make them podium material. I have heard it said that "it is an impossible task in 12 weeks!" I disagree. If after all the months, the millions of \$'s spent, and the tests, they don't know what's wrong then they should close it down.

THE SS 1 IS 70 YEARS OLD. WHAT DOES "S.S" MEAN

I am often asked what the name "S.S" means on my 1934 S.S 1 Tourer. Launched in late 1931 the S.S 1 was a natural progression from the custom-bodied Austins, Wolseleys, and Standards which the Swallow Coachbuilding Company (later Jaguar Cars) had built from 1927. According to the January/February 1992 edition of Jaguar Quarterly (Now Jaguar Monthly) the name S.S was probably inspired by George Brough's motorcycles of the same designation. (Founder William Lyons was a keen Motorcyclist). The name for the new car came after lengthy negotiations with John Black, General Manager of the Standard Motor Company. Lyons had elected to use the Standard 16 mechanical components for the new car already familiar to him from the coachbuilding operations and the somewhat prickly Captain Black eventually agreed that the resulting car could be offered under these initials. "There was much speculation as to whether S.S. stood for Standard Swallow or Swallow Special" said Sir William much later. "It was never resolved....."

DVJC JUNE 2002 CONCOURS RESULTS

You will see in this issue the official confirmed results of the Club Concours. There were 41 cars present and just look at those scores illustrating the work put in by members. It was great to see 13 cars in the "Driven" Division and we encourage members to participate in this less stringent judging arena. "Best Car In Show" was won by John Jennings from the Jaguar Touring Club with his 1956 XK 140 SE OTS with a points score of 99.98. Congratulations John.

NORTHEAST OLD CAR RALLY "FALL FLING" OCTOBER 25 - 27 2002

Ralph Steinberg tells me that the Northeast Old Car Rally Fall Fling is a go on the last weekend of October. Home base is Millsboro Delaware. Ralph says he will get the rally sanctioned by JCNA so it will count as two more rallies. The countryside should look spectacular for this event. Please see "Official Entry Form" in this Purr.

AUCTIONS

Very hard to believe...Two D Type Jaguars have emerged from barns!! One in Oregon which will be shortly sold at auction. XKD 524, engine number E2032-9 was purchased by Paul Pfohl in 1955. Paul is 85 and he has stored the car since 1967 when it last turned a wheel. It still has its original black paint. The car is completely original with the

only change being a new clutch. The second car a short nose D-type XKD 534 was exported in 1956 to New Zealand .In 1964,with just 21,737 miles on the clock it was put away in a small shed in Pukekohe on New Zealand's North Island. It remains in original condition and at Bonhams' Goodwood Revival auction September 6 is expected to bring over \$600K.If you can't stretch to that then at the same auction there is a 2:3 scale replica D-type you might get for \$18K!

The best auction result I have spotted is the sale of a 1966 XKE Roadster by Barrett-Jackson in Los Angeles in June. The car was stated to be a 100 point example.. It had a few flaws (see description from Autoweek in this issue) The car sold for \$87,480. It is interesting to note that it was commented that "the car was fully priced in to day's market but will probably bring 10% more by the end of the year. Another good sale was a 1972 V12 XKE Roadster, with hard top included, (hard tops are as rare as rocking horse poo) Excellent condition with 70,000 miles. Sold for \$72,000.

PEBBLE BEACH

Pebble Beach, one of the most exotic shows on the calendar was held August 18, Jaguar gave the event its full support. Autoweek, tell us, under the heading "New Meow mix", that " Jag unveiled their new 2003 line on the lawn two days before the concours . Exteriors stay pretty much the same but under the hood Jag is offering a choice of two new 4,2-liter V8s, one naturally aspirated and the other a 390-hp supercharged edition. Naturally aspirated versions will continue to be called XK8s and supercharged versions live on as XJR's or XKR's. Prices range from \$69,975 for an XK8 coupe to \$86,975 for an XKR convertible." Also famous Jaguars from the JDHT museum including NUB 120, LWK 707, the newly repainted XJ 13, and the wonderfully exciting Ecurie Ecosse transporter were shipped over for display. It was also hoped that the ex-Phil Hill XK 120 will be there. This is the car that America's first Formula 1 World Champion used to secure Jaguar its first major win in the USA at the inaugural race meeting at Pebble Beach in November 1950. Norman Dewis was going to be at the wheel of a D-type and to demonstrate the XJ13

A THOUGHT FROM KURT

Kurt came across the following in a book he was reading:-

Question "Why didn't Germany bomb the Lucas factory in World War 2

Answer "Because the lights were not on and the German pilots could not find the factory".

MICHAEL TATE
EDITOR

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A LONG AND WINDING ROAD CONTINUED BY FRED MACK
A LIFE LIVED TO THE FULL

(EDITOR: This is the third and concluding installment of Fred Mack's life with cars. I remind you that Fred was born on March 20 1911 and is a regular attendee at club events in the XK 120 Roadster he purchased new in 1953) We decided to take the XK 120 on a trip to Virginia Beach and Williamsburg. At that time there was only a ferry from Cape Charles, Maryland to Virginia Beach which took over two hours. The last one for the day was at 6 .0pm. Mary, my wife always managed to "drag her feet" when getting ready so I was comparing miles to minutes for the trip to the Ferry. When we left I had some one hundred and eighty minutes to travel two hundred and twenty five miles. For the length of Delaware and then through Maryland there were times I was cruising between 90 and 100 miles per hour and waiting for a State Trooper to jump out from behind every bush. At the last minute we pulled on to the dock but the Captain had been told to leave. The ticket collector called him and he stopped the engines. They opened the gates again while two boys held lines to the stern as we bounced from the ramp to the boat. We enjoyed an excellent lobster tail dinner on the Ferry while enjoying the setting sun. After a day's swim in the ocean we drove over to Williamsburg. From there we drove up the Skyline Drive to Front Royal to see some caves and on to Hagerstown, Maryland on Rt81 and the onto the PA Turnpike and home to Media. What could have been better with the XK really performing without a problem and drawing lots of attention together with good swimming and eating.

At Piasecki Helicopter a new engineering manager laid off one whole project from chief project engineer down..... to concentrate on an unfinished older project. I was one of them! I then got a job with a small company that subcontracted aircraft and missile components and other similar work that needed design like galleys for Fokker-Fairchild F27 and F28 which were my projects.

After 27 years of marriage Mary went to where the "flavor is Marlboro land." Four years later I met Doris, a girl in the ski club. She liked to travel, ski and drive a car. After a honeymoon in Europe she went out and bought a little 1300cc Subaru and planned a trip around the United States, Mexico and Canada. When I told my boss that I expected to complete this trip when I retired he said "Take your trip now and come back." We did and covered 16,331 miles averaging 340 miles per day for forty eight days.

Prior to taking this trip we decided to move to Avalon, New Jersey and remove her little cottage and build a two story upside down house which I designed. I drove the Jaguar down and put it in a neighbor's garage under his apartment. When we returned we found the gas tank leaking and the floor covered in gasoline. After airing out I pushed the car outside and enquired how to fix it. I found there was a liquid sealer that was guaranteed to do the job. The instructions were to first place either a chain or pebbles in the tank and roll it around to clean it out. I had a drive full of pebbles so in some went. The filler neck extends into the tank and the fuel gauge is mounted on an indent. It took three hours to coax the pebbles out together with a quart of rust. I made sure the sealer covered both ends and then rolled the tank to cover the rest of the interior and it worked. A young man helped me clean out the lines and fix the fuel pump. On one hot fourth of July I entered a parade with the Mayor of Avalon as the host. The XK 120 overheated and the mayor had to walk the last one hundred yards!

A few years later while Doris was dabbling in real estate at my expense we had a dispute over finances and parted company. My side of the deal was the new house while she settled for the other real estate she held.

I sold the house and moved back to Delaware County where all my friends lived. The XK was housed in another friend's garage. As the garage roof had a small leak he thought he would do me favor by placing a piece of plastic over the car. The damp salt air that circulated under the plastic lifted the paint every place the sheet touched. What could I say!! I started to look for a restorer in the area because the leather was starting to crack and the interior looked shabby. The person I contacted offered to do the job for \$11,500. He came and picked the car up. It was 1995 and the car was 42 years old. A year later the paint was stripped down to the metal and had four coats of paint. A year later the gas tank was removed and refurbished for \$200.00 extra. Also I took the steering wheel to a specialist who refurbished it for another \$150. The car was then sent to an upholsterer to install the interior. This took another year because the English firm supplying the panels and seats wouldn't start work until they received their money. At this time I bought new batteries and insurance thinking I was going to get the car soon but for another year there was always something more to do.

Finally I took my lawyer with me to take it "as is". He said get a written release and give him what he wanted which was \$10,000. I looked over the bill and saw he had increased some items from the price the mechanic had charged him. So I offered \$8000 certified check but he wanted \$400 more cash which I got from the ATM. I finally picked it up at another shop where the convertible top was being fitted. I finished the side curtains. My friend cleaned the wire wheels while I polished the car and engine and I got in The Franklin Mint Show the next day Sept 1999. Since then I have entered about ten antique car shows and have won four two of which were from Jaguar Clubs of North America, two seconds and one third.

I recently drove the XK120 to my 70th Kingston Wyoming Seminary Reunion in Kingston, Pennsylvania a mere two 250 miles round trip at the age of 91. At seventy miles per hour I did not pass anyone. Forty five years ago I made

the same trip on Easter morning to take my Mother in her car to church. I started an hour late but we got to church on time. The only trouble was that she told everybody I was going over a hundred miles per hour. I have had driving licenses in four different states. I have driven in forty six states, Mexico and Canada. After eighty years of driving I estimate that I have driven at least three million miles and mostly at top speed. Yes, I have had a few speeding fines. Once a New Jersey squire while handing back my New York license saw previous citations listed on the back and said "I should have fined you more!" This was before they would effect your insurance. I received a warning for going through the tunnel on the North East Extension at eighty instead of fifty five. Over the years I have seen some horrible accidents which I would like to forget. During this time I have owned eighteen autos from a little Crosley on up but mostly Ford products and which had a hundred thousand miles on them before they were traded in. And finally I managed to keep the same insurance company for 72 years. Prior to that I drove my parents' cars, insured by the same company for nine years.

I have enjoyed telling you about my life with cars and I am sure I and my wonderful Jaguar XK 120 will have many adventures in the future. I hope I will have the opportunity of telling you about them.

CLASSIFIED ADVERTISEMENTS

Classified ads are free to members for three insertions. For non-members the charge is \$10.00 per insert
To request an insert contact Mike Tate 215-628-4961 mitate1414@cs.com Why not add a photo!

FOR SALE 1973 XKE Series 3 V12 Roadster. Totally restored – over \$50,000 invested. 25,300 original miles. Tan interior & top. Exterior sable green. Wire wheels. Garage and cover kept. Show condition. Price \$39,900. Call Don at 610-793-0330 (SEPT)

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FOR SALE Car Trailer suitable for Jaguars. Fresh black Rustoleum paint. New pressure tested deck. Bearings re-packed. Two axels 15" wheels Jack & spare. Ramps \$1,900 Kurt 610-358-4055 (JULY)

WANTED 1995/1996 (Preferred) XJS Convertible with low mileage and in good to excellent condition. Contact Lyn or Larry Daytime 302-654-7000 or at lkaufman@kaufmanfinsvcs.com (JULY)

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DJVC Concours d'Elegance Results
June 1, 2002

Class	Place	Entrants	Year	Model, Series, Body Style	Points	Home Club
1A	1	Vito Gatto	38	SS-100	OTS	99.99 DVJC
1A	2	Dee Milling	38	SS-100	OTS	99.94 DVJC
1A	3	Mike Tate	34	SS-1	OTS	99.87 DVJC
1B	1	Wade Farrow	47	3.5 Litre	DHC	99.21 DVJC
1B		Norman Ross	46	3.5 Litre	DHC	Display DVJC
2	1	David Povich	50	XK120	OTS	99.77 NCJOC
2		Frank Steinberg	50	XK120	FHS	Display DVJC
3	1	Melvyn Goldberg	57	XK140	OTS	96.24 DVJC
4	1	Mike Tate	59	XK150S	OTS	97.37 DVJC
5	1	Amos Kunkle	63	E Type	OTS	99.97 DVJC
5	2	Terence M. Smith	67	E Type	OTS	99.93 JCP
6	1	Bill Beiswinger	69	E Type	2 + 2	99.93 DVJC
6	2	Lou Ottaviano	68	E Type	OTS	99.91 DVJC
6	3	Peter Stelzenmuller	69	E Type	OTS	97.24 DVJC
7	1	Steve Kress	72	E Type	OTS	98.78 DVJC
10	1	Jack Donahue	71	XJ6	Saloon	99.78 DVJC
11	1	Dave Hershey	76	XJ6L	Saloon	99.75 JCP
12	1	Charles Olsen	87	XJ6	Saloon	99.65 DVJC
13	1	Mike Tate	02	XJR-100	Saloon	99.87 DVJC
14	1	Jack Bednarski	95	XJS	Convert	99.95 DVJC
14	2	Bob O'Reilly	87	XJSC	C	99.53 JTC
16	1	John Jennings	56	XK140SE	OTS	99.98 JTC
16	2	Frederick Trumpbour		XJ12C	CP	99.69 NCJOC
17	1	Ron Musselman	97	XK8	FHC	99.86 DVJC
17	2	Richard Ervin	97	XK8	FHC	99.77 DVJC
18	1	Kurt & Pat Rappold	67	E Type	OTS	99.69 DVJC
19	1	Noe LaFramboise	00	S Type	Saloon	99.85 DVJC
20	1	Franz Huber	02	X Type	Saloon	99.96 DVJC
D-1	1	Stan Loose	53	XK120	OTS	9.955 JACNY
D-1	2	Fred Mack	53	XK120	FHC	9.954 DVJC
D-2	1	David Dubel	65	E Type	OTS	9.998 NCJOC
D-2	2	Barry Malone	66	E Type	OTS	9.996 DVJC
D-3	1	John Pardini	71	E Type	OTS	9.996 DVJC
D-3	1	Todd Segal	68	E Type	OTS	9.996 DVJC
D-3	2	Patrick Kelly	69	E Type	OTS	9.992 DVJC
D-3	3	Bob Steig	70	E Type	FHC	9.981 DVJC
D-4	1	Don & Phyllis Mullin	74	E Type	OTS	9.980 DVJC
D-4	2	Scott Whiteside	71	E Type	2 + 2	9.940 DVJC
D-5	1	Jim & Helen Phillips	65	Mk X	Saloon	9.950 Jag Buffalo
D-8	1	Christian Huber	88	XJSC	CP	9.996 DVJC
D-8	2	Ann Perry	85	XJSC	CP	9.991 DVJC

41



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October 25-27, 2002

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Any type vehicle is eligible and all modifications must be declared below for scoring purposes.)

Check one please: Veterans _____; Rookies (both driver and navigator _____)

DIVISIONS: PRO _____ EXPERT _____ SPORTSMAN _____ ROOKIES _____

ENTRANT:

CIRCLE ONE: DRIVER, NAVIGATOR, OTHER: _____ RALLY EXPERIENCE _____

NAME: _____ EMPLOYER: _____

ADDRESS: _____ CITY: _____ ST: _____ ZIP: _____

PHONE: Wk _____ Home _____ FAX: _____ T-SHIRT SIZE _____

EMPLOYER & OCCUPATION (or retired from): _____ BIRTH DATE: ____/____/____

EMAIL ADDRESS _____ CELL PHONE # _____

DRIVER'S LICENSE # _____ STATE: _____ EXP. DATE: _____

IN CASE OF EMERGENCY, NOTIFY: _____ PHONE: _____

2ND PARTICIPANT IDENTIFICATION:

CIRCLE ONE: DRIVER, NAVIGATOR, OTHER: _____ RALLY EXPERIENCE _____

NAME: _____ STREET ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____ BIRTH DATE: ____/____/____

PHONE Wk _____ Home: _____ FAX: _____ SS# _____

EMPLOYER & OCCUPATION (retired from?) _____ T-SHIRT SIZE _____

EMAIL ADDRESS _____ CELL PHONE # _____ IN CASE OF

EMERGENCY, NOTIFY: _____ PHONE: _____

DESCRIPTION OF VEHICLE:

YEAR: _____ MAKE: _____ MODEL: _____ COLOR: _____

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(All modifications must be declared below for scoring. Additional persons/hometowns accompanying you for pit passes.)

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