

# The Jaguar's Purr<sup>®</sup>

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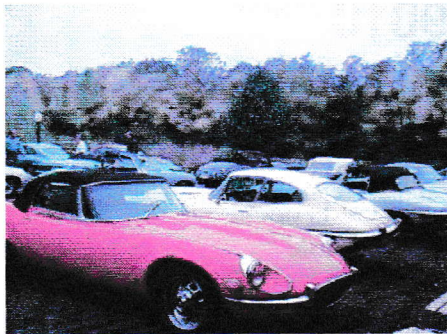
## November 2002 Issue

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### Upcoming Events

- November 9: Ragtops & Roadsters Tech Session begins at 10 am  
"The Mysteries of Lucas" See ad for their address.
- December 1: DVJC Celebration & Holiday Party at the Whitmarsh  
Valley Country Club. Reservations must be received  
before November 21 See enclosed flyer for details.

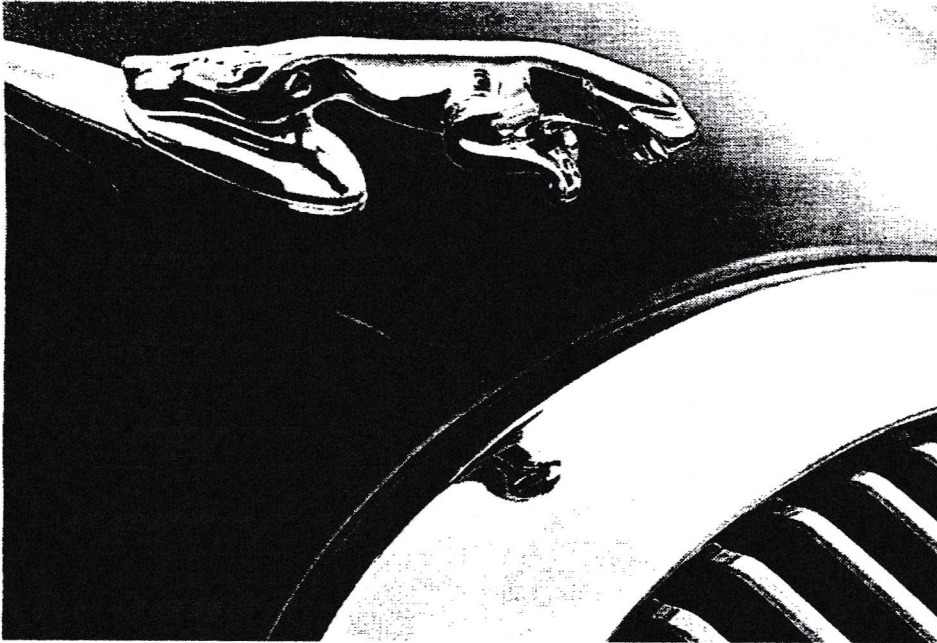


### MOLAND HOUSE

These photographs were received from Dick Michie the day after the outing to Moland House with the following message:

"Mike, What can I say. The weather was decent, the company was good, the food was tasty and the knowledge of the guide was just great. I was looking for his teleprompter but could not find it. If anyone didn't have a good time it was their own fault. Dick"

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## THE PREZ SAYS

### DECEMBER 1 HOLIDAY PARTY

This year our annual holiday party is at a lovely new venue- The White Marsh Valley Country Club. This promises to be a most enjoyable event and I look forward to seeing you all there with your Jaguars for a final outing in 2002. Please see the enclosed flyer for details of location and menu and send your reservation to Kit Racette.

### FRANKLIN MINT SHOW

We couldn't have had a better weather day for the September 29<sup>th</sup> annual Franklin Mint Show. There were 500 vehicles in place and the crowds passed by our position all day long. Our plan to park the Jaguars all together didn't work out as they organized the parking by Pre-war, the 40's/50's, the 50's/60's and the featured marque of military vehicles.

Mr Lucas went to work on one of the seven Jaguars after the owner parked it. As I was leaving with our rig I received a distress call from an ex DVJC guy from Delaware. It seemed he had no spark and no juice getting to his coil even though his ignition was turned on. Once this was proven we determined that a little jiggle of the Mr Lucas 30 year old switch and we got the juice back. Good thing I was there as the other choice was being flat bedded to a repair shop. The reason for the problem was that the car had a 4.2 ignition switch in it and his car is a 3.8. I did not know there was a difference. Did you? I recommended a new switch which later resolved the problem.

My grandson, Dan, and I took eight bikes from the 60/70's. My most popular bike was a little orange Moto Guzzi. Every time I looked up somebody was photographing it. This is the most generous show I attend all year. It's free. They feed you breakfast and lunch, give you a \$137.00 Franklin Mint Model for each vehicle you bring and have convenient and clean bathrooms so I look forward to this event every year.

### VISIT TO MOLAND HOUSE

Our Fall club visit to Tucky and Al Pincus and their lovely Lahaska Farm and barn museum was once again a delight. 65 members were in attendance in their Jaguars and they were free to roam the facility to see their collection of cars and memorabilia while enjoying coffee & Danish supplied by our hosts. I was very happy to present Tucky and Al a DVJC Custom Sportsmanship Trophy for 2002 to show our appreciation of their efforts on our behalf. Their generous hospitality each year is wonderful. Also Thomas Jones and Thomas Murray presented the new club shirts. The design and completion of the club logo is outstanding. Thomas Murray not only made the standard white Polo Shirts with the original club logo but produced a fine selection of three other types of shirts. Many of us took advantage of this opportunity and we transformed many of the members present into a small battalion of uniformed club members ready to invade Moland House. Descriptions and prices of the shirts are advertised in this issue and with the holidays coming up soon a club shirt would be a wise gift to show off our club and hobby. Pat and I plan to show off our matching shirts at the next JCNA A.G.M at Charlotte, NC on March 21/22 2003. I hope to see fellow club members there.

I also gave an on the spot tech session on how to change a flat. It seems my back left tire "lost it" just as Pat & I arrived. This was interesting as in March at the Millville Rally I found the same tire down to 15lbs. It's been normal for 6 months only to go flat after the brisk 70 mile drive to Tucky & Al's. No obvious reason. Before departing I distributed originals of the "X" type introduction package dated and signed for the day. Perhaps one day they will become memorabilia. Thanks to "Phil-Penn" Jaguar for supplying the packages.

We then left for Moland House. Al Pincus has kindly written a separate piece in this issue on our visit to this historic venue so I will defer to Al for the rest of the story. Suffice for me to say that it was a most enjoyable outing. It had been intended to take nominations for club officers for 2003 but in the general activity, time passed & this did not get done. As I understand it all the present officers wish to stay in their positions. I did get a suggestion from our Southern New Jersey Area Coordinator that we should consider having a merchandise Director since we now have club clothing for sale together with club badges and license plate. I discussed this with the club officers who were present and it was agreed that such a position was a good idea. Thomas Murray has volunteered to head up this position and will have the responsibility of marketing our range of offerings and reporting the status at the quarterly Directors Meetings.

### CO-EDITOR

As we all know the Purr is now printed, published and for those on e-mail distributed by computer. This is all due to the efforts of Kit Racette. As Mike Tate and Kit work on this enterprise together Mike suggested that we should have Co-editors and I see no reason why not. Since Kit is organizing the Purr electronically we should show our appreciation by naming Kit Co-Editor. Thank you for all your great work Kit! In "Editors Ramblings" Mike explains how Kit and he will work as Co-Editors.

### THE ANNUAL HERSHEY SHOW

I attended the Hershey show.... in the rain of course! Vitto Gatto was there with his SS-100 and received his first Senior Presentation Award. Nice work Vitto!! The show as usual covered acres of ground and I walked my legs off all day in the rain and only got through 25% of the show. I was rewarded when I was successful in buying some very hard to find "D" Type pieces at a reasonable price. I am building a replica "D" -type. It was interesting and surprising to me to see so many foreigners in the crowd.

#### HISTORICAL CAR CLUB OF PENNSYLVANIA FALL MEET

Held October 20<sup>th</sup> at the Delaware County Community College, the day started off with clouds and sprinkles of rain. Fearless Fred Mack showed up early along with Tony Cimino and another Mark IX saloon that goes to most HCCP events. I saw many club members while celebrating Harley Davidson 100 years. There were about 24 Harleys and two of my bikes got 3<sup>rd</sup> and 4<sup>th</sup> place. Cut off date for HCCP entry is 1977.

#### GENERAL

I was pleased to see two articles, about our club, submitted to the Jaguar Journal, appear in the September/October issue on pages 22/23. Please mail in your vote for Northeast Regional Director. Gary Hagopian has been active in JCNA for over 20 years. He is a good guy with his lovely wife and family love for their Jaguars. A large vote of confidence from the Delaware Valley Club #33 for Gary would be appreciated. The ballot is in your centerfold in the Sept/Oct Jaguar Journal.

I hope to see you with your Jaguars at Mike Engards "Ragtops & Roadsters". Please bring your Lucas questions with you. If you have a problem on your car there is an invitation to call them in advance to arrange to have your car as part of the tech session.

Happy Motoring  
Kurt Rappold  
President

### **FALL TECH SESSION --- THE MYSTERIES OF LUCAS AT RAGTOPS & ROADSTERS**

Ragtops & Roadster will hold a Tech Session on Saturday November 9<sup>th</sup> starting at 10AM. The subject: an attempt to explain the unexplainable, delve into the unfathomable depths of the physical universe pertaining to the wonderful idiosyncrasies of the Lucas Electrical Systems found on your Jaguar and all other British cars; from the mini to the Rolls Royce.

Topics of discussion will be geared towards the XK and E-Types Jaguars with fuel pump problems, ignition problem diagnosis, switches & contacts, as well as diagnosis of and finding dirty bullet connectors and grounds. If you have a Jaguar with any electrical problems please call the shop in advance of the session so they might arrange to work on your car as part of our Tech Session. This event is open to all enthusiasts, so please call to reserve your spot as soon as possible.

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## DVJC HOLIDAY PARTY

SUNDAY, DECEMBER 1, 2002



WHITE MARSH VALLEY COUNTRY CLUB  
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Come and join us for the last DVJC event for the year 2002—lunch at the Historic Whitmarsh Valley Country Club in Lafayette Hill, just off Germantown Pike. The original clubhouse, dating from 1769, served as the headquarters for General Wayne during the Revolutionary War. The Country Club was established in 1908 and has had its share of major tournaments beginning in 1918 with the All American Open. The present building was built in 1969. The room in which lunch will be served has a wonderful view down the fairway.

The afternoon will begin at 1pm with hors d'oeuvres sponsored by the Club and a cash bar. Lunch will be served at 2pm. Your choice of main course is listed below.

The first 30 DVJC members to sign up and pay for the reservations will be eligible to receive a 2002 collectable Jaguar Club gift. Reservations must be received by November 19. No tickets will be available at the door.

Please make your check out to DVJC and send it along with your choice of main course to Kit Racette, 6 Haycroft Drive, Spring House PA 19477.

Directions: Germantown Pike can be reached from 476 at Plymouth Meeting. Take Germantown Pike East approximately 4 miles to Thomas Road. Turn Left on Thomas Road to Club Entrance.

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### DELAWARE VALLEY JAGUAR CLUB ANNUAL HOLIDAY PARTY SUNDAY DECEMBER 1, 2002

Number of people attending \_\_\_\_\_ @ \$35.00  
\$ \_\_\_\_\_ enclosed ( made payable to DVJC)

Menu Choice:                      Sesame Crusted Salmon Filet with Honey Ginger Glaze  
   Sirloin Angus Beef with Mushroom and Bernaise Sauce

Name \_\_\_\_\_

Phone Number \_\_\_\_\_

Weather permitting, will you drive your Jaguar? \_\_\_\_\_



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## THE BRITISH INVADE GENERAL GEORGE WASHINGTON'S HEADQUARTERS AND ARE ONCE AGAIN VANQUISHED

By Al Pincus

October 13<sup>th</sup> 2002 was a grey Sunday morning, damp and a little cold for a fall foliage tour, but the Delaware Valley Jaguar Club, undaunted by the weather showed up in force at my home, Cold Spring Farm, as planned for the tour of this historical area. Sixty five people & thirty five Jags, one Healey, one Buick and (ugh) one Mercedes plus an SUV covered our farm and believe it or not, many Roadsters & Dropheads with tops down. We had mostly E-types and my '56 XK140 as well as three XJS Convertibles, circa 1991 & 92.

My wife Tucky had made many pots of coffee, Danish and cookies to help these hardy Brits warm up. We had a short meeting and a tour of my sixteen car collection, of which seven are Jags as well as a visit

to my WW11 Navel Museum and auto memorabilia collections all housed in my comfortable converted barn. Having been thus refreshed in both body and mind, which included an explanation by my mechanic Ralph Tompkin about how to cure an overheating engine with the use of Coca Cola ( I wrote about this for this publication a few years ago when we gave Coke Therapy to my MK1V drophead. It has run beautifully ever since) we set out for a visit to Moland House. This was the headquarters of General Washington in December 1777, just before he and his men crossed the Delaware on Christmas day in long boats. These long boats remain on exhibition here at Washington Crossing Park in Bucks County, PA. The Continental Army surprised the Hessians who were sleeping off a drunk after their Christmas dinner. After a swift victory, the American rabble, some with rags for shoes, marched eight mile along the Delaware on the Jersey side and surprised the Brits at Trenton. It was turning point in the war for independence.

It should be noted at this point that Washington's army were freezing in tents when the wealthy farmer Moland came over to the camp and stated that our General should not be sleeping in a tent and offered his fine home to Washington who moved in with his senior officers. His records for that stay and the cost of food reimbursed to the farmer are in the archives in Washington. It was in the living room of the Moland House that Washington and his aid de camp, James Monroe, Thomas Jefferson, John Adams and others , interviewed The Marquis DeLafayette, who was seeking a commission as a Major General and looking for a command.

What a dilemma for General Washington. Lafayette was only 19 years old and never had been a soldier, but he came with \$4 million for the cause and great connections with King Louis of France as well as orders from the Continental Congress to take care of him because we needed the money. Washington was no fool and he found his way out of the dilemma by making Lafayette a general but also making him his aid de camp and also asking him to consider him as his surrogate father. He did this with great pride for the rest of his life. As it happened, he turned out to be a fine soldier and distinguished himself later in the war in addition to convincing the French to take part in the war on our side. When the war was over, the people were ready to make Washington a King, but he refused and it is said that the King of England remarked that if he refuses to be crowned King, then he is truly the greatest man of the century. Even the Emperor Napoleon said as he was exiled, "They wanted me to be another George Washington, and I always aspired to be as great as he was"

Over the years Moland House fell into disrepair and was about to be torn down by a developer who had bought the old farm. A great "deal" was struck by the Township of Warwicke. They approved the developer's plans to build in exchange for the Moland House, barns, etc and 12 acres. This has now become a national treasure and one of our countries historical sites. Recently the Federal Government, through the efforts of the President of the society in charge of the property and its reconstruction, Warren Williams, a retired school teacher and expert on the revolution and Congressman James Greenwood, who lived in the house for a while as a young boy, gave the group a grant of \$ 175,000 which together with local donations now totaling \$400,000 allows Moland House to be totally renovated exactly as it was in 1777 and it will be part of the governments historical places program. It will be completed by 2004.. In the meantime while still under construction, I convinced Warren to allow the British to attack once more in their infernal machines called Jag-u-ars. He agreed and a caterer was hired who put up a tent and served a wonderful lunch to 65 Jaguar owners.

The tour was arranged by myself and Michael Tate who is the editor of our news letter, The Purr, and he is a transplanted British Subject with a wonderful accent ( I don't have an accent Al....I speak in English!) and a few lovely Jags including a red SS1 Tourer. After a wonderful inspection of the house and grounds and an interesting historical talk by President Warren Williams of the Preservation Society, a check for \$650 was prepared by Kurt Rappold to the Moland House for the monies remaining after payment to the caterer. I presented this to Warren which was very well received. Following that I was Knighted by Mike Tate for arranging this Fall tour, but I was



admonished that, since I was not a British Subject, I could not be referred to as "Sir Albert" despite all the Jaguars I own, so perhaps I have to settle for a lesser title, perhaps Surly Albert.

As all the Jags started up to retreat, one of the E-types would not start (what else is new). So again the British lost the second battle at Washington Headquarters. Luckily, my mechanic who attended driving my '91 XJS Convertible and Kurt Rappold, were able to diagnose a bad set of points, rotor and distributor cap and with some cleaning and adjusting the Jag roared into life once again and we were off and running, fleeing the Moland House, lest we lose yet another battle to the American rabble. It was a super day and what Jags are all about, and as I purred along in the 140 which I restored 23 years ago and which is the best running car I own, and my favorite, it occurred to me that it's great we are so friendly with the UK, otherwise how the hell would we get the parts to keep these wonderful machines running

Surly Albert Pincus

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## EDITOR'S RAMBLINGS

### DUES ARE DUE

Club dues for 2003 are payable by the end of December. See Membership renewal form in this issue. We are pleased to tell you that we are not increasing the amount you pay, despite the increases the club pays to the JCNA, postal services, and for printing the Purr. By using the Internet to create and distribute the Purr we hopefully can continue to provide savings while improving quality. If you have an e-mail address but have not given it to Kit Racette please co-operate and do so.

### CO-EDITOR

As you will all know, Kit Racette has put in a great deal of effort and has completed a very professional job in organizing and getting our club magazine on the Internet. This is not the finish of her work. Each month Kit will take the content from me and organize the publication. No more cut and paste! Therefore, as each edition is a dual effort Kit and I will in future be co-editors of the magazine. Simply put, I will provide the content and Kit will organize the publication. I will continue to mail the hard copies to those members who require them. Kit has a long association with Jaguars. Not only has Paul, her husband, restored a very rusty looking MK 2 to pristine condition but her Father was at one time President of the Ontario Jaguar Club.

### AUCTIONS

At the Bonhams Goodwood September 6<sup>th</sup> auction the New Zealand 1956 XKD534 3.8 Shortnose fetched great money. This car's dented, chipped and faded bodywork clothed undoubted originality and brought its owner \$750,000. Bonhams again at Quail Lodge on August 17 sold a XK140MC Roadster with only 11,000 miles on the clock. Very original with white body and red painted wire wheels the car was good enough to make \$87,165. A car that was described as "more complicated than a map of the Viet Cong tunnel system," a 1993 XJRS Convertible, No 5 of 100 built, sold for \$24,840 by Pusso & Steele. R.M Auctions sold the following Jags at Monterey :- 1953 XK 120 Roadster with modern racing seats and no top. 44,716 miles fetched \$47,300. Another XK 120 of the same vintage but a Coupe with 64,776 miles. Condition 2+ went for \$48,400. It is said that coupes which could be had for below \$30,000 not long ago are rising in price. Another D - Type. They only made 77. XKD528. Silver blue/gray. 12,575. Said to be better than new. Nice patina. Sold for \$924,000. A 1966 XKE S1 4.2 Coupe. Silver/red. 126miles. Very recent well done restoration. Condition 1 \$69,850. Christies at Pebble Beach sold a 1967 XKE 4.2 Roadster Black/black 13,123 miles. Hard to fault in any area \$82,250. It was said that perfect S1 4.2s have been making more than \$100,000 so this could be a bargain. Average E -types with needs are still around \$30,000 to \$40,000. Also at Christies a XK 140MC Drophead Coupe. Burgundy/beige. Fully restored to the highest standard. No faults. Sold for \$161,500. An interesting sale in the UK by Coys was a 1961 E-type Roadster with hardtop in heavily rusting red. This "lop sided heap" as it was described just happened to be to factory supplied Project ZP 537/24 spec and therefore one of the "Magnificent Seven" early E-type racers that caused such a sensation when they first appeared on the British circuits during the 1961 season. This "lop-sided rusted heap" made a mighty 64,750 pounds (\$97125.00)

### JAGUAR JOURNAL

In the current issue, page 33, member Fred Mack is described as Fred Marks and, worse, as 96 when he is just a boy of 91 but its nice to see you mentioned Fred.!

### RESTORED VERSUS ORIGINAL

Reading various articles it appears that there is a great amount of opinion growing that originality in a classic car is just as valuable as an over restored model with gleaming new paint. Cars with all the correct numbers and the patina gained with age are being sort and bring top prices. See the New Zealand D -type and the XK140MC above. If maintained in their present condition I am sure that their value will increase more rapidly than that of the newly restored cars which can only become "old restorations". An example of originality was the 1936 SS100 at the Coys UK auction. With the same owner for 42 years it had not been got at by the over-restorers. It was said the "car reeked of originality and as a result was keenly contested by bidders" until knocked down for 64,200 pounds (\$96,300)

### JAGUAR LOSSES BRAKE FORD'S REVIVAL PLAN

So said the headline in the British newspaper "The Guardian" October 17

Ford reported a third-quarter net loss of \$326m substantially lower than the \$692 of a year ago. Jaguar & Volvo helped produce sharply increased losses at Ford's European operations which went \$121m into the red compared to \$24m a year earlier. Though not quantified Jaguars losses in Europe were due to higher product and marketing costs. The problem at Jaguar, where 400 jobs are being cut and a four day week imposed at its Halewood plant near Liverpool, have arisen despite sales being up more than 50% so far this year. Nick Scheele, Ford President said Jaguar stocks were too high at the beginning of the year and there had been a substantial number of model launches. He also insisted that Jaguar's problems were temporary but admitted that Ford was being forced to scale back the rapid growth of its premium brands. As a result Jaguar has delayed the launch of its XJ saloon which was due to go on sale this summer. Instead of shipping 8,000 - 10,000 units a quarter they are not shipping any!

#### MAKING SURE YOU TRAVEL IN STYLE

My sainted brother, Peter, who lives in the UK and is an avid Jaguar buff and who probably set me off on my dedication to the product when he bought a 1930's Swallow in the 1940's and then a variety of 1940/50 models has told me that the Jaguar Daimler Heritage Trust in the UK is hiring out vehicles from its collection for corporate entertaining or company events, as well as weddings etc. They also offer tailor-made themed packages such as Edwardian murder mystery weekends complete with authentic period vehicles. Guests can be driven in a variety of historic vehicles. I wonder if Jaguar North America will follow the UK lead. We are the largest world market. Don't forget they were talking of opening a Jaguar Museum a couple of years ago. I offered my 1000 Jaguar model collection but have not heard anything since. My brother suggests that we could hire out club cars and that Murder Weekends could lead to all sorts of goings on. Bleeding inside automobiles strictly prohibited. He made the following suggested titles :- Racette's Revenge, Kurt's Comeuppance, Michael's Misadventures!!!. Well if the stock market does not buck up we may have to try it.

#### JAGUAR MANUALS ON CD-ROM

Jaguar Daimler Heritage Trust say "Place one of our new Jaguar Classic CD-Rom's in your PC's CD drive and say goodbye to wading through cumbersome manuals and huge parts lists. Each CD contains the complete Jaguar Cars factory service manual that was issued at the time the model was current." The CD's cover every model from the MKIV right through to the 1995 XJ 6 and XJS. They can be obtained direct from the Trust or your local Jaguar Dealer. Hopefully that applies to the USA.

Michael Tate  
Co-Editor

### **CLASSIFIED ADVERTISEMENTS**

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)

FOR SALE 1987 V12 XJS COUPE. White with rare factory installed sunroof. 82K miles. Exceptional condition. Described by garage who does maintenance as "exceptionally clean, very tight & a great drive. No rust" Recent engine overhaul. A cool cat tipped to be the next classic. \$7,000. Call Mike 215-628-4961

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 (AUG)

FOR SALE Two XK 150 OTS. Both stored in garage for 24 years and need attention and/or restoration. Many spare parts Best offer Call Fred 610-644-8061 (OCT)

FOR SALE 1963 E-type roadster. Number 87763. Numbers match. Red with black interior. Dayton wire wheels. Recent paint. Connolly leather seats. Motor rebuilt 1989 with 53,684 mile; now 56,824 miles. Always full PA inspection. Asking \$27,500. Call Joe 610-353-4009 (NOV)

FOR SALE First Offer To DVJC Only....1961 MK 2 3,8 Saloon. Only 45,527 miles and two owners. Original black paint with tan interior. Always garaged and maintained. Perfect for JCNA preservation class 18. All rubber, brakes & systems recently overhauled. Many parts extra Lets keep this car in DVJC Territory..\$20,000 or best offer. Call Kurt 610 358 4055 (NOV)

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 Fax/voice. PO Box 54190 Cincinnati OH 45254 [cherie@british\\_used\\_cars.com](mailto:cherie@british_used_cars.com)

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## Tech Topics - November

Welcome to a new column. As was announced in the October PURR, I have agreed to try and handle some of the technical questions members may have with regard to their Jaguars. Paul Racette will also be helping with this effort. We both have many years experience owning and restoring Jaguars and both are intimately familiar with XKs, MK2s, E Types and both currently own these cars. We also have personal experience with Series 1, Series 3 and recent XJ6s. My reason for telling you this is so that you will understand some of our Jaguar background. The purpose of establishing Technical advisors is to be able to help members who may have questions or problems relating to their Cats. With this goal in mind I would like to take this opportunity to offer our services to help as best we can. You may contact us as follows:

Jim Shields - 215-643-0937      jim\_s@prodigy.net  
Paul Racette - 215-646-6299      pracett@comcast.net

As part of my task as Tech Advisor I would like to establish some data bases of various resources available within the club. Those of us that enjoy working on our cars (and also those that don't) generally need some help in different forms from time to time. Sometimes it may be borrowing a tech. manual that you don't own, locating a special tool that may not be generally available, a part that someone may have and be willing to sell or a recommendation of a good repair shop. My goal is to serve as a center for club resources of this kind. Anyone who is willing to share literature or tools or has un-needed parts, etc. is invited to let me know so we can make the information available to members. I will compile the information and hopefully we can add a "Member Resources" site when our website gets established.

Tip of the Month: As we enter the month of November it is time to start thinking about putting the "kitty" to bed for the winter. Here are some pointers to help with this task.


1. Always store your car with a full tank of gas to avoid condensation and moisture buildup. But, before you fill the tank add some gasoline stabilizer (Stabil, Stor-n-Start, etc.) These are available in auto stores or marinas. Add the stabilizer, then fill, then run for at least ten minutes so it gets to the carburetors. The stabilizer prevents gum forming in all those tiny nooks and crannies in the carb.
2. While at the engine, some oil should be added to prevent rust in the cylinders and valves. This can be done two ways. One is to remove spark plugs, pour some oil down each opening (really easy on the XK engine), then crank the engine with the starter to make sure the oil is distributed, re-install the plugs. The other way is to buy some "fogging oil" (CRC Engine Stor # 06068). This method is used extensively on marine engines which get stored for the winter. Remove the air cleaner and, with the engine idling, spray the oil through the carbs until the engine stumbles and dies. Open the plug holes and spray oil in and then crank as above. This method has the advantage of lubricating the top side of the valves and stems.
3. Check the Anti-freeze - either put in fresh or add a booster. Again, run the engine to make sure it is circulated.
4. If you are storing in a garage that could be damp, put plastic drop cloths down under the car. This will prevent moisture in the concrete floor from condensing on the underside and causing rust.
5. Finally, a good wash and wax - especially the chrome. Also, wool headliners, carpets or velour can be attacked by moths so spray with moth repellent and leave some mothballs in the car. Make sure it is closed tightly including all vents so little creatures that are looking for a winter home won't use your pride and joy.



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## DELAWARE VALLEY JAGUAR CLUB ANNUAL MEMBERSHIP RENEWAL

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be received by January 15, 2003.

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Type and Year of Jaguar(s) Owned :

Year	Model	VIN Number	Color	Years Owned
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Are you interested in adding additional Jaguars to your collection? And if so, what model, year and type?  
\_\_\_\_\_

What do you enjoy the most about your Jaguar? ( Pick all that are applicable)

Working on it \_\_\_\_\_ Driving it \_\_\_\_\_ Showing it \_\_\_\_\_  
Talking about it \_\_\_\_\_ Other \_\_\_\_\_

What types of club activities would interest you the most:

Technical sessions _____	Social Events: _____
Road Rallies _____	Outings /Tours _____
Informal Car Shows _____	Parties _____
Concours (JCNA sanctioned) _____	Lunches _____

### Renewal Fees:

- Option #1: One member – dues and joining fee \$40.00  
Option #2: Husband and wife, dues and joining fee \$45.00  
(Both can vote and hold office)

Mail this form along with payment to Steve Kress, 6 Swallow Road, Holland PA 18966-1952

## GOOFING OFF WORK IN SOUTH AFRICA TO GO ON A 'JAGUAR' SAFARI

By Paul Racette

My region is normally Latin America, but recently South Africa was added to my responsibilities. Makes sense, doesn't it; South America, South Africa---don't get me started! That is another story...

I sell raw materials to pharmaceutical drug manufacturers and most people do not realize that most countries have local producers of drugs---of the pharmaceutical variety, I will stress! My job is to ensure that these local companies have the necessary information about our products and our company and, of course, buy our products! I get to visit such fun places as Bogota, Colombia; Guayaquil, Ecuador; Tegucigalpa, Honduras; and now to Johannesburg, South Africa. Through my buddy and our editor, Mike Tate, I was aware of a company in South Africa who reproduced hard to find parts for hard to find Jaguars. Mike had purchased a new head for his 1934 SS 1 Jaguar along with all manner of other hard to find (impossible) parts such as side curtains, etc.

So, while on a trip to Johannesburg, I asked my distributor to reserve part of an afternoon for me to be able to visit VORLAUFER CARS. A call to Wally Vorlauffer, the owner, fixed the time and the date and directions were given for how to find their facility. What transpired was an Aladin's Cave of Jaguar wonder and amazement. Upon arrival, the forecourt announced what was bound to be found inside with all manner of Jaguar parked outside. There was a very nice series 3 E-type, a Healey 3000 and other driven cars probably there for service. Wally greeted us very cordially and proceeded to show us around. We viewed so many cars that it is hard to remember many of them---Jaguar overload! One that stands out in my mind was a very rough SS 90 that Wally and his team was going to restore. Literally, there was probably only the roof worth saving! There was a nice Mercedes 220 SL for remedial paint work from a shop that made a poor job of it the first time round, but Wally explained that he mostly concentrates on Jaguars. The owner of the Mercedes was a friend and he made the exception. Another car of note was a Mark II with series 3 XJ6 running gear, central locks, global positioning, and all manner of other mod-cons. This had done only 20,000 kilometers since being built and was for sale at a very modest price. Needless to say, there were XKE's, MKIX's, more SS 100s than I have ever seen in one place, and many, many more.

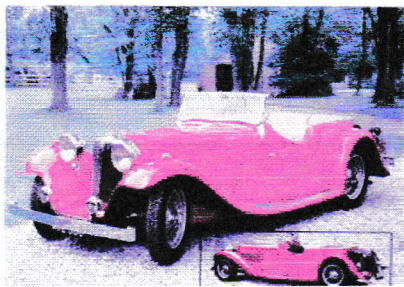
Wally explained that he owns an original SS 1 and over the years, buying imported parts for this became prohibitive because of the severe devaluation of the South African rand versus the UK pound. There was also the issue of the poor quality of some of the parts upon receipt. To send the part back eats up the cost in freight. So Wally started to produce parts himself, and over time has made literally 100s of different items. He stocks many of these and others, like the cylinder heads for the SS 1, are made to order. Here he waits to have orders for 3 to defray the costs. These even have the proper codes and serial numbers cast into them---completely authentic.

Today, he has catalogues for the different marques, but his specialty is surely the SS series. He supplies a SU carburetor conversion for the SSs and hopes to soon have reproduction original carbs with upgraded innards so as to maintain authenticity but improve performance. Indeed, I found several parts that Mike's money will be spent on.

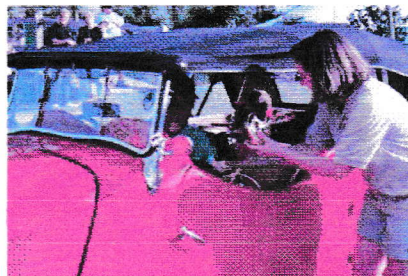
This is mostly a family business and Wally's wife and sister in law work the office. His daughter Karen is very much involved in the business and indeed is the only Jaguar qualified engine rebuilder in South Africa. When I met her, she was preparing items for chrome plating. They employ approximately 10 other people who work in the shop and paint area. He had some 20-25 cars in the shop at various stages of rebuilding. Wally mentioned that it takes on average 18-24 months for a complete project to be done. I could surely see that the quality of the end product was superlative.

This brief article does not pay sufficient tribute to Wally and his company, but you can visit his web site [www.vorcomp.co.za](http://www.vorcomp.co.za) to gain more insight on this great company which helps us keep all of our cars where they belong, on the roar (this is not a typo)!

Mike Tate's 1934 SS1 Tourer



Mike Tate receives trophy for best of class at Buckingham Concours in September



## HIGH PERFORMANCE DRIVING SURVEY FROM JCNA

High Performance Drivers Education is a new program launched within JCNA to address the needs of members who want to drive their Jaguars at higher speed in a safe and controlled environment. It is not racing but the race track environment and its safety features make it a very safe way to improve one's driving skills. Participants will pay a fee (usually around \$250) to drive their cars on a real race track in a safe controlled environment, under the supervision of instructors for first timers. The cars can be stock with no safety modifications.

The webmaster at JCNA Pascal Gademer has put together a quick survey to see how many JCNA members would be interested in participating. The Empire Jaguar Club has been offering such an event every year at Lime Rock Racepark and on the website Pascal has included an article about his participation in this event. The enthusiasm jumps off the page!! The idea is to hold one session in each region each year so that Jaguar owners around the country can experience this fun activity without driving 1000 miles just to get there. Events would be open to non Jaguars as well, although Jaguars are preferred and would be given priority if needed.

Interested in participating in track days? Go to [www.jcna.com/php/pdregist.php](http://www.jcna.com/php/pdregist.php) and fill in the quick survey form. Please do not list anyone but yourself. Simply pass the page's address to those you think would be interested but do not enter them. If you have any questions or comments on this project, please use the JCNA General Discussion forum or the Jag-Lovers Racing List. See you at the track.

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