

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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DECEMBER 2003

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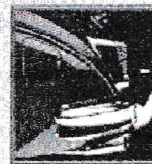
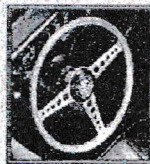
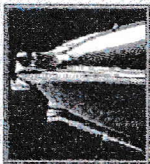
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## **THE PREZ SAYS DECEMBER 2003**

### **GOOD WISHES**

On behalf of all the club officers and other Committee Chairpersons of the Delaware Valley Jaguar Club I would like to take this opportunity to wish you all a pleasant holiday with your families and hope that 2004 brings you good health and safety. We hope you will celebrate the start of the holiday season with us at the Whitemarsh Country Club party together with your Jaguar. Remember to contact Kit Racette with your reservation and don't be like me and send it in without your payment! Also remember to renew your membership for 2004 with Steve Kress and take advantage of the \$5.00 discount if paid by December 31<sup>st</sup>.

### **2004 PLANS**

Your club officers are working diligently to plan our 2004 activities and many new ideas are being put forward. How about a January brunch; how about trophies for all who participate in our two rallies; how about a trip to Jaguar's home at Brown's Lane in England? A trip to the Queen Mary, a Concours in New Jersey at an Indian Reservation with live Bison near Mt. Holly and much more.

The fact of the club being on the Internet for a year is now producing benefits with a large number of late model Jaguar owners showing interest in the club. This is great and a joy to me. Every day I try to respond to the message machine, fax or internet. So we hope to see many new faces next year together with old friends we have not seen recently.

### **TECHNICAL SESSION**

The November 15th Technical Session, Judging up date, and 2004 Planning and Directors meeting began promptly at 9am at my two wheeled heaven in Chester with 35 members munching on assorted Donuts, Bagels and Philadelphia Cheese, and Coffee made by Secretary Clara Saxton. The attendees seemed comfortable and relaxed as they heard the theory, operation, maintenance, cleaning and polishing of the wire wheel. They saw the "wheel pedestal" built to clean, polish and measure run out of wire wheels. Also covered were the different types of hammers utilized in removal of the wire wheel knock off's. Several different sample wheels were demonstrated for instructional purposes. Then we covered the changing of brake fluids and antifreeze and had some "show and tell" examples of why those fluids should be included in your regular maintenance routine.

Head Judge Jeff Dement gave us a debriefing of the 2003 Concours and a discussion of the rule

changes proposed for 2004 which must be approved at the 2004 AGM. Everyone attending was grateful for the preparation and valuable information of the session.

### **DELAWARE COMMUNITY COLLEGE HISTORICAL SHOW**

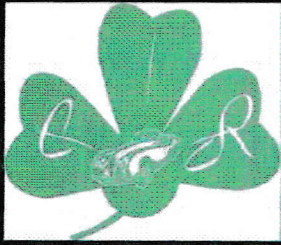
The Delaware County Community College Annual Fall Historical Car Club of Pennsylvania Show was held October 19<sup>th</sup> on a cool sunny day. Many of us who attended enjoyed displaying our Jaguars whilst large crowds walked around the beautiful paved parking lots. This place is situated in a small valley and the lots are carved out of the hillsides with plenty of old trees adding to the colors of the day. Those showing were Fred Mack's 1953 XK120 OTS, Tony Cimino's 1967 E-type 2+2, Scott Whiteside's E-type 2+2, Donald Mullin's 1974 E-type OTS and myself in the 1967 E-type OTS. Many other club members appeared throughout the day as spectators notably Joe Repko now of Vero Beach, Florida. He said his 1967 E-type 2+2 is now painted "old English White". In the show the H.C.C.P. lumps us all together in the sports car category so there were about 20 various cars being shown. 4<sup>th</sup> place went to Don Mullin, 3<sup>rd</sup> went to a nice TR 3, 2<sup>nd</sup> went to a super clean Datzun 240Z and 1<sup>st</sup> went to a very fine Cobra. The DVJC boys were very helpful to me as I am just recovering from some acrobatics I did off my tractor while cutting grass at my church.

### **THE RAPPOLD'S AND THE INTERNET**

For those of you who have been "bugging" me for the last 10 years about getting on the internet, well, we are there, thanks to many friends who have lent moral and physical assistance. I must admit that I feel just about the same as I did when I purchased my first Jaguar in 1958 and was transferred to a little orange juice town in Florida where I was one of two Jags in town and no mechanics would even touch the car. So we are starting the learning curve. My army experience with computers in the 50's doesn't compute and my experience at Scott Paper with computers only helps a little bit. So we are crawling before we can walk you might say. The first day out on the internet I got 7 e-mails which was really cool. This will save on postage stamps big time!!

In closing I want to say that I do hope that Jaguar Inc, J.C.N.A, D.V.J.C. and all 33 of our affiliate clubs have a good solid year. Be safe and healthy  
Happy Motoring!

Kurt Rappold Your President



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## **EDITOR'S RAMBLINGS DECEMBER 2003**

### **ELECTRONIC PRESIDENT**

Yes, our Club President is on the internet!! His address is [kprappoldxksp@snip.net](mailto:kprappoldxksp@snip.net). He is really cooking these days because he also got one of those fancy electronic \$900.00 speedometers for his E-Type OTS which he used to good effect in the recent "Pumpkin Run". Paul Racette and I really enjoyed ourselves on that rally and we won the "Toughing it Out" award. The reasons were as follows: 1. On the way to Millsboro the speedo went on our XK150 so we had to judge our speed using the Rev Counter. Tricky. 2. The steering rack broke loose and handling the car tested all my driving skills and we had some exciting "slides" doing turns. 3. On the Sunday we got a flat in a front tire which took 12 minutes to change but we caught up and only got a 3 minute penalty. So we toughed it out and had fun. This was the first real run the car (1959 3.4l XK150S OTS) had had for 30 years and since restoration. We are including photos of some of the wonderful and valuable cars that took part in the rally in this Purr. Better than sitting in the garage under a cover!

### **DVJC TECHNICAL SESSION**

There was a good turnout for this event and a good show of Jaguars. We learnt from Kurt Rappold about being sure to change brake fluid (2 years) and antifreeze (Prestone 5 years) at recommended intervals and the dire consequences of not doing so. Also the benefits of using Dielectric grease to protect electrical joints. Kurt also covered the maintenance of wire wheels. Always use lead hammers for getting your knock offs loose. You can tap your spokes with a spanner and the sound will say if they are loose. Best cleaning materials are Naval Jelly and Mothers. When putting the car away for the winter spray the wheels with WD 40. Head Judge, Jeff Dement, covered some of the new rules for Concours being considered by JCNA. You may recall that in the November Purr issue in "The Prez Says" Kurt said "Had I known that the person questioning our judging had read his score sheet we would have had our first disqualification." I, amongst others, was not sure what Kurt was referring to. We found out during this session. A Concours rule is that the score sheets for your car are for the judges only. You must fill in the requested detail on your car and after that don't touch them. You cannot read your scores until they are mailed to you. If you read scores during the Concours you can be disqualified!!

The surprise of the whole meeting was to see Kurt's motorbikes which were assembled on the

same floor. There must have been 50-70 of them of all types and models. I don't know how he looks after them all.

### **CLASSIFIED ADVERTISEMENTS**

The Classified advert page really works and I know of many cars both sold and purchased through these monthly advertisements. Now they are on the internet they are even more successful. One member told me recently he got a call regarding the advertised sale of his XJ6 from a non club member. He asked him how he knew about the car and he said "I saw it on the Internet". The caller purchased the car!!!

### **THIS AND THAT AT JAGUAR**

A new XK is bound for an unveiling in 2005. The shape will be fresh and new and was signed off earlier this year. Jaguar posted their best sales results ever in August in North America, 4% more than the same period last year. 6238 units sold in total. Bob Dover, 58, has retired as Chairman and CEO of Jaguar and Land Rover. His replacement is Joe Greenwell, 52, who has worked very closely with Nick Scheele, and joined the company in 1983. Mike Wright, Jaguar's new Managing Director, made his first motor show speech at the Frankfurt Motor Show when he unveiled the concept car R-D6. This concept has been hailed as "the bold new future for Jaguar" which is certainly needed to attract younger users to the brand.

### **XJS ON ITS WAY TO CLASSIC STATUS**

We told you 12 months ago that the XJS was undervalued and would soon be another Jaguar Classic. In the December edition of Thoroughbred & Classic Cars they have an article titled "10 Great Cars That Will Make You Money" and number 3 is the Jaguar XJS 1975-1996. Here is what they say "Like the child of a famous parent, the Jaguar XJS had to do something very special to step out of the shadow of the E-type. It never quite managed it, despite being a competent and attractive car. This lack of kudos has previously made the XJS a champion of depreciation. Julian Shoolheifer from British auction house Cheffins has watched the prices slide and is now sensing a change in the way the market is treating the car. The Jaguar XJS cannot get any cheaper. All the bad ones have been broken for spares and as good ones become scarcer they will start to fetch more money." Convertibles are the most sought after and command higher prices (up to 35% more than coupes). Tony O'Keefe from Jaguar Daimler Heritage Trust suggests that the 3.6-litre convertible (built between 1983-1989)

is worth looking out for. It accelerates quicker than the V12 versions, uses much less fuel and was built in the lowest numbers.

I know of three club members who have recently purchased low cost, low mileage and outstanding models. These cars are like new and remember they cost in the \$60K-\$70K region when new. I have a low mileage 1993 V12 convertible which I believe is one of the nicest Jags I have ever driven. It is a Grand Tourer not a sports car. It is smooth, comfortable and will go for ever. My wife and daughter in-law love it - a ladies car just like the E-type. Also the XJS looks so good.

#### JAGUAR MASCOTS

In "The Spotted Cat" the magazine of the Jaguar Club of South New England the Editor Bob Aldridge shows a photo of a MK V with a very unusual leaping "cat" and says "I am not sure if this was a predecessor to today's sleek Jaguar leaping cats. I have tried researching this in a number of Jaguar tomes but could not come up with anything. If not a Jaguar item at all, it certainly is beautiful. Let me know if you know about this little beauty." I was able to write to Bob and tell him exactly what this early mascot is and I thought I would cover the subject here



for your benefit. The mascot to which Bob referred was one of the two Desmo mascots made in the mid 1930's (See photo). These two look slightly different which is a result of the mounting. The mascot on the left shows the bonnet mounting, with a gap in the base to bridge, for example, a central chrome strip. The second one, which is more common, shows the flatter base for mounting on a radiator cap. William Lyons did not appreciate either of these saying "they looked like a cat shot off a gate". Both bases are stamped "Desmo" and the radiator cap mounting is also stamped "copyright". Neither mascot has any stamp on the body. If you see one with "Desmo" stamped on the body it is a fake. Another indicator is that the body and the head were cast separately. There should be a distinct line around the neck where they were assembled.

There are two other very similar mascots one being made by Lejeune and bears that name

and touch-mark on the base. The second one has no identifying marks and has become



known as the "Airline" mascot for reasons unknown. Possibly it was associated with the SS 1 Airline Saloon. These two mascots are very similar and Sir David Hughes, noted heraldic sculptor and managing director of Louis Lejeune Ltd. has stated that it is almost certainly a Lejeune. I have both of these mascots together with the bonnet mounting Desmo above so should you ever get the desire to stroke them let me know. There are many other mascots in various sizes based on the one that we know to day but these are not as interesting and rare as the ones described above.

#### AUCTION NEWS

Bonhams at Goodwood in September had numerous Jaguar sales. One that did not sell was a 1990 XJ13 Replica by Proteus, only 3,978 miles in condition 2; not sold at \$66,780. A 1958 XK 150S 3.4 Roadster with 69,713 miles; condition 2; sold for \$60,977. E-type Series 1 3.8 Lightweight replica; condition 1; ambitious \$126,000 being sought - highest bid was \$103,350. 1975 E-type S111 5.5 V12 commemorative edition; condition 2; not sold at \$79,500. At Christies sale in August: XK150 3.4 Fixed Head Coupe; condition 3; sold for \$27,291. 1973 XKE S111 V12 Roadster Air conditioning and rare manual transmission; sold at \$67,577. 1953 XK 120 Roadster 9,280 miles; condition 2; sold at \$37,028.

#### NEW AREA COORDINATOR

We welcome Sidney Clark Sr as area coordinator for Willow Grove. We look forward to including you in the Directors' meetings next year.

#### ANOTHER YEAR....SEND US YOUR INPUT

This is the last edition for 2003. Kit and I hope you have enjoyed the previous eleven editions. Their variety has been made possible by our members sending us interesting stories of their Jaguar lives. There are over 200 families in our club. So please take the time to send us your input. Please contribute. Thank you in anticipation

Michael Tate, Co-Editor

# DVJC GOES TO ENGLAND !!!

SEPTEMBER 9 – 18, 2004

TOM MURRAY HAS ORGANISED THIS TRIP FOR OUR MEMBERS TO INCLUDE  
A VISIT TO THE NATIONAL MOTOR MUSEUM IN BEAULIEU AND THE  
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September 12	Private Motor Coach to Beaulieu with entrance to the National Motor Museum
September 13	Travel to Goodwood and visit the Goodwood Motor Circuit Transfer to Coventry by coach Accommodations in first class hotel in Coventry for one night
September 14	Visit the Jaguar Daimler Heritage Trust Museum and the Jaguar Factory at Brown's Lane Transfer to London by coach. Accommodations in first class hotel for four nights
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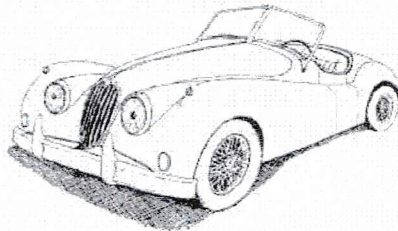
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	<p><b>Lee (73195)</b>                  Crewneck Fleece, 50 % cotton, 50% polyester, pill-free fabric.                  Coverstitched throughout.                  Color: Natural, Ash or White                  Price: Medium, Large and X Large - \$18.50, XX Large - \$23.50, XXX Large - \$29.50</p>
	<p><b>Lee (51080) Ladies / Lee (71808) Men</b>                  Denim, button down shirt with a chest pocket on the left with button closure                  Woodtone logo buttons, double needle detailing, 3-button placket cuffs.                  Color: Ladies Natural only, Men Natural and Hunter Green                  Price: All sizes - \$30.00</p>

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## **Minutes of the Director's Meeting of November 15, 2003**

### PLEASE NOTE:

The Nominating Committee meeting is scheduled for September 2004. Our club functions best when many members participate on a Board level and get to know the workings of the organization. If you would like to be placed in nomination for any office or chairmanship, please feel free to make your feelings known to any of the incumbents. If you have any questions, we will be very happy to answer them as best we can. We truly welcome fresh input in the club.

Attending: Jeff Dement, Steve Kress, Gerry Kunkle, Tom Murray, Charlie Olson, Kit Racette, Paul Racette, Kurt Rappold, Clara Saxton, Mike Tate, Muriel Tate.

President Kurt Rappold called the meeting to order.

The minutes of the last Directors' meeting were accepted as submitted.

Treasurer Steve Kress synopsis membership and economic activities to date and his report was accepted.

A recommendation was made to have the bylaws distributed to all Directors and Officers.

Purr Editor Mike Tate reported that the newsletter is being disseminated both by e-mail and traditional mail. He urged all members of the organization to submit material for publication.

Co-editor Kit Racette reiterated the need for more stories and photos to be included in the Purr. In her further role as Website Administrator, she reported that she would soon be implementing a change which would move our internet presence into an aggregate presence within the main JCNA website. She views this as a very positive switch, enhancing both content and access to the site.

Activities Person Tom Murray reported on the information he and Tom Jones had gathered on a possible fresh venue for the 2004 Concours event, the Rancocas Indian Reservation. Several Board members will meet him there to view and consider this site on Saturday, November 22.

He further reported on a possible travel opportunity for the club to points of interest in England hand picked for Jaguar enthusiasts and their partners. Information on that trip will be available in the December 2003 Purr.

Some other activities that were presented as being attractive to pursue for 2004 would be a scavenger hunt and a Chester County/Delaware excursion.

Holiday event chairperson, Kit Racette, reported that to date she has 34 reservations for the December 7 gathering at White Marsh Valley Country Club. She distributed more copies of the sign-up form to those present. Some discussion was devoted to the appropriate disposition of a special gift to the club, which will be disclosed at that event and be awarded as the door prize.

Concours Chairman, Kurt Rappold, deferred to Jeff Dement for a report. Jeff reported that the November 15 tech session covered the necessary elements and thanked all the judges and helpers present and expressed his gratitude for all the cooperation he gets from the judging staff.

The President requested and received funding approval for the following expenses:

Concours trophy expenses  
AGM expenses for 2004  
Purr expenses  
Holiday Dinner deposit and necessary expenses  
Rally sponsorship/advertising expenses  
Jaguar calendar purchase expenses

Discussion was devoted to the possibility of creating categories for the local rallies to distinguish classes of teams. The present system is to award trophies to the first, second and third place teams only. After considerable discussion, it was determined that we would keep that system in place.

President Kurt reported that we had been given a donation for sponsorship expenses from JCNA.

The Board then reviewed functions for the upcoming year, some of which should be submitted to JCNA for sanction. Following is the current proposed listing of activities:

- JAN There being no events scheduled at this time, we are open to suggestions. One possibility would be brunch at the Restaurant "The Desmond". Kit will investigate.
- FEB 27, 28, 29 Atlantic City Auto Show and Auction Tom Murray will investigate arranging a bus to take members to Atlantic City for the Auto Show.
- MAR JCNA AGM Los Angeles, California
- APR 30 - MAY 1,2 Rally
- MAY Possible Slalom event
- JUN 5 Concours d' Elegance
- JUL 24 (possibly July 25) Slalom or swim party
- AUG Open to suggestions: Picnic, New Hope, Grounds for Sculpture, Longwood Gardens?

SEP Bryn Mawr Rehabilitation show,  
Buckingham show, Radnor Hunt show,  
Franklin Mint show, Hagley show,  
proposed England Trip, Directors'  
Meeting

OCT Pumpkin Rally, Millsboro DE; Hershey  
Show, Jaguar Touring concours

NOV Tech session, Directors' Meeting

DEC Holiday party

There being no further old business or new  
business to come before this body, the meeting  
was adjourned.

Respectfully submitted,  
Clara Saxton, Secretary



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EMAIL FROM COLORADO: Hello, I have this 1956 Jaguar MK VIIM for sale. It has (which I believe) 60,018 original miles. This vehicle belonged to an uncle who passed away. This car has been in the family since it was almost new, if not new. I have more pictures and info. This car is a VERY solid car. The only damage is to the front quarter panel, as it was backed into while this car was under covering all these years. All trim, pieces and parts are there!! The only thing (to my knowledge) not attached is the bumper, head liner, some chrome-but it is all there! Thanks for looking, and if you have any questions, please call me. This car is an excellent buy for you serious Jaguar collectors! Please pass this along to anyone who may be interested! Thank you. Mike 719-641-5277

FOR SALE 5 X Dayton 16" chrome wire wheels Jaguar approved. Can be used on XJ from year 99 thru 2003. Very good condition Asking \$500. Call Jim Brennan 609-882-0463 (OCT)

FOR SALE 4 X 15" Dayton chrome wire wheels. Just removed from a 1987 XJ6 Vanden Plas. In excellent condition \$800. Call Larry Office 302-658-1111 Home 302-654-7000 (OCT)

FOR SALE 1971 E-type Coupe. 31,000 original miles. Purchased from the Brenner collection in Houston 2 years ago. Mr Brenner frequently wins the concours d'Elegance in Carmel, CA and this car is of that quality. Un-restored. Only touch-up paint needed. Standard shift. Sable Color. This quality car is listing for \$27,000 to \$28,000. This car is priced to sell at \$22,000. Contact George at 505-257-4080 or 505-937-3101 (OCT)



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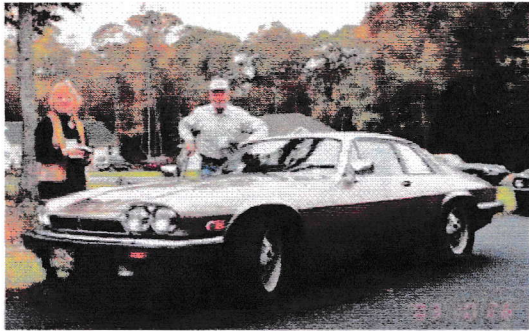
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Ann Perry and John Shirlaw with Ann's 1985 XJS



Jeff and Patty Dement in 1956 XK140



Steve and Betty Kress with their 1972 E- type



Mike Tate and Paul Racette in Mike's 1959 XK150S



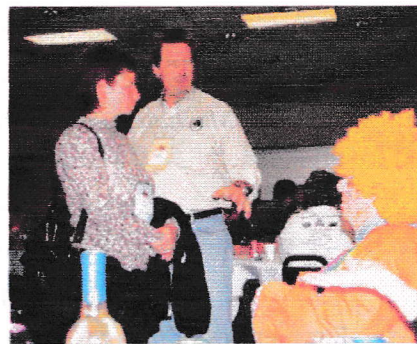
Frank, Ralph and Honey Steinberg



Steve and Betty Kress receive their award from Kurt



Charles Olson and his daughter Christina  
receive their award from Kurt Rappold



Tom Murray and Chris Jordan with our President!!



**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, 2004. We are also giving a discount of \$5.00 to all membership renewals that are **received** by December 31, 2003.

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

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Email address \_\_\_\_\_

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? (Check 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)

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Front legroom	<b>43.1"</b>	41.3"	41.3"

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**JAGUAR**



# DVJC TECH SESSION

November 15, 2003

**For those who were unable to attend the Tech Session on November 15, Clara Saxton has written this excellent report of the information provided:**

President Kurt Rappold welcomed the members to his amazing facility, "Two Wheeled Heaven". The motorcycle and automotive items he has collected there are certainly interesting. Our thanks to Kurt for his hospitality, and to his young assistants, who helped make the event so enjoyable.

Kurt presented the session on some key maintenance issues:

**BRAKE FLUID** – while very few people seem to practice this, we are all urged to take to heart the recommendation to flush brake systems every 2 years and refill them with fresh fluid. While it might be a little less critical in the newer, hermetically sealed systems than in some of the vintage cars where corrosion is more likely, we should not ignore this issue in any vehicle.

It is also critical to keep only one kind of brake fluid in your system at any time. If you have a particular DOT series in the vehicle, do not "top it off" with another series. Each has its own heat and compressibility factor and they do not work properly when mixed. You must flush the system to change types. This is especially important when switching between silicone and non-silicone types. Silicon is preferred for racing applications, where friction is very high. LMA (Low Moisture Absorption) types of fluid were recommended whenever possible.

**ANTIFREEZE** – Flush your cooling system and replace the antifreeze every two years. Prestone says they will warrant their product for 5 years in aluminum engines. Never leave the car without antifreeze in it, since even in warm weather it provides some anti-corrosion protection.

**FUSES** – It has been observed that some people who have Jaguars experience electrical problems. Hard as that may be to believe, the President had a recommendation to those people to invest in a tube of dielectric grease to waterproof contacts.

**WIRE WHEELS** – Invest in a good knockoff hammer or device with which to put on and take off those wheels. There will be an article in the Purr soon to discuss this in greater depth.

Hub alignment – Your run out should be .002 or less.

Spoke maintenance is very important. Always lube spokes before torquing them, or the reading could be false. Proper torque distributes the weight of the car on the spokes evenly, increasing safety and performance.

Remember that if you have a straight hub you need a radial tire, whereas if you have a grooved hub, you need a non-radial tire.

One newer member reported that his XK150 ran very well on Bridgestone HL tires (215 70 R16) designed for a Toyota Rav 4, which are available in several styles.

Before you store a car – it is wise to spray the spokes and chrome with WD (Water Displacement) 40.

Replacement spokes are available through Dayton Wheel. Some members might also have "spares" available. Tech sessions are a great way to connect with such resources.

Tubes – Some members run tubes in their tubeless tires, but you must first remember to remove any labels from the inside of the tire. It is possible for the friction from that label to abrade your tube.

Cleaning – Kurt recommends "Mother's Paste" for cleaning wire wheels, and says NEVER use a metal brush to do so. Other products which members recommended include Blue Magic, Simichrome and Neverdull. Kurt says there is a good rouge kit available at Sears. Optimally, wheels should be removed for cleaning. If rechroming and repairs are indicated, you may find it cost effective to replace the wheels with new ones.

A word of caution when having wire wheels balanced – many modern shops do not have the equipment nor the expertise to balance these wheels. Check the place out before you turn your wheels over to them.

The remainder of the tech session was devoted to information on Concours d'Elegance judging procedures, after which we adjourned for lunch.

Again – our thanks go out to Kurt and his assistants for a most informative session.

**ADVERTISING RATES**

Full Page \$300 year / \$45 issue  
 Half Page \$165 year / \$30 issue  
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**CLASSIFIED RATES**

Members' ads free of charge –  
 for three inserts  
 Non-members \$10.00 per insert

**MEMBERSHIP RATES**

Family \$45.00 per year  
 Single \$40.00 per year

DVJC Badge \$10.00  
 JCNA Badge \$30.00  
 DVJC License Plate \$ 6.00  
 Packing & Postage \$ 3.00

**DVJC OFFICERS INFORMATION**

President	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
Vice President	Jeff Dement	302-798-1819	xfusionfd@aol.com
Treasurer	Steve Kress	215-953-5227	jaguarsteve@comcast.net
Directors	Charles Olson	215-757-2028	cjolsonll@msn.com
	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Editor	Mike Tate	215-628-4961	mjtate1414@cs.com
Co-Editor	Kit Racette	215-646-6299	kracette@comcast.net
Secretary	Clara Saxton	610-268-3641	sxtn2@aol.com
Advertising	Kit Racette	215-646-6299	kracette@comcast.net
	Tom Murray	856-309-8450	thomasmurrayadv@comcast.net
Activities	Tom Jones	856-338-1705	jonestr@umdnj.edu
	Ann B. Perry	610-388-2421	annsjag@aol.com
Membership	Ann B. Perry	610-388-2421	
Photographer	Joe Federico	610-275-7752	
Concours	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
	Jeff Dement	610-798-1819	xfusionfd@aol.com
Head judge	Jeff Dement	610-798-1819	jim_s@prodigy.net
Technical Advisors	Jim Shields	215-643-0937	pracett@comcast.net
	Paul Racette	215-646-6299	thomasmurrayadv@comcast.net
Club Merchandise	Tom Murray	856-309-8450	kracette@comcast.net
Website/email	Kit Racette	215-646-6299	

**AREA COORDINATORS**

Delaware / MD	Jeff Dement	302-798-1819	xfusionfd@aol.com
Lancaster County	Jack Donahue	610-857-5341	
North New Jersey	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
South New Jersey	Tom Jones	856-338-1705	jonestr@umdnj.edu
Bethlehem	Robert Stieg	610-691-0726	
Doylestown	Dick Michie	267-880-0190	richardm526@comcast.net
Willow Grove	Sidney Clark Sr	215 657-3914	