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# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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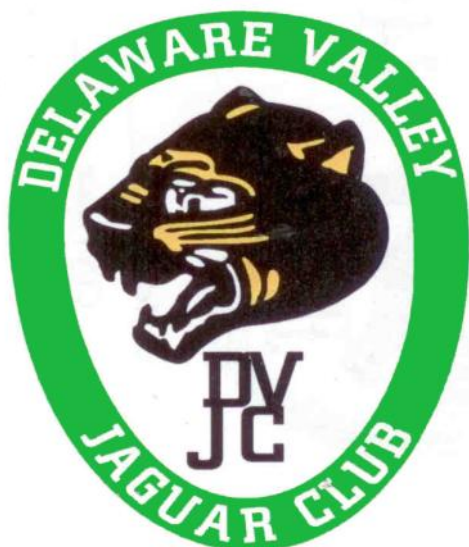
*September 2019*

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## Thanks, Greg, For Stepping Up



Greg Morrison has risen to the challenge and volunteered to fill the unexpired term of club secretary. Our club is successful because of its volunteers. When Grace Smith, a much respected member and volunteer in our club, was unable to complete her term as secretary Greg responded to president Bill Beible's call for a volunteer. Other opportunities exist. Please see *Your Monthly Bill* on page 5 for more information. Greg is also coordinating an event with the British Car Club of Delaware which should be of particular interest to DVJC members. Please see the events calendar on page 4 and a flyer on page 31.



NOTICE—You can still renew your DVJC membership for 2019. Renewals can now be completed on line at the club's Web site. Renewals can also be completed by mail. The annual membership continues to be \$65.00. We have reduced our club's expenses by limiting the number of mailed copies. If you absolutely must have a mailed copy the annual membership is \$75.00 and can only be completed by mail. Please see <https://delvaljaguarclub.com/membership-registration/> for more information.

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Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

# Upcoming DVJC Events

**September 15, 2019**

**October 20, 2019**

**10:00 A.M.**

*Please RSVP*

**DVJC Breakfast Social (see p. 25)**

**Spring House Tavern, 1032 Bethlehem Pike,  
Spring House, PA 19477**

<https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-2/>

Or Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)

**September 14, 2019**

**British Car Club of Delaware Annual Fall Show (see p. 32)**

**Jaguar is the Featured Marque**

**Bellanca Air Field, New Castle, DE**

Contact: Greg Morrison 302-234-2712; [kathleen.greg@verizon.net](mailto:kathleen.greg@verizon.net)

**September 20—22, 2019**

**America's British Reliability Run**

**(See Your Monthly Bill, p. 5)**

**Pennsylvania, New Jersey, Maryland, Delaware**

Contact: <http://www.britishreliability.org/home-pa>

**September 29, 2019**

*Please RSVP by Sept. 25, 2019*

**Jaguar Gathering of Friends**

**115 North Dietz Mill Rd, Green Lane, PA 18054**

Contact: Kevin or Kathy, [katgo@comcast.net](mailto:katgo@comcast.net), 267-354-1081 (home) or 215-880-5843 (cell) or <https://delvaljaguarclub.com/events/jaguar-gathering-for-friends-sunday-sept-29th/>

**October 6, 2019**

**10:30 A.M.—2:30 P.M.**

*Please RSVP*

**The Classics at Brantwyn (See p.15, 16)**

**Brantwyn Estate, DuPont Country Club**

**600 Rockland Road, Wilmington, DE**

[www.kennettsymphony.org](http://www.kennettsymphony.org)

Or Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com), 610-220-9607

**October 18—20, 2019**

**Northeast Rally Club Penn York Rally (see pp. 21—23)**

**(a JCNA Sanctioned Rally)**

**Beach Lake Volunteer Fire Company**

**1033 Beach Lake Hwy, Beach Lake, PA 18405**

Contact: [www.Northeastrallyclub.com](http://www.Northeastrallyclub.com) or Brian Craig at [bhc166@aol.com](mailto:bhc166@aol.com)

## Other Interesting Events

**Tom Shaner has created a spreadsheet of upcoming events that may be of interest to you. Please check out the events on page 17.**



## Your Monthly Bill *September 2019*



As I contemplate Labor Day and the impending transition to autumn, I am consumed by pleasant thoughts such as burgers, bratwurst, beer, .....club communication and volunteer opportunities for DVJC members.

### **Communication and Social Media**

Effective communication is a critical component of strong, healthy organizations. Currently, our communication consists primarily of the award winning "Purr," email blasts and the website which has now been operational for about eighteen months. While the Purr and website are accessible by non-members and the public at large, they are mostly internal to our members and must be "found" by one means or another by people outside of the club. Email blasts go only to DVJC members in good standing. To date, our Facebook page has seen limited use. As such, the primary vehicle (Facebook) for exposing our club to a broader audience has not been particularly effective.

We have a strong club with a good mix of long-standing members and people who have joined more



recently. Continuing as a vibrant club demands that we accomplish two complementary things. First and foremost, the desires of our current members must be met. Concurrently, it is essential that we "get the word out" to a broader audience of Jaguar owners and admirers so they know of the opportunity to join such a good group of people.

Social media such as Facebook, Twitter and Instagram are the best vehicles for proactively reaching a broad audience to share our story and generate interest in the club.

Improving our internal and external communication was a topic of discussion at the July Board of Directors meeting. Now is the time to put some focus here. We need either a club member or consultant to help us better understand the social media alternatives available and to plan and manage their integration with our website.

This is what you can do:

- Volunteer your time and talent,
- Unmask" an expert hiding in our midst,
- Recommend consultants who we should contact and evaluate.

Please give this some serious thought. Our website was a big first step establishing an online presence. That project was done by a combination of DVJC talent and outside consulting expertise. Please contact Paul Trout ([vicepresident@delvaljaguarclub.com](mailto:vicepresident@delvaljaguarclub.com)) or Bill Beible ([president@delvaljaguarclub.com](mailto:president@delvaljaguarclub.com)) with questions, to recommend someone or to express your interest in helping with this.



# Your Monthly Bill

September 2019 (continued)

Operation and direction of our club, like other volunteer organizations, depends on a core group of members contributing their skills and hours for the benefit of the whole group. New people serving in key roles are important for several reasons including bringing fresh ideas, sharing the workload and maintaining continuity of the club.

Greg Morrison quickly “raised his hand” to fill the unexpired term of Grace Smith, our former secretary. In this role, he is also now a member of your board of directors. “Thank you” to Greg for stepping up to fill this key position!

There are currently four leadership roles to be filled. One of those positions, Chief Judge, is open due to the recent death of Charlie Olson. The other roles are Advertising Manager, Assistant Concours Chair/Assistant Chief Judge (one person) and Assistant Webmaster. Recent and long-term members can fulfill all of these roles except for Chief Judge which has specific qualifications. For example, I became treasurer six months after joining DVJC and advertising manager a few months thereafter. Gerry Kunkle supported me as I learned the ropes. Candidly, I would appreciate someone taking on advertising promptly since solicitation for 2020 renewals begins in the immediate future and I would like to “lighten my load” a little bit by passing this to someone else with my support available throughout the transition.

The assistant Concours chair/assistant chief judge and assistant webmaster roles are new positions established with the objective of developing backups for the chief judge and Jim Sjoreen, our Concours chair (Concours registrar and treasurer) and Brian Craig, our webmaster (and photographer, JCNA interface, database administrator, Purr editor, etc, etc, etc.).

Direct your questions and expressions of interest to Bill Beible ([president@delvaljaguarclub.com](mailto:president@delvaljaguarclub.com)). Based on my experience, I am confident that the members who volunteer will realize a great deal of personal satisfaction as the result of the positive impact you have on the club.

Since our most recent newsletter two new members have joined. They are:

David Rothschild, Elkton, MD

Edison Ribeiro Filho, Cheltenham, PA

Please welcome them warmly and be sure they have Jaguar kinds of days.

## **Delaware is not a rest stop on I-95**



Hopefully, many DVJC members will enjoy a day together in New Castle at the British Car Club of Delaware show on September 14. Check the [event notices on the website](#) and in the Purr for more information. While you're on the website, reserve your spot at the [breakfast on Sunday the 15<sup>th</sup>](#).

## **British Reliability Run**

31 teams have now registered for this charitable driving event raising money for kids cared for at the Shriners Hospitals. To date, five Jaguars are registered including three from our club – Paul and Irena Merluzzi, Steve and Betty Kress and Nancy and me. Personal donations to support the work of the hospitals can be made through one of more of our club members' teams on the [ABRR webpage](#). 100% of the money donated benefits the children

We've got a few more months of great driving weather in front of our windscreens and Jaguars need exercise to stay healthy and fit. Enjoy the ride!

*Bill Beible*



## Speaking of Things Jaguar - September 2019

By Paul Trout

### Ten Years of the X-100

The product of the X-100 project, the Jaguar XK8, was previewed in March of 1996 at the Geneva Motor Show with similar launch treatment as the E-Type had received 35 years prior. A wooden crate was ceremoniously lifted from a revolving turntable revealing an Antigua Blue XK8 Coupe. The bonnet was locked tight, as details of the new V8 engine were not to be released until June. The first XK8 convertible was shown in April at the New York Auto Show, just as had been the case with the E-Type in 1961. The official public announcement of the XK8 took place on October first. There were several launch events at dealerships leading up to the official UK launch on October 15<sup>th</sup> at the British Motor Show in Birmingham. The Jaguar stand displayed a British Racing Green Coupe and a Carnival Red Convertible. Also there was an Ice Blue Coupe on the *AutoCar* stand. Jaguar announced at the show that they already had 5000 orders for the new XK8. Cars were in the UK showrooms during the latter part of October and the rest of the world market by the end of November. The new marketing slogan, "The Cat is Back!" was ringing true! There was also another interesting parallel to the E-Type. You might remember that Enzo Ferrari once referred to the E-Type as "the most beautiful car ever made". After the launch, Geoff Lawson, chief designer of the XK8, received an Italian Design Award which named the XK8 as "the world's most beautiful car".



The motoring press can pretty much make or break the public's perception of a new car. Jaguar decided to follow the lead of MG-Rover in their MGF pre-launch strategy. MG-Rover used a "drip feed" approach to achieve very successful pre-launch publicity. Following the Geneva preview, Jaguar slowly released information, specifications, and press photos of the XK8 to the eager motoring press. *Autocar* was given the Ice Blue Coupe they



displayed on their stand at the British motoring show prior to the show to do extensive testing against competitors. Between the March preview and the October official launch, literally every motoring magazine had the XK8 on the cover and articles inside. Here is what they had to say:

*Car & Driver* – "Here's Jaguar's next Sexy Pistol"

*Performance Car* – "...hello to the dynamic new V8 engined XK8, the sports car that picks up where the E-Type left off."

*AutoCar* – "...Jaguar Recreated a Legend." "...one of the best drivetrains we have driven at any price ...a cracking good car to drive." "...the most desirable GT car in the real world, by far."

*Road & Track* - "The long wait is over....and the car is worth the wait."

*Car Magazine* – "Mercedes is bracing itself for a big sales attack on the SL. The Germans, like Jaguar, believe the XK8 is bound to be a winner."

Next came the "But how does it shape up against the competition?"

*AutoCar* compared it favorably to the Aston Martin DB7, which you might remember was built on the same platform as the XK8 and was powered by a highly modified version of the 3.2 Jaguar AJ16 engine.

At a base price of \$64,900 (\$69,900 for the convertible), the XK8 had comparable looks comfort and performance to the Aston Martin DB7..... at a 42% lower price.

## Speaking of Things Jaguar - September 2019 (cont'd.)



*AutoCar*'s first full road test scored the XK8 on a five star scale. Awarding the full five for performance and the V8 engine, four for ride and handling, and three for economy which it stated was better than the competition. Only three for comfort, equipment and safety, indicating that the interior was too fussy and created reflections, the rear seats lacked any legroom and there wasn't enough rear movement for the driver's seat. Build quality only got three stars and pricing got four. However, the XK8 overall got four stars with a note that the car is "The Best GT in the Real World".

In November *Car* magazine gave a full road test report stating "This car oozes presence and desirability. Better still, it looks like a Jag and nothing else." In its closing statement it called the XK8 a true successor to the E-Type.

*Car* did a comparison test with the BMW 840i and the Aston Martin DB7 and placed the XK8 on top stating "It wins because it looks, goes, handles and rides the best (it raises the game here), and costs the least by a substantial margin. Here is a proper sporting Jaguar, which we haven't seen for so long that some people have forgotten what some Jaguars once were....The BMW is yesterday's car, it's desirability tarnished against that of the sensual Jaguar. The Aston Martin, sad to say, is revealed as a pointless purchase at 82,500 GBP, especially when the 48,000 GBP XK8 betters it in every way. *Motorsport* also tested the XK8 against the BMW 840i and drew the same conclusion...the Jaguar out performed, out handled and outclassed the Beemer.

Clearly "The Cat was Indeed Back! And Jaguar had a winner!" Let's have a look at this sensational Jaguar as it was in the showrooms in late 1996.

The sensual XK8 body designed by Geoff Lawson in both coupe and convertible models sat on a 101.9 inch wheelbase with independent front and rear suspensions. The overall length was 187.1 inches and the height was 51.4 inches (51.0 coupe). The coupe weighed in at 3560 lbs and the convertible a bit more at 3759lbs. Both the coupe and the convertible shared the 4.0 liter AJ8 engine making 290 hp at 6100 rpm with 290 ft lbs of torque at 4250 rpm. All of that smooth V8 power was mated to an even smoother ZF five speed transmission. The interior sported full leather seats and a three section wooden dashboard crafted from a single slice of walnut. It had all of the hallmarks of a Jaguar; a drop dead gorgeous body over an interior of leather and wood with a powerful engine under the long sleek bonnet. It also had the performance to match the looks. The coupe could take you from a standstill to 60 mph in a mere 6.1 seconds (convertible at 6.7 seconds) which in 1996 was quite quick! Both coupe and convertible had top speeds of 155 mph (electronically limited). The XK8 was indeed a world class Grand Touring car.



For 1996 and 1997 eleven exterior colors were offered: Spindrift (white), British Racing Green, Aquamarine, Sherwood Green, Sapphire (dark blue), Antigua (mid blue), Ice Blue, Titanium (gray), Anthracite (black), Topaz (gold) and Carnival (dark red). The interiors were offered in multiple colors which included Oatmeal, Charcoal, Cream, and Teal. Cloth seats in Oatmeal or Charcoal were also offered through the 2000 model year. Convertible tops came in Black, Stone, Blue and Green. The standard wheels were 17 inch Revolvers with four optional wheels: Chrome Revolvers, 17 inch Sport, 17 inch Winter Steel, and 18 inch Flute.

## Speaking of Things Jaguar - September 2019 (cont'd.)



As much as the motoring press liked the new XK8, the public liked it even more. During the first month in the showrooms, 1825 were delivered to customers. The 847 sold that month in the US set an all-time sales record for Jaguar sports cars sold here. Jaguar saw a 39% overall sales increase over 1995. This, ironically, included 2870 XJ-S sales in the US alone. First quarter 1997 sales were the best sports car sales globally ever in Jaguar history with 3977 delivered. By year end 1997 Jaguar sold 14,619 XK8s, with 49.8% delivered in the US. Convertible sales outpaced Jaguar's expectations with 64% of total sales. First year statistics showed the average age of a US buyer was 55 with 75% of them male. In the UK the average buyer was a bit younger at 49 but more predominately male at 89%. The top selling color was Carnival Red followed by Anthracite, Sapphire Blue, British Racing Green and Topaz. Shifts at the Brown's Lane factory had to be increased to meet the demand. The factory was producing more cars per week than at any other time in its history. Jaguar had proved once again that a new sports car will increase sales across all model lines.



As with most new car introductions, some problems did surface in the first full year of production. Cars built between July and November 1996 were recalled due to potential rear suspension failure (three incidents were reported). The cause was a retaining ring between the output shaft and the differential that would dislodge under hard cornering. The problem was a supplier issue and was resolved by the dealer service departments. The second recall involved cars built between July and October 1997 and required replacement of a faulty throttle cable bracket.

1998 brought a major enhancement to the Jaguar sports car line. When Jaguar introduced the supercharged V8 XJR model in 1997, it was deemed inevitable that the supercharged V8 would eventually show up in the XK8. With the 1998 model year it did; the XKR. The XKR in both coupe and convertible went on sale in May of 1998. Jaguar's fastest selling sports car was Jaguar's fastest performing standard production sports car in their long and storied history. The XKR was officially launched at the Geneva show as part of the commemoration of the fiftieth anniversary of the XK120, the first Jaguar postwar sports car. The launch XKR was finished in a new color, Phoenix Red, exclusive to the XKR at the time. A couple of other colors were also added in 1998: Amaranth (purple) and Meteorite (silver). Spindrift (white) was not offered on the XKR for fear the heat from the engine would discolor the paint.



In order to keep up with competition from BMW, Porsche, Corvette, Chrysler Viper, and Aston Martin, Jaguar knew the XK8 was going to need a significant increase in horsepower with brakes and handling to match. Dropping the supercharged AJ8 into the XK8 boosted the horsepower from 290 to a whopping 370. This topped the figures for the base models of the Porsche 911, Corvette and Aston Martin (it was 8 hp shy of the Viper). The 0-60 performance at 5.1 seconds topped them all (the DB7 by a full 1.8 seconds). With its top speed electronically restricted to 155mph, the XKR fell short of the entire field. However a standard production XKR with the restriction removed achieved 175+mph in testing. The XKR at \$80,000 was significantly less expensive than all but the Corvette.

Unless you looked under the bonnet, the XKR, at first glance, looked like the XK8. Upon closer inspection some subtle changes became evident. The floating bar grill of the XK8 was replaced by the same stainless steel mesh that first surfaced on the 1994 XJR and has

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## Speaking of Things Jaguar - September 2019 (cont'd.)

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been in the grills of high performance Jaguars ever since. The nose badges read "Jaguar Supercharged" and a bit further up the long bonnet were a pair of inset louvered panels that were very reminiscent of those on the bonnet of the E-Type. The boot lid sported a badge similar the one on the nose and a small discrete spoiler. The louvered insets on the bonnet and the rear spoiler were not just cosmetic adornments. The louvers were added to relieve air pressure under the bonnet at high speeds and to aid in keeping the supercharged engine cool. After wind tunnel testing the rear spoiler was added to compensate for the reduced front lift the louvers provided. Apparently the thinking was that XKR drivers would be more likely to drive at triple digit speeds. Not that I would know anything personally about that.... Another distinction for the XKR was 18 inch "Double Five" alloy wheels with red background growler center caps. The XKR was the first Jaguar with "staggered" wheels. The front wheels were 8 inches wide and the rears were 9 inches wide. Pirelli P-Zero tires were fitted; 245/45 ZR 18 in front and 255/45 ZR 18 on the rear. Under the bonnet, where the heart of every Jaguar resides, the variation from the XK8 was anything but subtle. The twin air-to-liquid intercoolers, with the word "Supercharged" cast on them, sit atop the Eaton M112 supercharger. There is no missing them. The supercharger boosts the power a full 28% over the normally aspirated XK8 V8. With 370 hp and 387 ft lbs of torque on tap, a more heavy duty transmission was required. Jaguar chose the Mercedes W5A 580 five-speed electronically controlled unit. Accommodating the beefier transmission required significant changes to the platform. A new ZF Servotronic speed-sensitive power steering system was fitted which improved steering response, precision and feel under all conditions. The new rack required a revised crossmember. Initially all XKRs were fitted with the CATS electronically controlled suspension system as standard. A two piece propshaft and upgraded brake pads were also fitted to better handle the higher performance. Inside the cabin, the changes were as subtle as with the exterior. The tachometer now had the word "supercharged" below the center of the needle and the standard wood and leather rimmed steering wheel had "XKR" embossed on it.



In the XKR Jaguar finally had supercar performance to match the sleek sensual look of the XK8. To quote *AutoCar*'s first report on the XKR "the sheer thrust from 2000 to 6000 rpm is not only awesome and untempermental, but also relentless". It further stated that the XKR "combines XK8's refinement and comfort with truly fearsome performance". Later in the year *AutoCar* ranked the top 100 cars of 1998 and the XKR came in 47<sup>th</sup> largely based upon fuel consumption, brakes and handling. *Car* magazine did a head to head comparison of the XKR with the Aston Martin DB7, BMW 840Ci, Mercedes SL60, Porsche 911 and the Nissan NSX to find the best all around sports car. The Mercedes was ruled out due to cost, the BMW was too big and wasn't the best at anything, the DB7 was deemed too expensive and flawed, and the Nissan was discarded on the basis of style and steering. That left the 911 and the XKR. While they loved the Porsche, the XKR won the day because "the Jaguar handles the drama for you so your drive will be more relaxing....the Jaguar's monstrous, relentless torque is wholly addictive and completely thrilling, but you arrive at your destination unshaken even though you've been stirred." The public was impressed as well. Production figures for both the XK8 and XKR were, at the end of 1998, the same as sales figures. They were selling as fast as Jaguar could make them. An interesting note: unlike the XK8 which was selling twice as many convertibles as coupes, in 1998 the XKR sold 40% more coupes than convertibles. That anomaly reversed itself from 1999 on.

1999 brought few changes to the XK8/XKR line. Sherwood and Aquamarine were replaced by Alpine (green) and Emerald (green). The very popular XKR launch color, Phoenix Red was, by popular demand, offered in the XK8 line as well. Meteorite Silver and Topaz (gold) were added to the XKR line. The stone color for the convertible top was replaced by Light Beige. The XK8 convertibles received a stiffening brace between the seatbelt post and the B post for greater structural integrity. This was adapted from a similar brace on the XKR model. The ZF Servotronic steering system originally fitted to the XKR became standard on the XK8 as well. The AJ-V8, now coded AJ27, got air assisted fuel injectors and the normally aspirated engines moved from two-stage variable cam phasing to continuously variable cam phasing for better low end torque. All 4.0 V8 engines were now fitted with dual-tipped platinum spark plugs good for 70,000 miles. The oil cooler was deleted from the XK8. The ZF transmission on the XK8 was recalibrated for improved shifting. The XKR engine got a new kickdown control to improve response. XKRs also got larger brake rotors and Textar pads. Very little

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## Speaking of Things Jaguar - September 2019 (cont'd.)

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was changed on the exterior other than the rear deck badge was deleted. A boot stowage net became standard on both the XK8 and XKR.



The year 2000 and the new millennium meant new technology for the XK line. A new adaptive cruise control system was developed by Delphi Automotive for Jaguar. It became standard on the XKR and optional on the XK8. An optional CD based satellite navigation system was introduced with a color screen replacing the three gauges in the center of the dashboard.



Rain sensing windshield wipers became standard on the XK8. A revised ABS brake system, ABS Plus, became standard on both models. The standard audio system was upgraded to six speakers and a boot mounted six CD changer became standard on both models. The optional premium audio system was changed to an Alpine system providing a 320 watt output.

The most significant change for 2000 was rather unnoticed and unpublicized. The AJ27 engine block was redesigned with the addition of conventional steel cylinder liners and redesignated the AJ28. Previous 4.0 V8 engines had Nikasil cylinder linings to reduce

weight. This practice was not unique to Jaguar. BMW also used Nikasil lining on their V8 engines. In 1998 the public was made aware of problems with Nikasil lined engines by BMW. High sulfur fuel was causing the Nikasil coating to erode to the point of reducing compression. BMW replaced about 600 engines in 1998 due to sulfur damage. Jaguar felt that since they did not experience any problems in testing, their engines would be immune to the sulfur damage. The sulfur content in fuels varied from place to place in Europe and was not significant in the US, but eventually the problem began to show up in some pre-2000 Jaguar V8 engines. After replacing a number of engines, the decision was made to redesign the engine and add more conventional steel liners. The Nikasil issue was the first of the weight reduction effort issues to surface.

The second, and more troubling, issue related to weight savings on the AJ8 engine had to do with the timing chain tensioners. The AJ8 was designed with a single timing chain held in place by tensioners and secondary guides made of plastic. Over time they began to deteriorate from heat and stress and would crack allowing the timing chain to slacken. If the slackened timing chain jumped one cog on the timing gear the car would run rough. If it jumped two or more cogs the valves would collide with the pistons and the result would be engine failure, often beyond reasonable repair.

Jaguar became aware of the problem as early as 1999 and began installing second generation guides and tensioners; still made of plastic, but more robust. In 2005 Jaguar introduced a third generation of tensioners. These were made of metal. In February of that year Jaguar issued the following Service Bulletin:

Technical Service Bulletin No. X303-68 of February 2005, titled:

“Rattle From Engine on Start-up and Idle,”

Jaguar states:

*This Technical Bulletin has been issued to address customer concerns of a rattle emanating from the engine on start-up and idle.*

*Cause: Failure of a primary or secondary timing chain tensioner.*

*Should a customer express concern, and the fault has been confirmed as a timing chain tensioner, new primary or secondary timing chain tensioners must be installed.*

Engines subject to this problem include XJ8/XJR en-

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## Speaking of Things Jaguar - September 2019 (cont'd.)

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gines with the last six digits of their VIN numbers between 812256-F41862, and XK8/XKR engines with the last six digits of their VIN numbers between 001001-A24195.

The following warning was issued to Jaguar owners via the Jaguar Forum and other sources:

**If upon start-up you notice a rattling sound from your 1997-2000 Jaguar V8 engine, or unusually rough running, turn off the engine immediately and DO NOT restart it. Have the car towed to a Jaguar specialist service facility for inspection.**

Another troubling aspect of the issue was that Jaguar would not replace the tensioners if the car was out of warranty and generally the issue did not surface until the car was out of warranty. Even under warranty Jaguar would not replace the tensioners unless a fault was actually diagnosed; not as a preventive measure.

As a personal note: if you have a V8 Jaguar that falls within the VIN range noted above and you do not have documentation indicating that the tensioners have been replaced, I would highly recommend you, at least, have the tensioners inspected to determine which generation they are and their condition. This can fairly easily be done by a trained technician removing the cam cover and doing a visual inspection. The best thing to do is just have them replaced with the third generation tensioners. While this is a \$1500-2000 service, it is significantly less than the cost of an engine failure from the timing chain jumping two or more cogs or breaking. There are a number of after-market kits available that also upgrade the timing chain to a dual chain.

From a peak production of nearly 15,000 cars in 1997, sales were slowly falling off. After a slight bump in 2000 back to over 11,000 the deterioration continued with fewer than 7000 in 2002. While there was some inevitability that sales may drop off after five years or so, this was Jaguars best selling sports car ever and there was a need to revitalize interest. Hints in the motoring press of a new XK on the horizon did not help sales of the current models. In fact, Jaguar was planning a revamp of the X-100, not a new XK. At least not at that time. One of the first steps taken in 2002 was a revised warranty. New Jaguars were now covered with a comprehensive three year unlimited mileage warranty. The previous warranty was limited to 60,000 miles.

The anticipated major revamp of the X-100 arrived in 2003. Jaguar called it 'The New-Generation Jaguar



XK". It was, indeed, the most significant change in the X-100 since its introduction in 1996. The revised XK8/XKR included changes to the brakes, chassis, electronics and trim, all surrounding the introduction of the new (to the X-100) AJ34 engine. The AJ34, first seen in the new S-Type, displaced 4.2 liters and made 300 hp in the normally aspirated XK8 version. Numerous internal changes were engineered into the new 4.2 including extensive use of aluminum. The AJ34 was a stiffer and much lighter engine. The supercharged version still used an Eaton unit, but now used helical rotor gears to reduce noise and it spun 5% faster; now making 400 hp. Along with the new AJ34 engine the XK8/XKR was destined to get a new gearbox. In late 1999 ZF made it known they were developing a new six-speed transmission designed primarily for rear-drive high performance cars. The advantage of this transmission, other than the additional gear, was that it was lighter and had greater torque capability. It also had a torque converter that shut off at idle allowing the car to sit stationary without any load on the engine. The extra gear was anticipated to offer a 5% improvement in fuel economy. The ZF 6HP 26 was introduced in late 2001 and Jaguar was one of the first customers to use it. The first Jaguar to go six-speed was the new S-Type. It was introduced on the XK8 and the XKR in late 2003. This eliminated the need for two transmissions to mate to the new AJ34 engine. It appears this transition was gradual and staggered as many of the 2003 XK8s I have seen have the 4.2 AJ34 engine, but still have the five-speed transmission. Either Jaguar had a lot of the five-speeds on hand and wanted to reduce that inventory, or ZF had difficulty supplying the new six-speeds. By 2004 it all of the XK series had the 4.2 and six-speed combination. Other improvements for the 2003 model year included Brembo four pot brakes with larger ventilated discs and braided stainless steel flex lines on the XKR. Larger standard discs were added to the XK8. The new EBA (Emergency Brake Assist) which automatically applied additional braking pressure if the driver had not done so under extreme braking situations was made standard on all XK models as was DSC (Dynamic Stability Control) and cruise control. Exterior changes were primarily with the XKR, including adding the R-Performance logo and the boot finisher over the rear license plate went from chrome to the

## Speaking of Things Jaguar - September 2019 (cont'd.)

body color. On both models the headlight units were revised with black surround recesses. Automatic Xenon self leveling headlights became standard on the XKR. The automatic headlights would also turn on 20 seconds after the wipers were turned on. Additional wheel options were added with the 17 inch Gemini standard on the XK8, the 18 inch Hydra standard on the XKR and optional on the XK8. Additional wheel options for both cars included the 18 inch Double Five, the 18 inch Centaur, the 19 inch Apollo, the 17 inch Winter Steel and the 18 inch Winter Alloy. XKR's could be special ordered with 20 inch R-Performance split rim alloys. New color options were added to the catalogue including Adriatic Blue (metallic mid-blue), Jaguar Racing Green (metallic medium green), Ebony (solid black), and Midnight (metallic black). Colors that were dropped included Sapphire, Anthracite, Emerald Green, Platinum, Mistral Blue, Roman Bronze, Titanium, and Westminster Blue. White Onyx, British Racing Green, Sea Frost, Pacific Blue, Adriatic Blue, Zircon, Platinum, Quartz, Slate, Topaz and both Carnival and Phoenix Red were still available. Changes for 2003 to the interior included a Leaper etched on the passenger side wooden dashboard, a new leather and alloy shift knob on the XKR and, for the first time, dual color leather interior options. Dual color interior options included Heritage Tan with Warm Charcoal and Cranberry with Warm Charcoal. Dove Gray was added to the standard interior color list. Recaro Sports Seats could also be special ordered with package that included aluminum J-gate surround, door handles and pedal pads. Another change was an 8% price increase. The XK8 coupe was now list priced at \$69,995, XK8 Convertible at \$74,995, XKR Coupe at \$81,995 and the XKR Convertible at \$86,995. Despite the significant upgrades for the 2003 model year, sales continued to decline with just 5,656 sold. Early 2004 models were essentially 2003 models with the side protection strips removed.



As Jaguar entered 2004 they were enjoying unequalled growth globally with every model but the XK8/XKR. The X-100 was losing ground rapidly to the competition. The replacement, coded X-150 was in development, but Jaguar needed to keep their sports car rele-

vant for another year or so. So, for the 2004/2005 model year the X-100 got its last upgrade which was primarily cosmetic.



The most notable change was to the front of the car where a lower air intake was added to the nose giving the car a more muscular, aggressive stance. On the XKR the stainless steel mesh was moved forward and the two bumper overrides were eliminated.



On the sides, deeper sill covers were added giving the car a lower stance to match the revised nose. An XKR style rear spoiler was added to the rear of the XK8. The XK8 got larger tail pipes and the XKR got twin pipes. Additional wheel options were added to sweeten the exterior changes. Aside from the options available in the 2003 model year, 18 inch Aris, 19 inch Atlas, and 20 inch Sepang were added as well as 20 inch BBS Montreal and Detroit R-Performance wheels. Carnival Red was dropped from the color list; replaced by Salsa Red and Radiance (Dark Red). The interior also got a refresh with the addition of two new wood veneers; Elm and Piano Black. Traditional Walnut and Gray Stained Birds Eye Maple were still offered. The new wood offerings were felt to be a more modern alternative to the traditional Walnut. Interior trim options were reduced with the elimination of the two tone offering. The only technical upgrade for 2004/2005 was the introduction of ASL (Automatic Speed Limiter). This driver selectable feature allowed the driver to set the speed he wished to not to exceed and once that speed was reached the car would not allow it to be exceeded regardless of pedal pressure.

## Speaking of Things Jaguar - September 2019 (cont'd.)

The pre-set speed limiter could be cancelled if the driver applied full kickdown with the throttle. This "safety" feature was actuated via a button on the gear-shift surround (replacing the cruise control switch) and had a readout on the speedometer. My first thought on this was "why?" But then I thought about all the times I looked at my speedometer and realized I was going way faster than I thought I was. Unlike many smaller sports cars I have driven where the illusion of speed is less than the reality, the XK8/XKR is deceptively faster than it feels; 90 really does feel like 70....

The facelift did manage to keep the XK8/XKR relevant, but did not serve to increase sales; in fact 2004 and 2005 were the lowest figures for the entire ten year run. However, keeping the Jaguar sports car relevant did pay off with the introduction of the X-100's successor, the X-150. First year sales of the New XK of 14,050 were quite close to those of the first full year of the X-100 at 14,929.



The last X-100 was driven off of the assembly line at Brown's Lane on Friday May 27<sup>th</sup>. It was the 91,406<sup>th</sup>

built over a ten year run. It was an XKR 4.2 finished in Zircon over Cashmere and resides in the Jaguar Heritage Museum.



During the ten year run of the X-100 Jaguar sold almost as many XK8/XKRs as they sold XJS/XJ-Ss (115,413) in its 21 year run. Combined with the X-150 at 144,613 sold, the XK (X-100 & X-150) series was the best selling Jaguar sports car ever.

Next Month...

X-100 Special Edition models, Trans-Am Racing and One owner's Perspective

**Enjoy Your Jaguar!**

**Paul T**



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## The Classics at Brantwyn

By: Paul Merluzzi

Dear DVJC Friends,

One of the two Kennett Symphony major fund-raisers, The Classics at Brantwyn, will be held on October 6, 2019. For those of you who have not attended before, the Classics is a very unique, high-end, invitational car show (approximately 30 invited show-cars and 250-300 invited guests). It is held in the beautiful gardens of the Brantwyn Estate, part of the DuPont Country Club. The following 'Fact Sheet' gives a concise description of the event.

The Kennett Symphony remains artistically vital and financially strong, despite the reductions in grant opportunities and corporate sponsorship, because of our generous patrons and supporters, like you, who continue to make the Classics an important fund-raiser.

I hope you will consider purchasing a ticket and attending the event. You can purchase tickets on-line at the Symphony website ([www.kennettsymphony.org](http://www.kennettsymphony.org)) or by calling the Symphony office (610-444-6363). It would be nice to have a "DVJC Table" of 10. Last year we had TWO tables!

Let me know if you need any additional information. I can be reached by phone or email (see contact information below).

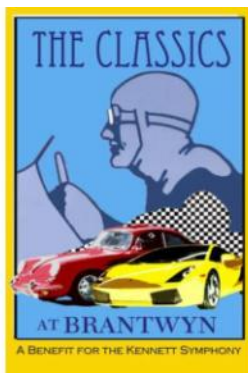
Best regards,  
Paul

PS

I would like to add a vintage XK (120/140/150) OTS to the show. Please let me know if you are interested and I will send the entry form.

-----

Paul Merluzzi  
Chair, The Classics at Brantwyn  
610-220-9607  
[pawlym@aol.com](mailto:pawlym@aol.com)



## FACT SHEET

**CONTACT:** Kennett Symphony office - (610) 444-6363 or [info@kennettsymphony.org](mailto:info@kennettsymphony.org)  
Paul Merluzzi, Event Chair - (610) 220-9607 or [pmerluzzi@kennettsymphony.org](mailto:pmerluzzi@kennettsymphony.org)

### **Kennett Symphony's "The Classics at Brantwyn" Brunch, **Blue**s, and **Hot Cars** A Fundraiser to Benefit the Kennett Symphony of Chester County**

**DESCRIPTION:** The **Classics at Brantwyn** is an event centered on beautiful and historic automobiles from the beginning of the 20<sup>th</sup> century to the present. It is not your typical car show – rather we like to describe it as a great social event and party that happens to have some magnificent automobiles on display. Held on the exquisite grounds of the Brantwyn Estate (formerly a DuPont family residence), the event features an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars.

**MISSION:** The **Classics at Brantwyn** was developed as a fundraiser for the Kennett Symphony of Chester County (KSCC) in order to ensure that the orchestra continues to achieve its mission of presenting symphonic music along with providing musical education and outreach programs in the community.

**EVENT DETAILS:** The event will be held on Sunday October 6, 2019 at the Brantwyn Estate, 600 Rockland Road, Wilmington DE. The main event is preceded by an optional one-hour rally by the car show participants through the back roads of Chester County. A **Grand Parade** onto the Brantwyn grounds kicks off the main event at 11:00 am. Each car pauses in front of the mansion to be introduced to the guests who are sipping "Lamborghini Bellinis". The cars proceed to assigned spots in the garden at the rear of the mansion and remain on display while the guests enjoy brunch, drinks, and chatting with the car owners. Voting for "People's Choice" award concludes the event at 2:30 pm. This signature automobile event attracts more than 250 guests and car owners and has received rave reviews from both exotic and classic car owners.

**ENTERTAINMENT:** Prior to the Grand Parade, strolling musicians mingle with the crowd. The Terry Klinefelter Quartet entertains with upbeat jazz and blues selections during brunch and for the remainder of the afternoon.

**TICKETS:** Tickets for the event are \$95/person. Reservations are limited. Tickets may be purchased by calling the Kennett Symphony office at 610-444-6363 or by visiting [www.kennettsymphony.org](http://www.kennettsymphony.org). Tables of 10 may be reserved.

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*Begun in 1940 as a community volunteer orchestra for Kennett Square residents, the Kennett Symphony of Chester County (KSCC) has evolved into Chester County's only fully professional symphony orchestra. Subscriptions, individual concert tickets, and tickets to all KSCC events and fundraisers are available by calling 610-444-6363 or going to [www.kennettsymphony.org](http://www.kennettsymphony.org).*

## Old English Car events and Rallies PA MD NJ DE 2019 July thru September

	Event	Place	Date	Time	Event Website
1	Pittsburgh Grand Prix	Schenley Park, 5370 Schenley Dr.,Pittsburgh, Pa	7/12/2019		<a href="https://www.pvpgp.org/">https://www.pvpgp.org/</a>
2	JANE - Concours d'Elegance	Sturbridge Host Hotel & Conference Center, Sturbridge, MA	8/9/2019	9/3/2019	Daniel Graf -Ph: 617-216-9703 or <a href="http://www.jagne.org/jane/concours.cfm">http://www.jagne.org/jane/concours.cfm</a>
3	Taste of Britian-Host LANCO MG Club	70 Church St., Rothsville, PA 17543	8/18/2019	10-3pm	<a href="https://www.lancomgclub.com/pdfs/tob_reg_form.pdf">https://www.lancomgclub.com/pdfs/tob_reg_form.pdf</a>
4	Jaguar Club Lawn Show- (Capitol Region JCNA)	Saratoga Auto Museum, 119 Ave. of the Pines, Saratoga Springs, NY	8/24/2019	10 to 2:30	<a href="https://www.saratoga.com/event/jaguar-car-show-121572/">https://www.saratoga.com/event/jaguar-car-show-121572/</a>
5	Watkins Glen Grand Prix	<a href="http://grandprixfestival.com/documents/all_events_form.pdf">http://grandprixfestival.com/documents/all_events_form.pdf</a>	9/6/2019	weekend	
6	Jaguar Club of Pittsburgh Concours d'Elegance	Fox Chapel Yacht Club, Pittsburgh, PA	9/7/2019	9-3pm	<a href="https://www.jcna.com/users/nc45">https://www.jcna.com/users/nc45</a>
7	Jaguar Drivers Club of Long Island - Concours	Vanderbilt Estate 180 little Neck Road Centerport, New York 11576	9/8/2019	9-4pm	<a href="http://www.jdcli.com/concours.html">http://www.jdcli.com/concours.html</a>
8	Brits on the Beach 22nd annual	Ocean Grove, NJ	9/14/2019	10-4 pm	<a href="https://pedc.org/events/brits-on-the-beach/">https://pedc.org/events/brits-on-the-beach/</a>
9	NCIOC Concours D' Elegance	5260 Western Ave., Chevy Chase, MD 20815	9/15/2019	Sunday	<a href="https://www.jcna.com/events/ncioc-concours-delegance-2">https://www.jcna.com/events/ncioc-concours-delegance-2</a>
10	Jaguar Club Concours of Pittsburgh	222 Karen Drive, Elizabeth, PA 15037	9/21/2019		<a href="https://www.jcna.com/users/nc45">https://www.jcna.com/users/nc45</a>

# CLASSIFIED



## 1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place wins in driven class at June DVJC Concours meets. Always garage kept.



Contact Bob Costello , 215 542 9941 [rocostello1@verizon.net](mailto:rocostello1@verizon.net).  
Price \$86000.



## 1995 Racing Green, XJS Convertible

4.0L, six cylinder, 71K original miles, excellent condition inside and out. I have owned this, garaged and covered beauty, for 17 years. Must sell due to poor health. \$18,750. OBO.

Please contact Rod Pieretti, 302-540-6000, e-mail: [rpieretti@verizon.net](mailto:rpieretti@verizon.net).



## Selling 1976 TR6.

2 Owners, 77,000mi. Always garaged. Midnight green w/ black interior. 2 toneau covers (split cockpit & boot). Original drivetrain (no OD). Recent repaint, solid frame, rust-free car. Excellent driver. Receipts.

\$14,500.00

[Leo.kob@villanova.edu](mailto:Leo.kob@villanova.edu)



# CLASSIFIED

## 1997 Jaguar XJ6 Vanden Plas

VIN: SAJKX6249VC792292



This is a one owner, 30,300 mile, original Jaguar XJ6 Vanden Plas (LWB) Daimler edition that we recently acquired from the original owner. He purchased the car new from Philpenn Motors in Bryn Mawr PA. The dealership applied Daimler badging to the car when new. It is gorgeous in Sherwood Green. The interior is virtually brand new and everything works as it should. AC, AM/FM/CD, power(heated) seats, sunroof, trip computer all function properly. When we acquired the car, we spent over \$3000 to get the car running perfectly. Details of the 30,000 mile service include:



Belt Replacement, throttle body service, oil change & filter, shocks and strut replacement, filter change, etc.



This XJ6 is the long wheelbase model with lots of extra room in the rear. The wood, including the tables, is exquisite. This is an exceptional motor car and needs nothing! Remember it only has 30,300 miles and is a one owner car. It has a clean CarFax, and must be seen to be appreciated. Call David (610 647-5900), to arrange an inspection.



Asking \$13,500

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## 1988 XJS



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## 2003 XK8



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**Forms will also be  
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**OCTOBER 18-20, 2019**

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**( CHAMPION – previous NERC winner) (PRO-using a Timewise) ( SOP- regular speedometer)  
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**ADDRESS \_\_\_\_\_**

**Emergency contact and phone # \_\_\_\_\_**

**Email address (please print) \_\_\_\_\_**

**\*NAVIGATOR \_\_\_\_\_ Phone # \_\_\_\_\_ Polo Shirt Size \_\_\_\_\_**

**ADDRESS \_\_\_\_\_**

**Emergency contact and phone # \_\_\_\_\_**

**Email address (please print) \_\_\_\_\_**

**\*VEHICLE   make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_**

**PROOF OF INSURANCE MUST BE ATTACHED**

**\* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE  
DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.**

**Please list your assigned number \_\_\_\_\_**

**IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE \_\_\_\_\_ AND A NUMBER WILL BE ASSIGNED  
TO YOUR VEHICLE.**

**(OVER)**

**ENTRY FEE:** (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept. 27, 2019** \$\_\_\_\_\_

\$425 entry form, payment and insurance received after **Sept, 27, 2019** \$\_\_\_\_\_

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$\_\_\_\_\_

\$10 each additional person for Saturday's dinner \$\_\_\_\_\_

\$10 each additional person for Sunday's brunch \$\_\_\_\_\_

TOTAL CHECK (payable to Northeast Rally Club) \$\_\_\_\_\_

**We plan to attend Friday's Lunch**    YES   NO   MAYBE

**MAIL ENTRY, CHECK(Payable to Northeast Rally Club)AND INSURANCE TO:**

**NORTHEAST RALLY CLUB, C/O CAROL RUTLEDGE, 25 MAPLE LN, TYLER HILL, PA 18469**

Please list name of anyone that will be coming with you so that we can have name tags,

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# Jaguar Willow Grove Setting the Pace



2019 Jaguar I-PACE

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# Delaware Valley Jaguar Club Breakfast Socials

September 15, 2019

October 20, 2019

10:00 a.m.

**Spring House Tavern**  
**1032 Bethlehem Pike**  
**Spring House, PA 19477**

Phone 215-646-1788

[www.springhousetavern.com](http://www.springhousetavern.com)

**PLEASE RSVP TO** <https://delvaljaguarclub.com/events/monthly-breakfast-social-spring-house-tavern-3/>

**Or to PAUL MERLUZZI** ([pawlym@aol.com](mailto:pawlym@aol.com))

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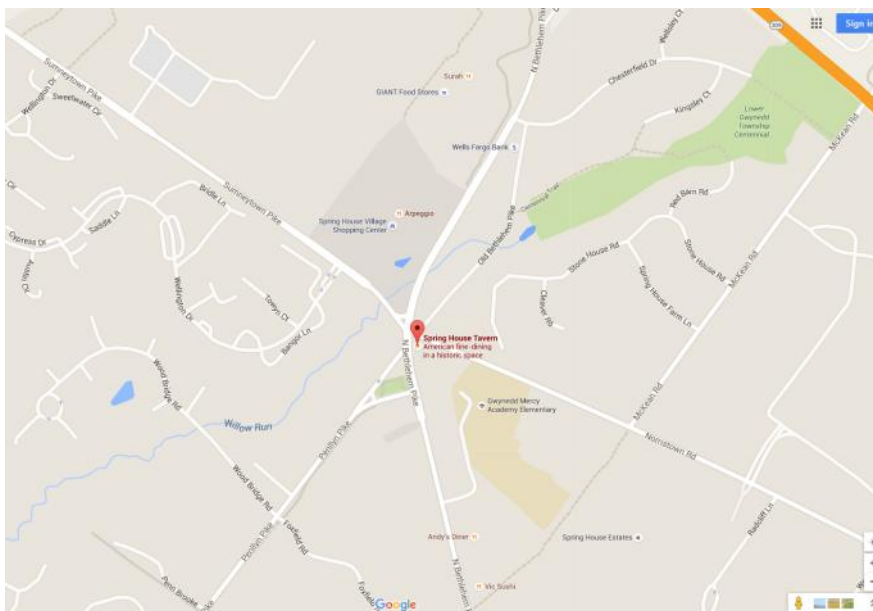
## **Driving directions from the Pennsylvania Turnpike:**

**Exit at Fort Washington Interchange**, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left.

**Directions from North:** Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

**From South:** Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.

For further information contact *Paul Merluzzi 610-696-3221 [pawlym@aol.com](mailto:pawlym@aol.com)*



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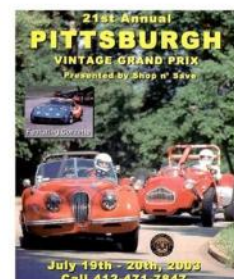
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