



The Jaguar's

Purr



THE JAGUAR'S PURR

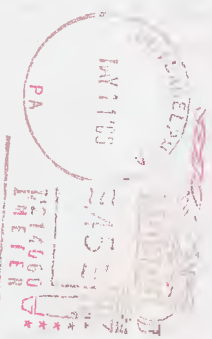
Published by

DELAWARE VALLEY JAGUAR CLUB

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MAY '89

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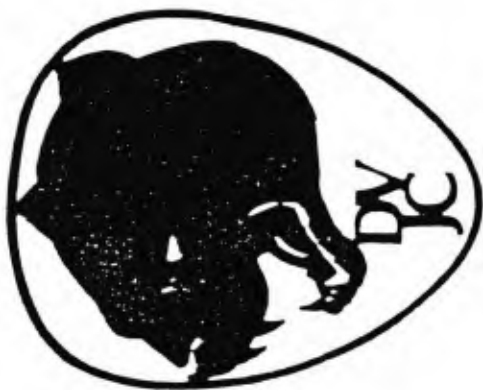
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Cliff & Bonnie Hall
Editor's
THE JAGUAR'S PURR
1618 Meetinghouse Rd.
Boothwyn, Pa. 19061

Advertising Rates: Full Page - \$165.00 per yr.
Full Page - \$25.00 per issue
Half Page - \$85.00 per yr.
Half Page - \$15.00 per issue
Quarter Page - \$60.00 per yr.
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PRESIDENT'S MESSAGE

The days are warming, leaves bursting forth from the trees and the Jags are purring better than ever. If you were one of the fortunate few who ventured out to the last two tech sessions hosted by Halls Foreign Car Repair the above statement would be true in its entirety. If not you can only blame yourself. Cliff personally went out of his way to make certain that each and every member's car got the attention it deserved. Your fellow club members were equally pleased not only with the attention their Jags got and deserved but also with the tasty victuals served by Bonnie and El Presidente to all those present including our very own 82 year old Scotsman Dave Campbell, resting between cross country flights for a short while. Dave was chauffeured out by the writer who committed himself to a very careful, sane drive; which I am proud to say he carried out to the letter. Thanks again to Cliff for another great tech session. These are good times to learn about the inner workings of your Jag by knowledgeable fellow Jag Buffs in a very laid back atmosphere full of Jaguar Jargon & camaraderie.

**MARK YOU CALENDAR FOR THE
NEXT TWO FANTASTIC EVENTS
COMING UP:**

MAY 21st

**CLASSICS AT RENAISSANCE
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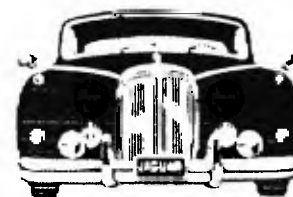
HOWARD CRAMER, JR.



All eyes and attention are now being focused on the next three events that are upcoming. Each follows closely the one before it. For those of you who missed the experience of working at the AGM at Vally Forge in March. Here is yet another opportunity to experience a first time ever event for the DVJC; namely the regional CONCOURS'd ELEGANCE scheduled for June 3rd. Contact the most capable chairman Rudy Horwitz and tell him you want to get involved. I promise you one and all its an experience you won't easily forget. Our GREAT SHOW at the RENAISSANCE on MAY 21st. HAS been expanded to include other exotic cars from the past. There have been at least 30 Ferraris committed as well as a number of Mercedes Gull Wings and a hand picked collection of other cars of the past for your eyes to feast on and warm your heart. Volunteers at all levels are required for this show. Please call El Presidente and we will get you working in the area of your request.

Thanks for all your help in the past. Your help this year will catapult the DVJC to unheralded heights and make JCNA and other clubs across the country sit up and take notice. This is not possible without your help.

THANK YOU
JACK SANFT



The DELAWARE VALLEY JAGUAR CLUB, its officers and members of the board of directors want to thank the following dealers for their unstinting support during the AGM which we proudly hosted at the Valley Forge Sheraton Hotel the weekend of March 3-5, 1989:

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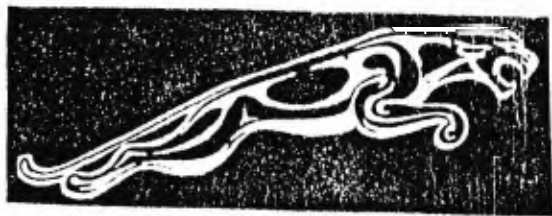
We urge all our members and friends to patronize these fine dealers, who not only excel in Sales and Service of the cars we love but freely give of themselves in support of our club.

Conversely the following two dealers, after letters and phone calls, both from JCNA and the president of the DVJC, for whatever reason they stated or extrapolated saw fit not to support our club one iota:

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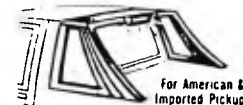
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*page above
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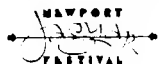
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A Concours d'Elegance is defined as "an assembly of elegance" of exquisitely prepared automobiles. The tradition was initiated in European countries where gentry and royalty gathered to admire the finest examples of carriage and horse-drawn coaches. As the horseless carriage came into vogue, the fine crafts of the coachbuilders were applied to the coaches for motorcars.

Count de Dion, a pioneer in engine building, introduced the motorcar concours in France in the late 1890's. He organized the Automobile Club of France in 1895 and set the precedent of the public display of fine automobiles prior to the popular city-to-city races. The people were accustomed to the carriage concours so the Count carried on the tradition to enlighten the public on the desirability of owning a motor carriage.

England tried to halt the rising popularity of motorcars by passing the Red Flag Laws which prohibited or limited vehicular activity. These laws were repealed on November 14, 1896, and the pioneer motoring enthusiasts celebrated the occasion with a concours and the historic first race from London to Brighton. The concours and racing events became commonplace in England and Western Europe after 1900.

Professor Sir Hubert von Herkomer, a German born artist who became a British citizen and an avid motorist, is credited for the earliest recorded international Concours d'Elegance. It was held in Germany in 1905 with emphasis placed on the concours rather than the speed trials in an effort to win approval of conservative British officials. Over one hundred vehicles from England, Italy, Belgium, Netherlands, France and Germany were arranged in classes and awarded prizes for condition and for excellence of design and coachwork. The British press in attendance sent back the word of the great success of the gathering!

Enthusiasm for the automobile was rediscovered by Americans who saw the concours while serving with the military occupation forces in Europe following World War I. In America today just about every automobile ever made has a fan club and regular concours held in it's honor. The Concours d'Elegance is a beautifully historic ceremony which honors a social event from the past and acquaints us with generation of horseless carriages, antique, vintage and classic cars.

from Concours d'Elegance by Joseph H. Wherry
Submitted by Carol Williams

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Jaguar XK 120

Selling cars to stars took a little show business itself

By Roger Barlow

Clark Gable was one of the best customers of my foreign car dealership in Hollywood. He appreciated fine cars and was always on the lookout for what was new. Naturally, when I got my hands on a V12 Atalanta tourer, the first fully independently sprung British production car (AW, Feb. 20), I called Gable at MGM and invited him to come by.

After an hour of driving, he pulled into a parking spot off Mulholland Drive overlooking Hollywood, shut off the engine of the Atalanta and stretched shoulder muscles tensed from pushing through a hundred curves and sharp bends at ever-increasing speed as he gained experience with and confidence in that remarkably handling car. "Rog," he said, "if you'll forgive me for saying so, this car took those canyon roads even better than your Talbot, and certainly better than my Mark V Jag."

"How about the Duesenberg you had before the war?" I asked in reply, knowing it had been his favorite car.

"It's quite some time since I drove the Duesie I owned then but there's no doubt in my mind," he said. "It did not take corners like this." He patted the steering wheel of the Atalanta with respect.

Gable paused and then went on. "I guess Fred and Augie were really engine men. It was that big straight-eight of theirs with dual overhead camshafts that mainly sold those cars. I don't know a hell of a lot about the fine points of engine design, but when I put my foot down or just lifted the hood of my Duesie for a look, that supercharged engine said *power* to me as no car I've ever owned or even looked at before or since."

"What about a Mercedes?" I asked. "One of the Marx brothers had an SS or SSK that I know you saw. Wasn't that a pretty impressive machine?"

"Well, it did have those outside exhaust pipes and a supercharger somewhere almost out of sight, but with only a single camshaft it looked more like a pushrod engine and

just wasn't anything like as impressive as a Duesenberg."

"So you bought a Duesie instead of a Mercedes?"

"I sure did. And it was the best one they ever made. At least it was one of the best two they made because they only built two



The Jaguar XK 120 was the first British sports car Clark Gable found 'fitting'

Roger Barlow photo

front suspension, we're told, will have torsion bars much like your Mark V but I'm sure the rear end won't be independent. At least not to start with. But it definitely has a two-cam engine, and people who have seen the prototypes say it's going to be a sensational car on all counts."

"Glad to hear that. I'm still getting the first one you can deliver, right?"

I assured him this was indeed so and not to worry, then asked him one last question about his SSJ roadster. "Wasn't your Duesenberg something of a truck except out on a straight road?"

He considered for a moment, "I suppose it was, thinking about it now. But back in the '30s it seemed just like all big cars. We expected them to be a bit heavy steering. Hell, it *looked* like a man's car and part of its attraction may have been that it took a *man* to enjoy driving it!"

Gable did get the first XK 120 we delivered but before that the factory had shipped us a pre-production car with no crankshaft to display at the L.A. Auto Show. It arrived early so we stashed it away under a sheet in a one-car lockup a few blocks from our shop. When we had to prepare it for the show, we called Gable to ask if

he would like to drive the new XK 120. Luckily his film wasn't actually shooting or they would have lost him for half a day!

When we got to where the Jag was, my partner Van Dyke whisked off the cover with a magician's flourish, instantly turning the King of Hollywood into a 10-year-old on Christmas morning!

But we had to play the Grinch with nouns that the engine had no crankshaft. Then I added, "We promised you could drive an XK this morning, so get in!" A rope, already looped over a chassis member, was pulled out and snubbed around a hook in the open back of our parts truck with Van Dyke there holding the end. Then down Robertson Blvd, full bore in the gears. A few yards from Alden Drive (at good speed) Van Dyke freed the tow rope and waved Gable to our shop. The street was wet from some lawn sprinklers so he took his first corner at the wheel of an XK in one glorious, crossed-up, four-wheel slide, grinning from ear to ear and rolling to a stop at the shop door to cheers and applause from everyone there.

"The Grinch had not stolen the boy's Christmas after all!"

I shook my head. "I'm afraid not. The

two-seater the day we first met when you came to look at that wild V12 Delahaye with an engine minus its crankshaft."

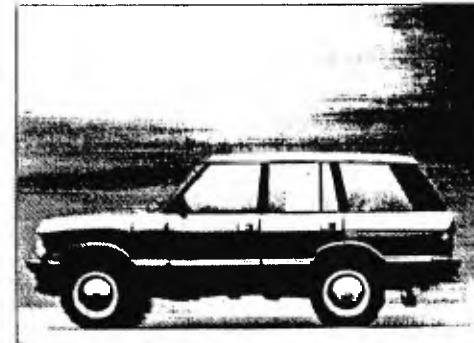
"I'd been in England during the war and I think the Jag maybe seemed bigger or different over there. Anyway, I hope I'll feel at ease in their new sports car. Is it really going to have a twin-cam engine like the Duesie? And is it going to have a rear suspension like this car?"

I shook my head. "I'm afraid not. The

DRIVE THEM BOTH, THEN DRIVE ONE HOME.



The Jaguar XJ6 is not only \$15,000 less than a Mercedes 420 SEL, it's 7" wider, 2" lower, and 100% prettier.



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Letters to Editor

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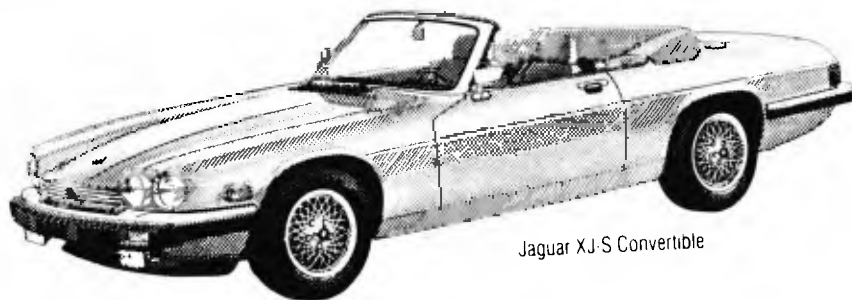
DATE CHANGE!!!!
JUNE 25th 1:00 PM

Because of the Classics At Renaissance on May 21st and the Concours' on June 3rd and 4th the Road Rally has been changed from May 28th to June 25th. I think you will find this to be more convenient and more relaxed. The location will start at Rt.202 & Rt.1 and will begin at 1:00 pm. It will finish at 10 Downing Street English Pub in Downingtown, Pa. A full buffet and Bar will be awaiting you at the finish! Flyers will be sent out to every member within the next week, there will be a map directing you to the starting point. Also at this time you might want to select a navigator your going to need them.

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THANKS

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CALENDAR OF COMING EVENTS

- MAY 20** English Motor Tour to Southern Pa. Sponsored by Nation's Capital Jaguar Owners Club
Info: Lew Delafield 703.968.0387
- MAY 21** All British Car Show Plus sponsored by: DVJC IN GULPH MILLS, Pa. Info: Jack at 215.472.2001 or 215.449.9616
- MAY 27-28** The Newport Jaguar Festival Newport R.I.
- MAY 28** DVJC First ^{Summer} Spring Road Rally Chester County Pa.
~~June~~ 25 Info: Cliff Hall 215.485.2402
- JUNE 4** DVJC Concour's D Elegance Coatsville, Pa.
Info: Rudy Horwitz 215.545.2000
- JUNE 17** Ontario JOA, Concours
Location unknown
- JUNE 25** Jaguar Touring Club Concours, Germantown, Ny.
- JULY 8** Indiana Jaguar Club Concours, Ft. Wayne, In.
- JULY 22** J.A. of Grt. Chicago Concours, Itasca, Il.
- AUG. 2-5** Nat'L Concours D Elegance, Bend, Or.
- AUG. 12** The New Hope Auto Show, New Hope, Pa.

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DICK AMES

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Jaguar

Stalking the cat

ONE of the symbols of Britain's industrial recovery is being recast—as a symbol of the limits to that recovery. The company is Jaguar, which, after losing £1m a week at its nadir in 1980, sprang free of state control and re-established a high reputation from Los Angeles, where Jaguars are again images of quality and style, to Le Mans, where they won last year's world sports-car championships. But it has not been enough. Jaguar remains a midget in a market increasingly dominated by giants. Now its independence is at stake; predators prowl.

Jaguar has been put into its defensive

THAWKS
JAG-MAG
CH:6



crouch in an old, familiar way: by a pay dispute. Its 8,250 manual workers want more than the two-year pay deal worth a little over 4% a year that they have been offered. At Nissan's plant in Britain, they point out, some workers (albeit less well-paid than they) have won wage rises of up to 22.5%. Sir John Egan, Jaguar's chairman, says the company cannot afford to pay any more.

The firm's costs are already too high. Having concentrated on rapid growth (production, barely 14,000 cars in 1980, was 52,000 in 1988), the company aims to cut costs by about £50m over the next two years. At the same time, to remain competitive it also needs to finance the development of new models. And it is trying to do this just when its main market is getting tougher: nearly half the Jaguars built last year were sold in America, where sales of most luxury imports are falling. Some analysts think that Jaguar's profits in 1988 were no more than half the pretax £97m (\$159m) made in 1987.

Many medium-sized carmakers face similar problems. West Germany's Daimler-Benz, for instance, plans to replace its entire Mercedes model range within the next five years. But Jaguar is especially vulnerable because it is one of the smallest of this species: it made only one-tenth as many cars as the West German luxury-carmaker. As the Japanese giants unveil stylish new models—Toyota's Lexus and Nissan's Infiniti cars made their bows at last month's Detroit motor show—the pressure can only increase upon a company that already charges a big

premium for English heritage and b-tr-wal nut veneer.

This suggests that Jaguar may not be able to face the future alone. True, the company cannot easily be bought outright: until the end of next year the British government can veto any takeover of which it disapproves. But the market whisper is that Volkswagen, Mitsubishi Motors, Ford and more are already casting their eyes over the not-so-big cat.

So what might happen? Jaguar's obvious niche, says Mr John Lawson of the Nomura Research Institute in London, is not as a competitor to BMW, Daimler-Benz or the Japanese. The company should be a specialist maker of classy cars. That, says Mr Lawson, is a formula uniquely applicable to an independent

cent experience shows that big car companies are finding ways to take specialist marques under their wing: Ford has a 75% stake in Aston Martin, Fiat owns Ferrari.

They do so not to bolster the image of their volume cars by adding a luxury make (they do that with GTi versions of standard production cars) nor to interfere with the management (in Britain, General Motors does not know details of the consultancy contracts that Lotus, which it bought in 1986, has with 19 other carmakers, nor has Ford meddled with Aston Martin). They do it in order to provide small carmakers with production technology needed to build cars more efficiently, as well as the finance with which to do it. Under Fiat, Ferrari has boosted production sharply from the fewer-than-1,000 cars a year that it made in the early 1970s to about 4,000 last year. In return the big companies get new ideas and different skills—Ferrari has provided Fiat with designers, Lotus has given GM computer-controlled active suspension from formula-one racing.

Could such a big-brotherly relationship help Jaguar? It might. A substantial minority stake by another company would certainly have a political logic: it would pre-empt any potentially embarrassing hostile takeover bid in 1991. As that might be an election year, such a tie-up could prove an attractive option for a government seeing its privatisation star on the wane.

TECH TIP

ANNUAL BRAKE FLUID FLUSH CAN PREVENT DETERIORATION

Here's one preventive maintenance chore you may never have heard customers ask for: Flushing and replacing their car's brake fluid.

That's not surprising, since most car owners don't read their owners' manuals, and brake fluid flushing generally isn't the lead item in the preventive maintenance recommendations anyway. But an annual fluid flush can prevent deterioration in a car's brakes. Damage in the form of rust, pitting and seized pistons may be forestalled if the system is flushed regularly.

Annual brake fluid flushing is important because even though most hydraulic systems are sealed, moisture can still work its way in at a rate of about three per cent of system volume per year. No matter what type of fluid is used, the invasion of moisture leads to brake system problems.

Except for a mild amber or purple tint, brake fluid should be clear. If the fluid is cloudy, or if you can't see the bottom of the reservoir, the fluid is contaminated. This means some damage has probably already started.

Most cars use one of three grades of brake fluid. Two of them, DOT 3 and DOT 4, are glycol-based and tinted amber. DOT 5 brake fluid is tinted purple, and generally silicone-based. The glycol-based fluids are hygroscopic (tending to absorb moisture), while DOT 5 is not.

The difference between DOT 3 and DOT 4 brake fluids is their boiling point. This can be critical, since the brakes will quit outright if the fluid boils away during a stop. Car makers specify which fluid should be used based on how hot they expect the brakes to get.

According to regulations, DOT 3 fluid, fresh from a newly-opened container, must not boil until it reaches 401°F (its so-called "dry" boiling point). Once it's absorbed three per cent moisture, regulations say the so-called "wet" boiling point can drop to 284°F. DOT 4's dry and wet boiling points are 446°F and 311°F, respectively.

Although DOT 5 fluid doesn't absorb water, DOT rules still set a "wet" boiling point -- 356°F. DOT 5's dry boiling point is 500°F. Some people make the mistake of thinking that since it's non-hygroscopic, DOT 5 shouldn't need flushing.

That kind of thinking can be dangerous. If any water gets into a system using DOT 5 fluid, it's not absorbed into the brake fluid; it remains as free water. If enough of that water happens to be in a caliper, brake failure can result as it boils off at a relatively low temperature during brake usage. Also, in cold climates any puddled water can freeze, preventing brake application.

The lids of most master cylinder reservoirs specify the appropriate fluid. Since DOT 4 fluid is chemically similar to DOT 3, but with a higher boiling point, it is safe to use DOT 4 in a system designed for DOT 3 fluid. The other way around, however, is NOT safe.

The use of DOT 5 fluid in systems not designed for it is questionable -- it's expensive, may not be compatible with certain rubber parts, and any advantages that might be realized by using it by itself will be lost if it's combined with other fluids. Some car makers specifically say not to use it in their cars.

(From Jaguar Club of Houston's "Jaguar Register") & The Paw Print of Austin TX.