



# The Jaguar's

# Purr



THE JAGUAR'S PURR  
Published by

DELAWARE VALLEY JAGUAR CLUB  
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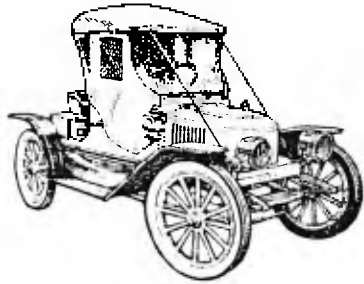
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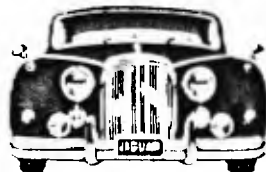
## PRESIDENT'S MESSAGE

A super great weekend full of history and fond memories. The first time ever in the annals of JCNA history two Concours d' Elegance shows back to back and fully sanctioned. And were they well planned and beautifully executed. My hat off to Dr. Rudy Horwitz, our Concours chairman and his fine staff, including my friend and JCNA coordinator for the Northeast Region, the venerable John Read. It was a weekend that will be remembered for a very long time. My friends from Yankee Country Barry Breen, Carl Doane and Dick Podoloff took home their usual first place trophies. A list of all the winners in all categories will be forthcoming in a future edition of Jaguar Purr. Be sure to look for it. Not enough can be said for all the hours of hard work that preceded this smooth gala weekend. The city of Coatesville rolled out the red carpet on both days. It was indeed appreciated by all those in attendance.

Well, the old typewriter is running dry so until next time keep those Jags purring and share the joys and sorrows with your fellow members.

HOPE TO SEE YOU AT THE ANNUAL PICNIC JULY 29th !

JACK E. SANFT



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HOWARD CRAMER, JR.



# Life With The British Teenager

It's been nearly three years since we made her a part of our lives.

In reflection, I wonder, could we have predicted the changes she'd make in our lives?

After all, she was eleven years old.

Obviously, she had a past.

Ours was not her first home.

Perhaps not even her second.

I must admit, even though she was delightfully British and very appealing,

I had reservations.

However, my British husband soon convinced me that she belonged with us.

May 5th, 1984 -- she joined our family.

Our home hasn't been the same since.

From the very beginning, she refused to come home each night.

She'd be gone for a day - a night - a week - and at times longer.

My husband continues to rationalize her behavior.

We realize that she is a teenager and probably

won't change.

We are the ones who must adjust.

When I try to share my thoughts and frustrations with family or friends

An all-knowing glimmer appears in their eyes,

And they chuckle,

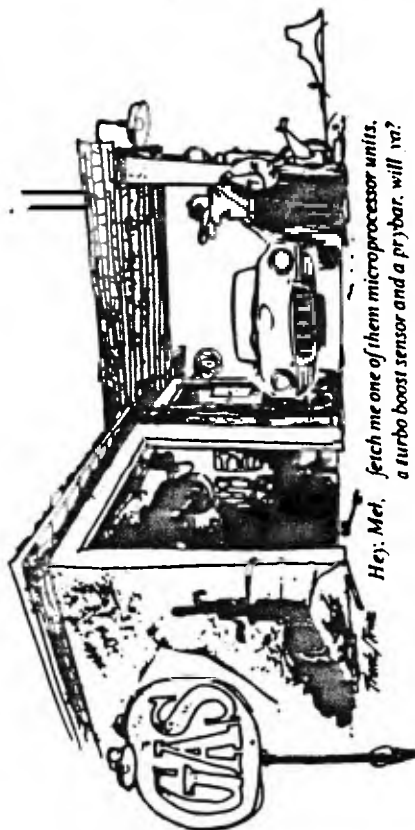
"Well, what did you expect?"

She's merely living up to her reputation.

A true 1973 Jaguar!!!"

- Darlene Jack

LIFTED FROM NEWSLETTER OF "JAG CLUB OF FLORIDA"  
 THANKS JAGUAR JAGGON "SC0 Pittsburgh!"

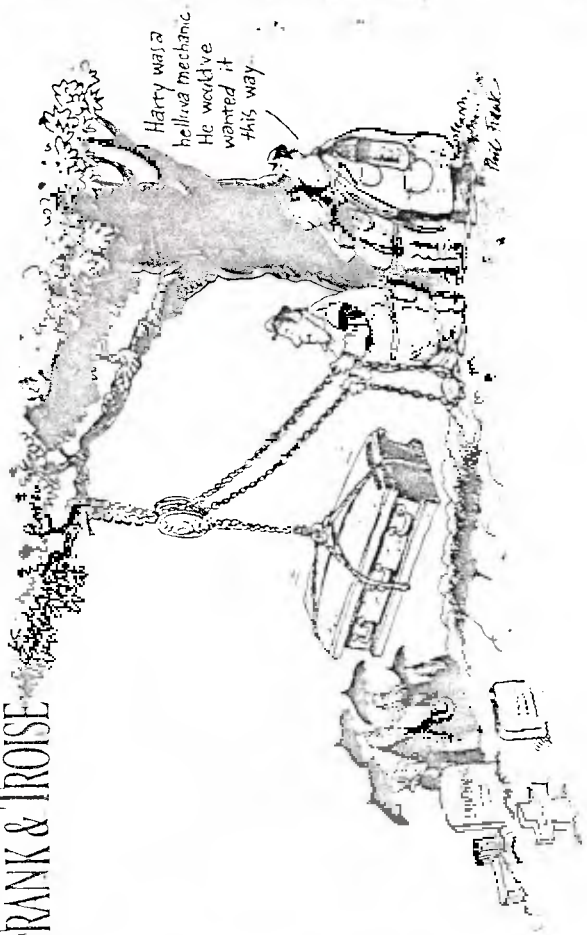


Seen in Pittsburgh  
 Japan

Hey, Mel, fetch me one of them microprocessor units, a turbo boost sensor and a prybar, will ya?



FRANK & TROISE



Thanks JC of Florida (Jagwire)

## Jaguar will add turbos to boost performance

*Egan: XKF five years away*

Jaguar chairman Sir John Egan told *Automotive News* recently that Jaguar will turn to turbocharging to upgrade the performance of some of its cars.

"We will have turbos in our line-up as time goes on," Egan said. "We're now starting to look at all of our cars and saying, 'Shouldn't there be a high-performance derivative of them?'"

Jaguar's latest 3.6-liter inline six, as used in both the XJS coupe and the XJ6 sedan, is thought to be the prime candidate.

On another front, Egan said the XKF sports car is still five years from introduction, or roughly two years later than previous reports suggested. Also, the long wheelbase XJ12 sedan based on the 1988 XJ6 is not expected before 1990.

Four-wheel-drive may be offered in the new XKF, a facelifted version of today's XJS coupe, and perhaps even the XJ12 sedan. But Egan said Jaguar will not soon employ its own recent patent for a new type of variable torque split 4wd system. "Those are very long-term patents," he explained. "The four-wheel-drive programs we are looking at will not use our own patents."

Around 1990, Egan said we could expect to see a facelifted XJS. He also said Jaguar models henceforth will be facelifted every four years and replaced every eight, which would put new styling on the XJ6 in 1992 and an all-new sedan in 1996. ■

## JAG FIXES

Had any fuel pump problems lately? Well, I have. Both gave out at the same time. If it happens to you, consider this: BAP has an electric fuel pump that has an electronic head just like the old SU for about \$65. What I did was remove the electrics and bolt the new electronic unit to the old base (the fuel lines on the 150-S are almost rigid with very little play, so I needed the old base clearances). Wire it back the same way as the old one. Works great and its made in New Zealand, so it is still more or less British.

Randy PRINE - 'JAGUAR TRACKS'  
Pinched from 'Jaguar' Jaguar



HAVE YOU **DRIVEN** YOUR

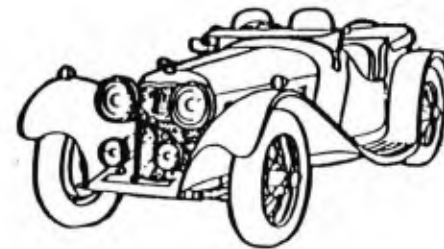


TODAY?

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THE PRESENT JAGUAR MARKET  
John Sethian, NCJOC

The market for Jaguars, particularly the open ones, is rising rather rapidly. For example, a mint condition Series I E-type is worth about \$10,000 more than it was eight months ago. And this is a worldwide trend: due to the current low level of the dollar, it is estimated that 1500 E-types were sent back to England in 1988. Road & Track has run two articles in the past year on what a great investment potential an E-type can be. All of this have made the market quite volatile, but generally cars are going up rapidly. If you are considering buying or selling a classic Jaguar, it would be wise to consult the "Old Cars Price Guide," a bi-monthly publication listing the current market value for just about any car ever made.

However, I urge you to exercise EXTREME CAUTION when buying a car in today's market. With this kind of money involved, it is very easy to get taken. First of all, there are a lot of cars out there whose value is overstated. That dilapidated E-type you saw for sale in 1980 for \$2000 isn't in any better condition today, it just is worth more because of the market, and a new paint job and a new interior can hide a lot from the unwary. Second, you should also be very careful with cars at extreme ends of the scale. For example, a #5 condition XK-150 is worth \$8,000, but it is not a roadworthy vehicle, and it will most certainly cost you much more to turn it into a #3 car that is fully roadworthy (i.e. pass Maryland inspection), than if you found one in that condition to begin with. The difference between an \$8,000 Jaguar and a \$27,000 Jaguar is the \$19,000 you are about to spend. I would buy such a car only if it was priced well below market value, or if I had a place to store it and could afford to wait for the market for #5 cars to go up significantly, which they historically have not done. (Three years ago a #5 condition 150 was worth \$5,500.) What has gone up significantly are the prices of #1 condition Jaguars, but these are pristine, almost virginal, automobiles that cost a lot of money to create. Furthermore, a car winning a concours does not guarantee it to be roadworthy. Because JCNA judging rules require only the most cursory mechanical inspection (namely only the lights, wipers and horn), it is entirely possible for the car to be a mechanical mess. I have seen more than one concours winning E-type with a useless front suspension, shot rear axle, blown head gasket, or even an intentionally plugged radiator (it leaked too much to allow the car to be driven onto the field). Finally, you should realize that if the car is in true #1 condition, it will be very hard to keep it that way if you drive it frequently.

So be careful, seek expert advice, and be real sure you actually want the car you're considering. Then, even if you blow it as an investment, you'll be stuck with a Jaguar, which is a lot more fun on a sunny day than being stuck with palladium futures. Besides, you can always argue that you didn't pay too much, you just bought it too soon.

*Very Good! Thanks The Jaguars ROAR NCJOC  
And John Sethian*

## JAGUAR

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### JAGUAR XJR-10 - JAGUAR'S FIRST TURBOCHARGED CAR

LEONIA, NJ, May 26, 1989 -- The Castrol Jaguar Racing Team now has a new arm in its battle for the IMSA Camel GTP Championship - the new Jaguar XJR-10 race car, a high-performance sports prototype powered by a totally new turbocharged V-6 engine.

Developed and built by TWR (Tom Walkinshaw Racing) which operates Jaguar's race teams, the new car is a logical step forward from the XJR-9, the car which the Castrol Jaguar Team currently races. The XJR-9 has a number of successes to its credit, including victories in the Le Mans and Daytona 24 Hour races and two successive sports prototype world championships in 1987 and '88.

The new engine, designated the JRV-6, is a product of JaguarSport, a joint venture between Jaguar and TWR, and is a V-6 of three liters capacity fitted with twin turbochargers. The JRV-6 is Jaguar's first-ever turbocharged power unit and benefits from Castrol's extensive experience in the lubrication of turbocharged engines.

The objectives of JaguarSport are to combine the benefits of Jaguar's engineering facilities, embodied by its Whitley Engineering Center, with TWR's racing-based technology to create limited-production high-performance versions of Jaguar products for road use. Following these principles, the engine has been designed from the beginning with the possibility of future use in a road car in mind.



AP LaserPhoto/Special to the Daily Times

David Milling drives his 1938 Jaguar SS-100 across finish line in Disneyland.

# Great Race

## Aston motorist finishes 46th in field of 113

By CHRIS CAPOT  
Daily Times Staff Writer

The final day of the Great American Race turned out to be the best day for Aston's David Milling.

Finishing a mere 23 seconds off the "perfect score" on Friday, Milling drove his 1938 Jaguar SS-100 across the finish line at Main Street in Disneyland in 46th place.

Interstate Batteries' Great American Race, which ended July 7 in Anaheim, Calif., lasted 12 days and covered about 3,500 miles, through 10 states and 40 cities. The final leg of the race ran from San Diego to Disneyland.

Milling was Delaware County's only entrant, and this was his first year in the Great American Race.

"We were 23rd on the final day, only 23 seconds off the perfect time for the last leg," Milling said during a phone interview from his Anaheim hotel room last night.

Dick Burdick and Wayne Bell, driving a 1924 Bentley speedster, won the final leg, edging out 1987 winners Alan Travis and Wayne Stanfield, who drove a 1916 Mitchell roadster, by three seconds in the race for pre-World War II cars.

Milling and his team finished more than three minutes off the best time in the first leg of the race, so he felt his final score was quite an achievement.

"We did very well. I mean, we had an untested car and we finished," he said. "We completed every single leg of the race. We never missed one. I consider that pretty good. One of the speakers at the awards banquet said, 'To finish is to win.' I've got to believe that."

Milling's Jaguar cost about \$1,500 when it was new in 1938. Last year, he paid more than \$300,000 for it at auction.

"People say Jaguars aren't dependable, but the two SS-100's that started finished with no serious problems."

The race began in Norfolk, Va., with 113 racers at the starting line. Only 82 finished.

The Great American Race is a controlled-speed rally, where timing rather than speed counts; if a car finishes a day a few seconds earlier or later than the "perfect score," points are added for each second. Each day is a whole new race.

Part of the Great Race's appeal comes from the enthusiasm generated by the old-model cars. Ranging from Model Ts to Rolls Royces, the cars bring out crowds at every day's atop.

The race was highlighted at several points for the Delaware County racers.

Milling's navigator, Ralph Steinberg, also of Aston and owner of Cloverleaf Automobile Repair, celebrated his 35th birthday going through Jackson, Miss., with almost the entire population of the city singing him "Happy Birthday."

Other times were less enjoyable. "It was really a pretty grueling trip," Milling said. "The two worst days were from Santa Fe to Phoenix and from Phoenix to San Diego. It was 120 degrees through the desert. You can't imagine how hot it was. It was like those 'Road Warrior' movies."

"And then we had a blowout somewhere near Yuma, but it took us only six minutes to change it."

Milling's team suffered two blowouts during the 12-day jaunt.

"When we were going through Oklahoma City, I was so tired I fell sound asleep while my navigator was driving. Then it started to rain. And I didn't wake up. So all these photographers along the route are taking my picture while I'm sleeping in this open roadster with it raining. I didn't even know (about the rain). My navigator told me later."

Milling said it rained for the first six days of the journey.

But was it worth it?  
"I'm extremely happy," he replied. "I've already turned in my deposit for next year's race."

The winners, Burdick and Bell, finished 30 seconds off a pre-determined time for 550 miles from Phoenix to Disneyland and were only eight seconds off the projected time of Friday's finishing leg, which started in San Diego.

In all, 96 made the final run to Disneyland.

The victory was worth \$50,000 from a total purse of \$250,000.

Milling had the car shipped back to Aston. Even though he claims he's looking forward to next year's rally, he said, he won't be going on any long car trips for a long time.

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NEWS



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## HOW TO POLISH ALUMINUM

BY PHIL TAXMAN

SINCE MANY OF OUR CLUB MEMBERS DRIVE THEIR JAGUAR ON A REGULAR BASIS AS I DO I THOUGHT IT MIGHT BE USEFUL TO DESCRIBE HOW I CLEAN MY ENGINE AFTER A COLD WINTER.

UPON OPENING THE BONNET OF MY 1966 MK10 THIS SPRING, I WAS REALLY DISHAYED TO SEE ALL MY BEAUTIFULLY POLISHED ALUMINUM TURNED DULL, DIRTY AND SPOTTED. BUT AFTER ABOUT AN HOUR OF WORK, REQUIRING NO DISMANTLING, IT WAS BACK TO ITS SHINY SELF.

BELOW, I DESCRIBE MY PROCEDURE. I DEVELOPED THIS METHOD THROUGH TRIAL AND ERROR. SO KEEP THAT IN MIND. THIS PROCEDURE WILL WORK BETTER ON POLISHED PIECES THAT WERE CLEANED WITHIN THE LAST SIX MONTHS. HOWEVER, I HAD VERY GOOD LUCK ON MY XKE THAT HADN'T HAD ITS ENGINE PIECES CLEANED IN 10-YEARS.

1. TAKE CAR TO A CAR WASH THAT HAS A HIGH PRESSURE HOSE. SPRAY THE ENGINE WITH ANY BRANDED ENGINE CLEANER AND RINSE WITH HOSE. THIS WILL GET RID OF ANY HEAVY GREASE AND OIL ON THE SURFACE AREA. DRY ENGINE WELL.
2. USE NAVAL JELLY (BLUE) FOR ALUMINUM AND EXTRA FINE STEEL WOOL, RUBBING ALL THE SHINY PIECES IN A BACK AND FORTH METHOD. RUB HARDER TO GET RID OF DARK SPOTS. WHEN YOU SEE A FAIRLY EVEN COLOR WITHOUT SPOTS, PUT A HEAVY COAT OF NAVAL JELLY ON THE SURFACES AND LET IT SIT FOR 30-MINUTES.
3. WASH OFF THE NAVAL JELLY WITH SOAPY WATER AND DRY WELL. PIECES SHOULD BE BRIGHTER AND REAL CLEAN NOW, BUT WITHOUT MUCH SHINE. USE "SINICHRONE" BRAND ALUMINUM POLISH, PUTTING THE CREAM ON YOUR FINGER AND RUBBING IN REAL GOOD. YOU WILL SEE THE CREAM TURN DARK GREY OR BLACK. KEEP RUBBING, THEN LET STAND FOR 5-MINUTES. WIPE OFF WITH PAPER TOWELS, MAKING SURE TO KEEP USING CLEAN PAPER TOWELS. WHEN JUST ABOUT ALL THE CREAM IS OFF, USE A SOFT CLEAN TOWEL TO BUFF THE SURFACES. YOU WILL HAVE A VERY CLEAN AND SHINY SURFACE.

IF YOUR SHINY PIECES HAVE SCRATCHES, THIS PROCEDURE WILL NOT REMEDY, BUT WILL STILL GREATLY IMPROVE THE APPEARANCE. FOR VERY DIRTY ENGINES, YOU WILL PROBABLY HAVE TO SPEND MUCH MORE TIME ON STEP 2. THIS IS WHERE YOU GET ALL DIRT AND GRIME OUT OF THE SURFACE AND EVEN UP THE COLOR. WHEN WORKING WITH NAVAL JELLY, I SUGGEST YOU WEAR GLOVES. THE NAVAL JELLY IS A BIT CAUSTIC.

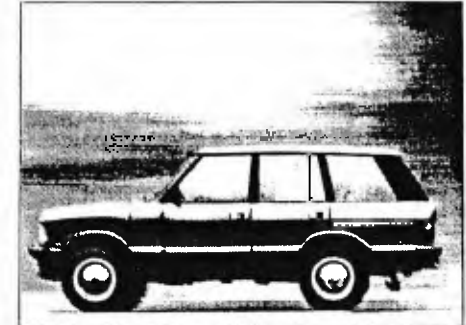
From "The Jaguar's Growl," Greater St. Louis Jaguar Association.

*Seen in The Inglewre Sacramento JC*

# 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.



A  
Quick Announcement  
From  
Range Rover.

While some European manufacturers have a well-earned reputation for charging a lot of money for their cars, Jaguar maintains its tradition of giving you a lot of car for your money.

Take the Jaguar XJ6, for example. Its interior, unlike some of its European competitors, is neither cold nor austere. Instead, you'll find warm, polished burl walnut and rich, hand-stitched leathers. You'll also find impressive performance and a near-perfect balance of riding smoothness and handling agility.

We invite you to see and drive the XJ6.



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## Letters to Editor

# Road Rally

Well, June 25th turned out to be a fun filled day for all who attended. The Road Rally was a big hit. No one got lost except for the trip threw the cemetery were Ron Klein had to help an elderly couple with a problem at a grave sight, something about a broken shovel? Anyway the Rally finishing up at Ten Downing St. Downingtown Pa. The winners were as follows: First Place- JOE JOHNSTON & MIKE TRIGIANI Second Place-RUDY HORWITZ Third Place - BOB BROWN who is a new member to the DVJC. A big thanks to all who participated in the Road Rally we had a great time. Hope to see you in the fall for the next Rally!


## Vendor Source Book

The DVJC has recently found threw NCJOC Jaguar's Roar that there is a rather complete list of (names and phone numbers) to companies that supply parts and/or restoration services for Jaguar Cars. It includes suppliers of used, new, and reproduction parts; shops which perform general restoration or major services (such as engine rebuilds) and specialty shops which can perform specific services on your car (such as clock rebuilding or rear axle repair). It even includes sources in Great Britain.

It is broken down into 18 headings, with each heading covering one section on the car. This makes it very easy to find quickly the source you need. I think that anyone undergoing or contemplating a restoration or major repair on a car would find this very useful.

To obtain this 40 page source book, please mail a check for \$8.00 to me, and I will send you a copy by return mail.

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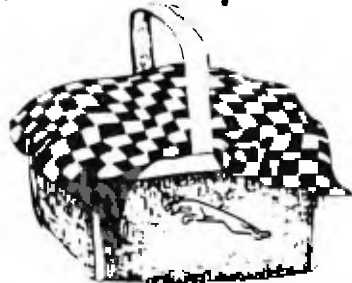
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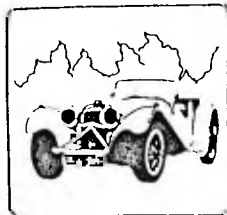
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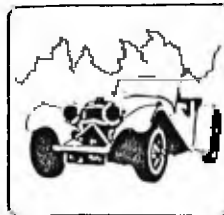
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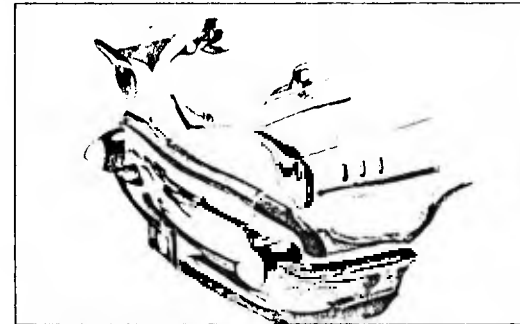


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# TECH TIP

## Jaguar Tips

**LUCAS WIRING: EASIER THAN YOU THINK!** Despite its rather poor reputation, a Lucas wiring harness is actually relatively easy to trace. All Lucas wiring systems use the same basic layout and color code, so once these are understood, the diagnostic task is usually much easier.

- \* FEED wires carry a PRIMARY color only.
- \* SWITCH wires carry the PRIMARY color of the feed along with a COLORED TRACER.
- \* EARTHING wires are BLACK.
- \* Components SWITCHED on the EARTH side are BLACK.

There are nine primary colors, and they are associated with the various circuits as follows:

- \* BROWN: Battery and generator/alternator circuit. Includes primary wires from starter and solenoid to ammeter or shunt and control box.
- \* BLUE: Headlamp circuits.
- \* RED: Side and tail lamps, as well as fog, panel and other lamps used only when the side lamps are in use.

\* WHITE: Ignition circuits and all components essential when ignition is switched on, i.e., the fuel pump, starter solenoid switch, etc.. Generally not fuse protected.

\* GREEN: Auxiliary circuits such as stop lamps, fuel gauge, direction indicators, windshield wipers, etc., are generally controlled by the ignition switch.

\* PURPLE: Auxiliary circuits such as horns, interior lamps, etc. not controlled by the ignition switch.

\* BLACK: Earth circuits for components which are not internally earthed.

\* YELLOW: Overdrive circuits.

By using these primary colors as guides and understanding the basic design of the circuits, it is generally easier to locate faults that might otherwise be expected.

*Finched Jaguar  
From: Tales  
JOC LA CA.*



**HOT WHEELS:** Jaguar XJR-10 (front) debuts Monday at Lime Rock. The first turbocharged Jaguar joins its non-turbocharged counterpart, the XJR-9, in the field for the seventh IMSA race of the year.

## Comparing Jaguar's old and new engines

	Old model (XJR-9)	New model (XJR-10)
Engine	6.0 liter V12	3.0 liter V6
Induction	normally aspirated	twin turbo charged
Valve train	2 camshafts/24 valves	4 camshafts/24 valves
Horsepower	640	700
Max. speed	230 mph	240 mph

Source: Jaguar

## Jag XJR-10 makes debut at Lime Rock

By Don Coble  
USA TODAY

The Nissan GTP-ZXT of Geoff Brabham and Chip Robinson suddenly has competition at the Lime Rock (Conn.) Grand Prix.

The International Motor Sports Association prototype, winner of eight consecutive starts last year and the Camel GT Championship, has new cars surrounding it at Monday's race, 2:15 p.m. EDT.

The Jaguar XJR-10 with a six-cylinder turbocharged engine will debut with Jan Lammers aboard.

Price Cobb and John Nielsen, leaders of the Camel standings this year, will drive the race proven 12-cylinder Jaguar XJR-9.

The Porsche 962 of Bob Wollek will have a new twin-turbo.

The race is 150 laps on a 1.54-mile road course. Also in the field are the smaller, less-powerful Camel Light cars.



"...Then, of course, there's the problem with the wheel."

*Seen in The Cat Fancier  
Thanks JOC Oregon*