



The Jaguar's Purr



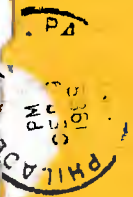
THE JAGUAR'S PURR
Published by

DELAWARE VALLEY JAGUAR CLUB
EDITOR: Bonnie Hall
1618 Meetinghouse Rd.
Boothwyn, Pa. 19061

Kurt Rappold
116 Governor Markham Dr.,
Glen Mills, PA 19342

SEPTEMBER 89

USE ZIP CODE



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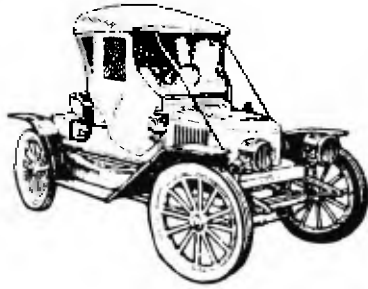
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The JAGUAR'S PURR is an official publication of the DELAWARE VALLEY JAGUAR CLUB, a chartered non-profit corporation founded in 1965 and incorporated in 1968. THE JAGUAR'S PURR welcome's any contributions for publication!

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

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PRESIDENT'S MESSAGE

Well, the great DVJC Picnic has come and gone. The only losers were those of you who saw fit not to attend. Elsewhere in this newsletter you will find an overview of this event penned by one of our recent members. To be succinct, it was the best ever, attended by more than 60 persons, 2/3 of whom were comprised of family and friends of your fellow members. A great time was had by all in attendance while they feasted on gastronomical delights ranging from hard shell crabs to turkey and ham fresh carved on the spot by our gourmet chef.

Now that we are heading into the fall of the year (rife with club activities) I ask that you turn to the calendar of events page and mark your calendars accordingly. You cannot enjoy paying dues and the hard work of your fellow members who make these meetings possible by not participating.

Our new DVJC Badges have arrived. All those that had prepaid for them should have received theirs at this late date. The club has prepaid freight and packing charges thereon. The badges are \$15.00 each plus \$3.00 for freight and handling. You can save this surcharge by arranging to pick up your badge at a future meeting. For those of you out there who bought and lost earlier versions of the DVJC badge because of poor wear in outside weather conditions special dispensations will be made by El Presidente on an individual basis. The new badges are unconditionally guaranteed for life of you or your car, whichever comes first. There members, you have it in writing, so lets get the badges out.

Make sure you put October 30th on your schedule to attend British Car Day cosponsored by the Triumph Register and DVJC. El Presidente requires your full support for this one. I committed more jags to this show than Triumphs. Its up to you to fill this commitment. Its a low key fun day for all those in attendance. Lets get out and show our Jags as never before.

JACK E. SANFT

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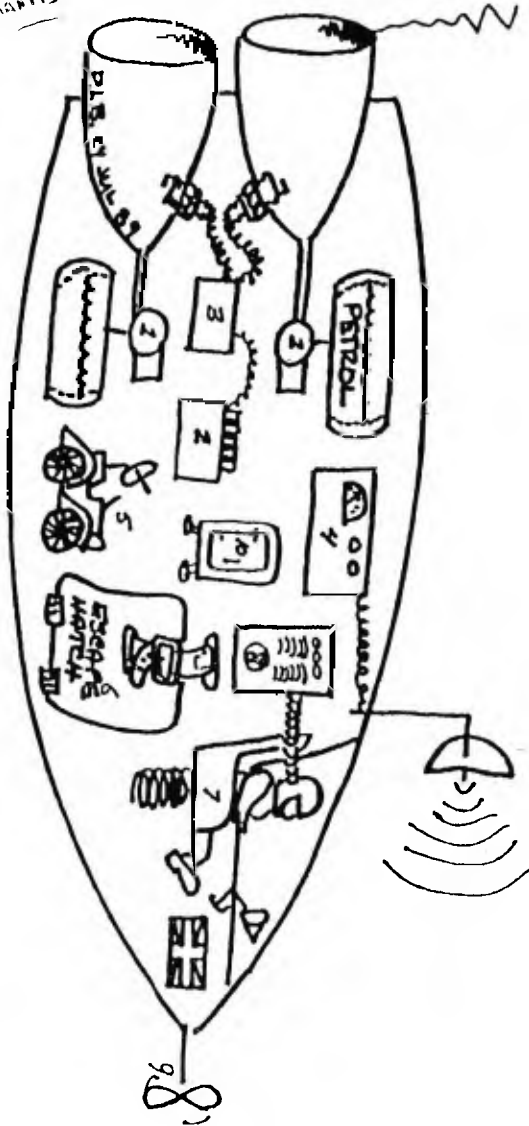
JOKE OF THE MONTH

Thanks to Penny Bates
(and whoever she stole it from)

Patched from Trundlin' Triumphs
Thanks

1. LUCAS FUEL PUMP
2. LUCAS BATTERY
3. LUCAS IGNITION SYSTEM
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EVER WONDER WHY THERE ARE NO BRITISH MOON LANDINGS?

"SMILE DAVE" 89

THE VICE-PREZ SEZ:

David Prouser of Harrisburg wrote in asking "What can I do about the octane rating requirement (98 octane) for my 1964 Mark 2 and what should I do now that all gasoline is unleaded"?

Dave, a lot of us are in the same boat. Particularly me, as I have a land yacht (Mark 10). Before we go further, an explanation of octane rating is in order. It is the ability of the fuel to resist pinging or knocking. This pinging occurs when the gas-air mixture ignites too quickly or at the wrong time. Vibrations are set up, which is the pinging that you hear. I liken it to marbles rattling in a tin can. It can be harmful and even melt through the crown of the piston. There are two methods to determine octane. The Research Octane Number (RON) is the higher of the two methods and the Motor Octane Number (MON) which is about ten points lower. The octane number on the pump is an average of these two and is called pump octane. My Mark 10 has a gold colored head with 9:1 compression ratio and also calls for 98 octane. This is 98 RON which when averaged with the MON would bring it down to a pump octane of about 93 or 94. In other words, an octane rating of 93 or 94 should suffice. My Mark 10 used to ping god-awful even with high octane 93 or 94. One thing I noticed was when the engine was cold and on cold days, it did not ping. My problem was cured with a larger radiator to reduce engine temperature. Mark 2's, like their brethern XK's, have small radiators behind those stylishly small grills, which is one of the reasons they overheat in warm weather. So my suggestion to Dave for the first part of his problem is to use the highest octane possible. If that doesn't help, try increasing the water volume through the radiator and definitely use an overflow recovery container (as I did) in order to keep air out of the system. The other benefit if using an overflow container is reducing oxides in the cooling system.

Another alternative, although impractical, is to use aviation gasoline (avgas) which is about 105 to 110 octane. You can get it at small airports if they'll sell it to you. This is technically not legal as there is no road tax paid on avgas. It is also very expensive. Another expensive alternative is finding a gas station that sells can-am fuel which is 100 octane. It sells for \$2.50 to \$3.00 a gallon.

Octane boosters provide another means of increasing the octane. Commercial preparations include toluene, xylene, methol alcohol, tetra ethyl lead or MMT which is methylcyclopentadienyl manganese tricarbonyl. Road and Track Magazine tested ten popular octane boosters, in their April 1989 issue. They found Brand 104+ the best in their study. It only bumped up the octane 1 point and cost about \$5.00 per treatment. I used it and did not notice any difference.

The old trick of blending half leaded gasoline and half unleaded gasoline to increase the total octane will not work anymore as there is very little or no lead in the low test gas. For example, 87 octane and 93 octane equals 90.

Now the really bad news. The EPA is getting into the act. In order to reduce gasoline vapors in the atmosphere, butane is going to be removed from the gasoline blend. Butane has a very high octane rating and is also very volatile (evaporates easily). The vapor pressure of gasoline is about 12 lbs./square inch. The EPA wants it at about 9.5, so out goes the butane and the octane. In order to maintain the same octane number, more crude oil will have to be refined to produce a gallon of gasoline. Let's see what the future brings!

Remember, if anyone has any question of any sort in the future, please don't hesitate to call or write. There is no such thing as a stupid question.....only stupid answers!

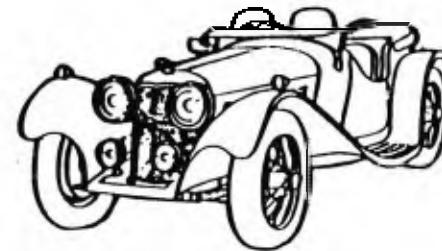
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THE ANNUAL DELAWARE VALLEY JAGUAR PICNIC

This year the annual picnic was held in Mt. Laurel, New Jersey, and the venue was wonderful. Mary Ellen and Joe Johnstone, who were our hosts, certainly "done us proud". The food was excellent -- much more than twice of us could have eaten. The pool was a big splash, especially on such a hot day, and the games were a lot of fun.

I found it to be a wonderful opportunity to meet our fellow members, because, I must confess, this was the first function I had ever attended, in spite of the fact I have been a member for years.

I was thrilled to see so many Jaguar enthusiasts with their cars, but I was especially knocked out with Al and Betty Parson's 1934 SS Jaguar. I am sure that I turned a very pale shade of Jaguar green (with envy) at the sight of the car. The documentation and photographs that Al brought for all of us to read were fantastic.

I would like to thank everyone who helped organize this event. I would also like to thank my new-made friends, and I look forward to meeting all the people who could not make it this time. We have a wonderful club, so let's spread the word and make it bigger.

Ian Fraser



JAGUAR

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XJ6 and XJS

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REVIEWS

Celebrating the car's centenary

Cable series offers lesson in more than just history

The Centenary Of The Motor Car, from *Trans Tel, Cologne, W. Germany, PO Box 101707, presented by The Discovery Channel, 3201 Corporate Drive, Suite 1200, Landover MD 20785*



sequent others' contributions and developments, to Henry Ford's idea of using an assembly line for mass-production, and includes some vintage factory film footage.

Just in time for those lazy summer nights when cable TV channel-hopping can bring sweat to your brow, along comes a 13-part visual history of the first 100 years of the automobile.

The German-produced series makes its U.S. television premiere on The Discovery Channel, beginning July 5 with the first of the half-hour weekly episodes.

To get you started, we previewed the first four episodes, leaving the remainder to be discussed in upcoming issues.

The initial episode, "Self-Propelled Vehicles", takes us through man's quest for mobility, from the invention of the wheel to the string of those leading up to and including the horseless carriage. It does a thought-provoking job of tracing that progression, but breaks down in spots. Like when splicing footage of early 1900's classics driving in country settings, with modern-day heavy traffic scenes—back and forth—a concept from Film-making 101 that, in this instance, serves more as a distraction than a mood- or image-setter. And a re-creation of how early motorized vehicles were received by the public is hokey, with most of the actors better-suited for *Monty Python* comedies.

The second episode, "It All Started With Karl Benz", chronicles his and sub-

sequent others' contributions and developments, to Henry Ford's idea of using an assembly line for mass-production, and includes some vintage factory film footage. Then it's on to episode three, "Motorization Takes Off," mainly directed at how cars went from just playthings for the rich to mobility for the masses, especially in the case of the Model T and the Volkswagen. It concludes with the mention of the rise of Japanese manufacturers' technological leadership into the '80s and beyond.

Fourth in the series is "The Power Of The Engine," which describes basic concepts behind the internal combustion engine and its related components, with a good bit of animation tossed in for clarity. It follows subsequent development and refinement, plus adds some scenes from the early world of racing.

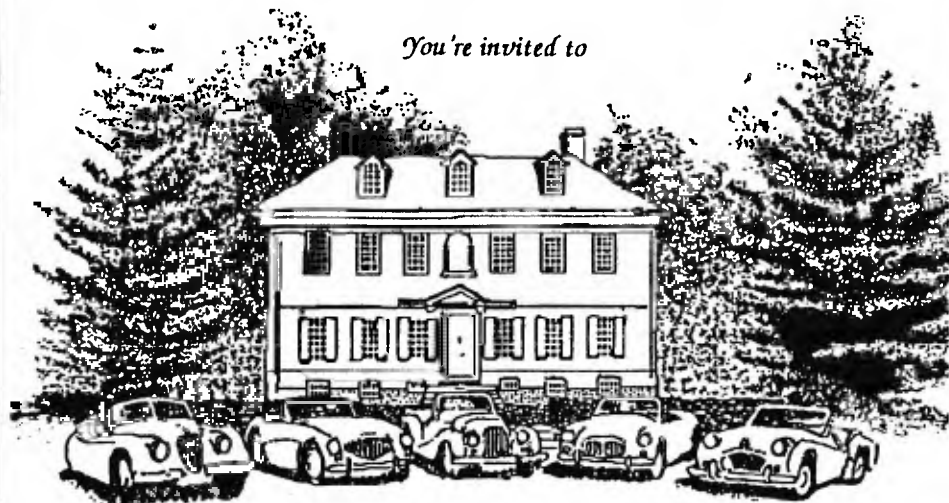
The historical aspect of these first four installments carries a distinct European perspective, and provides a realization that the creation and evolution of automobiles is truly a multi-national phenomenon. Despite credits which reveal German names (written and directed by Ute Koll and Michael Schoemann, with Gerd Honal and Jurgen Schmitz executive producers, through ORB Filmproduktion in Cologne), the overall view may be enlightening to those Americans who still believe that the early automotive universe solely revolved around Detroit.

— John M. Clor



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Hosted by

The Philadelphia MG Club The Philadelphia Austin Healey Club
The Delaware Valley Jaguar Club The Delaware Valley Triumph Club

Date: Saturday, September 30, 1989

Rain Date: Sunday, October 1, 1989

Place: Hope Lodge 553 Bethlehem Pike, Ft. Washington, PA. 19034 (see map)

Time: 9:00 AM to 5:00 PM

GENERAL ADMISSION

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PLEASE RSVP BY SEPTEMBER 16th, 1989

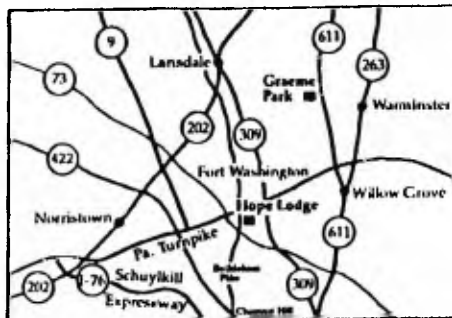
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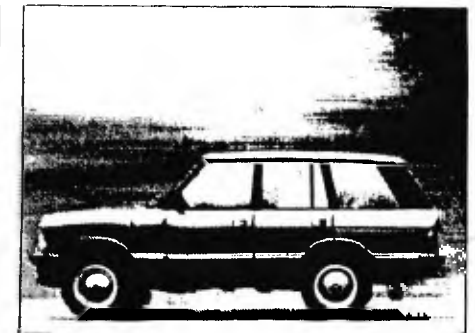
YEAR, MAKE, MODEL _____



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JAGUAR



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THE BADGES ARE IN !**

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CALENDAR OF COMING EVENTS

SEPTEMBER 15 Free buffet and meeting at TOUCHE' at the Vally Forge Hilton. Free open bar from 5:30 to 6:30 pm., free hot and cold buffet from 5 to 7 pm. Must have 50 persons to take advantage of this offering. Please do not let us down this time. This has been made possible through a gift of our very own Lou Ottaviano. On behalf of the entire club, thanks again Lou.

OCTOBER 22 Fall foliage tour in concert with the MG T Register. A full circle of the historic Chadds Ford, Brandywine areas with your favorite cars and friends.

OCTOBER 22 Your choice this time. Heres a chance to join the Jaguar Drivers Club on their fall foliage tour in Stroudsburg Pa, Staying at the Stroudsmoor Inn at \$72.00 per nite per person which includes 3 full meals daily. Contact Bernice ASAP for this one.

NOVEMBER 5 Luncheon and AUCTION to be held at LUKENS INN. Lunch served at 12 noon business meeting followed by AUCTION starting promptly at 3:30 pm.

DECEMBER 16 Annual XMAS BASH to be held at the TOWNE HOUSE in Media, Pa. All those in attendance last year will tell you how really great it was. This year promises to be even better.

RSVP TO EACH EVENT TO;

**BERNICE SANFT
1742 Green Valley Rd.
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472-2001 or 449-9616

I STILL CAN'T BELIEVE IT

Lady Luck has been smiling upon me. I had set my sights on a 1982 XJS since that year had the HE engine and improved interior. During the course of my search, I examined several pieces of wreckage for exorbitant prices and some good ones for astronomical prices.

I was becoming frustrated when a colleague of mine showed me an ad in the Wilmington Morning News. Price Toyota was holding a first come, first served sale of stock it had recently acquired. Among the cars listed was a 1982 XJS for \$9700. It was Wednesday, so I went to the dealer and asked to see the car. "It's out the back." I was told, "Go around and have a look if you like." The only XJS I could find was a rather nice, if grubby black example with beige upholstery and a mere 45000 on the clock. The tires were worn out and the engine compartment was unkempt. I arranged for a test drive the next day. When tomorrow came, I couldn't believe it. The engine fired up immediately and sounded fine. When I took control, she drove well with no noticeable problems.

I was up at the crack of dawn and zipped to the dealer at 6:00 (they opened at 9:00). A man had been there for the Jag but had gone away to have breakfast. I thought to myself, "I could have a problem here." By the time the dealer opened, the man had returned but gracefully acknowledged my claim to the car. Several others had also turned up to see the Jaguar.

After I drove the car home I spent the weekend cleaning it. The car had been owned since new by a corporation, undoubtedly used by the President, or some such since the dirt inside was virtually all caused by cigar smoke. A thorough cleaning with leather cleaner made it look like new. The engine compartment was just dirty and I cleaned it with Gunk and hosed it down. The exterior I washed with Shacklee Basic-H and it shone as though it were polished. Four new tires and we were away. I drove the car and waited for that expensive sound. That was September and 5000 miles ago. I'm still waiting.....

Trevor Mees

CONCOURS RESULTS '89'

JAGUAR CONCOURS RESULTS

JUNE 3, 1989

1A	CLASSIC	NONE	
1B	CLASSIC	NONE	
2	XK120	1. Kirk & Marilyn White 2. Edward Davidson 3. Eldon Homsey	97.64 92.12 91.99
3	XK140	1. Gary Hagopian 2. Kirk & Marilyn White	99.97 96.01
4	XK150	1. David Zuhlke 2. Kirk & Marilyn White	91.71 90.79
5	SERIES I	1. Reggie & Paulette Ray 2. Robert Allred 3. Jeff Lotman	99.75 99.30 96.48
6	SERIES II	1. Robert Kuchner	89.39
7	SERIES III	1. Joe Richards 2. Joe Johnston 3. Dale Legal	96.17 94.31 92.61
8A	SEDANS	1. F.W. Grieve	96.36
8B	SEDANS	1. Eugene Himmelstein	79.05
9A	SEDANS	1. Richard Podoloff	98.50
9B	SEDANS	1. Edward Steinberg	84.28
10	SERIES I	1. Jack Donohue	99.72
11	SERIES II	1. B.Breen/C.Doane 2. Clifton Cox 3. Eugene Himmelstein	99.69 95.95 80.44
12	SERIES III	1. G. Milanese 2. Rudy Horwitz	94.91 94.38
13	XJ6 1988	NONE	
14	ALL XJS	1. Ken Einhorn	97.04
15	COMPETITION	NONE	

BEST OF SHOW GARY HAGOPIAN

JAGUAR CONCOURS RESULTS

JUNE 4, 1989

1A	CLASSIC	NONE	
1B	CLASSIC	NONE	
2	XK120	1. Kirk & Marilyn White 2. Edward Davidson 3. E. Homsey	99.23 97.41 96.44
3	XK140	1. Gary Hagopian 2. Howard Finkelman 3. A.Kirch/E.Karam	99.86 95.64 90.59
4	XK150	1. David Zuhlke 2. David Campbell 3. Kirk & Marilyn White	96.11 91.63 91.55
5	SERIES I	1. Reggie & Paulette Ray 2. Robert Allred 3. Roy Anderson	99.82 98.38 92.76
6	SERIES II	1. Betsey Yaros	85.31
7	SERIES III	1. Joe Richards 2. Robert Haynes 3. Mary Ellen Karam	97.11 96.67 94.21
8A	SEDANS	1. F.W. Grieve	95.15
8B	SEDANS	NONE	
9A	SEDANS	1. Richard Podoloff	95.25
9B	SEDANS	NONE	
10	SERIES I	1. Jack Donohue	96.39
11	SERIES II	1. B.Breen/C.Doane 2. Clifton Cox	99.80 89.20
12	SERIES III	1. Rudy Horwitz 2. Michael Wolf	89.72 86.56
13	XJ6	NONE	
14	ALL XJS	1. Robert Haynes 2. Ken Einhorn	98.85 97.67
15	COMPETITION	NONE	
	DAILY DRIVEN	1st Beverly Kennedy 2nd Ralph Palcho 3rd Chris McKennell 4th Rob Stone	

BEST OF SHOW GARY HAGOPIAN

CONGRATULATIONS