



# The Jaguar's Purr



25th  
YEAR

Nov 1990 3

THE JAGUAR'S PURR  
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DELAWARE VALLEY JAGUAR CLUB  
Editor: Bonnie Hall  
1618 Meetinghouse Rd.  
Boothwyn, PA 19061

KURT RAPPOLD  
116 GOVERNOR MARKHAM DRIVE  
GLEN MILLS, PA. 19342



# H A P P Y

# H O L I D A Y S

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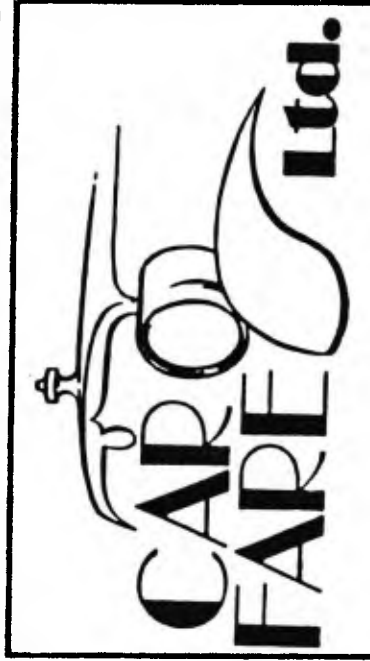
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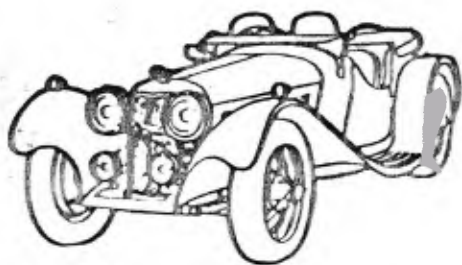
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# PRESIDENT'S MESSAGE

As I look back over the past two years I feel justifiably proud of the accomplishments of both the DVJC and myself. Not only did we stage the most elaborate and successful AGM ever held in the annals of JCNA history, but our club was the very first ever to hold two back to back Concours events in the history of Jaguandom. Our annual picnic, which I instituted, gets bigger and better with each passing year. It also seems like a real dribble, but more and more members are beginning to enjoy what belonging to the DVJC is all about.

Those of you who were fortunate to attend our spectacular (no, I am not using that word loosely) 25th Anniversary Celebration had a party on their hand second to none. Just ask any of the 94 members and guests who were in attendance. Food and drink flowed in abundance as did the door prizes and butlered hors d'oeuvres. It was both a privilege and pleasure to present plaques to all those officers who helped make DVJC what it is today. Bernice and I both want to thank you club members for your thoughtfulness in presenting Bern a beautiful dozen of American Beauty Roses and a box of hand made imported cigars to El Presidente. If the box contained diamonds it would not have been more meaningful. They are being stored in my refrigerator awaiting another special moment to enjoy the aroma and bouquet of a great cigar. In fact that moment is almost at hand, the birth of our fourth grandchild to our son Stuart and daughter-in-law Liza in Lansdale, PA. Thanks to all of you once again.

As I've said many times before it is time for me to move along and for you, my fellow members, to put a young, more dynamic leader in the big chair. There is a host of talented people in your club who can propel the DVJC to even greater heights. Let us single him or her out and put some new blood at the top.

Thank you all once again for allowing me to be your leader for such a protracted period of time. It has been one great roller coaster ride for me. The Delaware Valley Jaguar Club has never been stronger or better. Let us all work in concert to make it the number one club in the country.

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## ELECTION OF OFFICERS 1919-1992

According to the Constitution and By-Laws of the Delaware Valley Jaguar Club, the manner in which the recent election of officers for 1991-1992 was conducted is null and void. The by-laws state that the nomination of officers must be conducted at a general meeting to be held in November open to the entire membership. Due to the 25th Anniversary Party held in November and the Holiday Party in December, the elections will be held in January 1991.

### Article III Elections

**Section 1.** All nominations will be presented at the November meeting (in this instance January). Nominations from the floor including self nominations will be accepted.

**Section 2.** To run for an office a member must be in good standing (dues paid), have been a member for at least six months, and have attended at least 25% of all meetings and/or events for that year.

**Section 3.** Official ballots will be sent to all members in December (in this instance January). These ballots will have a self addressed envelope with them, the member must put his or her name on the envelope but not on the ballot. This envelope and ballot must be postmarked by the cut off date printed on the ballot to be counted; a reasonable amount of time must be allowed to respond. However, due to the lateness of this election, we ask that ballots be returned immediately upon receipt. **DEADLINE FOR BALLOTS TO BE RETURNED WILL BE FEBRUARY 15, 1990.**

Joint memberships are entitled to two votes and single memberships to one vote. The number of votes authorized will be based on the 1990 membership list.

Nominations for the 1991-1992 officers will be held on Sunday, January 20, 1991 at:

Place: Charlie's Place  
555 City Line Avenue  
Bala Cynwyd, PA 19004  
(215) 667-9717  
Private Room if 50 people  
Time: 11:00 A.M.  
Amount: \$ 16.00 per person (includes tax & gratuity)

Please return the bottom portion of this flyer with your check made payable to DVJC by January 13, 1991 to:

Mary Ellen Johnston  
5621 Chestnut Avenue  
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NAME(S):

NUMBER OF PEOPLE:

AMOUNT ENCLOSED:

STEVE KRESS

The club owes a vote of thanks and appreciation to Steve for the masterful way he handled the solicitation of door prizes for our 25th. Anniversary Celebration. He jumped right on the job, without delay and secured for us many, many beautiful and worthy door prizes from companies and entities across the country. Thanks again for a job well done



TAKEN FROM  
The  
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THANKS

## The Jaguar V12 From Saloons to Le Mans

In 1915 Packard introduced the first production V12 automobile engine. Packard's 12 was based on a racing 12 designed by Sunbeam in 1913. Since that time, the temptation of the twelve has seduced many of the great motor car manufacturers. Hispano Suiza, Lagonda, Cadillac, Ferrari, Voisin, Lincoln, BMW, Mercedes, Lamborghini, Pierce Arrow and others have produced 12 cylinder power plants. In 1971 a new V12 was introduced, this time by Jaguar.

The Jaguar V12 story began in the late 1950's. Jaguar had worked on a 5.0 litre racing engine to replace their 'D' type's 3.8 litre unit. This work was discontinued due to the restrictions of the 3.0 litre sports car formula. Until 1964 the V12 engine was a low priority. With renewed interest in Le Mans, a V12 design was completed and tested. This V12 was not just a racing engine. Early on the decision was to build an engine that could be used in road cars.


Two men were key in Jaguar's V12 development. Claude Bailey provided the initial design, while Malcolm Sayer was brought in to produce a prototype. Sayer had designed the 'D' type and his aircraft engineering experience was suited to this task. The result was his first mid-engine racing design, the XJ (Experimental Jaguar) 13. Since that day, with the exception of the 'E' type S3, all Jaguar's V12 engines have been in XJ models.

Continued . . .

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SINCE 1948

The XJ13 is a beautiful, curvaceous design that clearly shows its 'C', 'D' and 'E' type heritage. Unfortunately it was also a stillborn design. The fuel injected, twin overhead cam per bank V12 was powerful at 502 bhp @ 7,500 rpm but heavy, weighing 1,050 kg. The engine looked like two XK heads on a single block. The 60 degree V12 had a seven main bearing aluminum block. Bore was 87 mm with stroke of 70 mm, displacing 4991 cc. Max safe RPM was 8,500.

Jaguar merged with BMC in 1966 and interest in Le Mans was shelved along with the XJ13. After a serious testing accident the XJ13 became public knowledge in 1973, was repaired and is now in Jaguar's Browns Lane Museum. In the death of the XJ13 the reality of a road-going V12 was born.

Walter Hassan had been part of the team that developed the XK engine. He was brought in to create a V12 road engine using Baily's design. The primary difference between the two designs was that Hassan chose single cam heads in order to keep the unit simple, quiet and less expensive. Flat head combustion chambers were used to provide good power and torque in lower and mid level ranges. The 90 mm bore and 70 mm stroke gave a 5,343 cc capacity. Four Stromberg 175 CD carburetors replaced the Lucas fuel injection.

Paul Skilleter in The XJ Series Jaguars relates an interesting test of the two V12 engines. "Two Mark Xs were matched against each other, one powered by the flat-head V12 and the other by the four-cam 'hemi'. While the four-cam car was ultimately the faster, the flat-head Mark X scored heavily on acceleration from low and medium rates of rpm."

In 1973 three major events effected the V12. First, the outbreak of Arab-Israeli hostilities resulted in the Arab oil embargo and the end of cheap fuel. Second, the XJ saloon, introduced in 1968 as the XJ6 was finally mated, as intended from the start, with the new V12. Finally, Mike Dale (now head of Jaguar Cars USA) commissioned Bob Tullius and Group 44 to begin racing the V12 'E' type in a B Production racing campaign. High priced gasoline, the success of the XJ saloon and Jaguar V12 racing have been major factors in Jaguar's decision making ever sense.

The Arab oil embargo almost broke the V12 and Jaguar. Now a part of British Leland, Jaguar was selling V12s that could only achieve 10-16 mpg. The XK powered cars were only capable of 12-18 mpg. Jaguar's decisions to discontinue sales of the XJ12 in the U.S. after 1980, and recently, to exclude the XJ220 from the U.S. market were affected by the threat of gas-guzzler taxes that would be imposed. Combined with the loss of Jaguar identity and subsequent poor morale and workmanship under British Leland in the 1970's, Jaguar's reputation and sales were hard hit.

Installation of the V12 in the XJ series and the success of Jaguar racing were key factors in the company's survival during the late 1970s and early 1980s. When Sir William Lyons decided to build his 'world-class' saloon, he knew that the XK engine could not provide the pace to match the space and grace. Early on, he saw the V12 as the ideal engine to power his new XJ. The intention was for the V12 to take over for the 6 cylinder XK.

Continued... <sup>Next</sup> month



# Letters to Editor

DVJC 25th Anniversary Banquet by Trevor Mees

Bill and Carolyn Burleigh are very proud of their beautiful new pearl white XJ6. They are the parents of my girlfriend, Betty, and I have to take some credit for his buying the Jaguar and joining the DVJC. This was his first club event and the four of us drove up from Wilmington to arrive at September's just before seven o'clock. As we swept into the car park we were a bit disappointed at the lack of Jaguars in evidence. For a Jaguar club's silver anniversary one could be forgiven for expecting the car park to be full of them.

Upon entering the room, however, it was all Jaguar. A dozen tables were laid for dinner, each with a Jaguar centrepiece, some of which commemorated the event. These were later offered for sale at \$35 a piece but I didn't see any takers. By the door were a potted history of the club and a small TV/VCR showing videos of club activities. To one side was a long table groaning under the weight of a multitude of door prizes. These included umbrellas, gift certificates, books, clothing, jewelry and (as they say in the ads) much, much more. At one end of the table was a display of DVJC trophies from former years and along the back flyers for past events. At the far end of the hall Sounds of Distinction provided music and there was a small dance floor.

We spent the first hour circulating among the growing number of guests, many of whom I had not met before, talking Jaguar and catching up on peoples' news. By the time dinner was served there were about 100 altogether. As we sat down to dinner each couple was given a door prize ticket. The dinner was a delight. Proscuitto, followed by ceasar salad, with chicken or fish as a main course. The dessert was apple pie a la mode and finally coffee.

As dinner wound down the business of the evening started with Jack introducing Frank Weikel, the founding president of the club, as guest of honour. He entrilled us with his vision of the club's 50th anniversary in 2015. Jack would once again be elected president and Jaguar Cars were announcing their new 'F' Type, whose ancestry could be traced back from the 'O' Type through to the 'E' Type, none of which ever saw the showroom floor. Rudy Horwitz, a past president of the club, and Mike Cook, a vice president of the JCMA also spoke, congratulating the club on its anniversary and extending wishes for the future.

Bernice, with the help of Joe and Mary Ellen Johnston, drew the tickets for the door prizes. Nobody left empty handed and some lucky couples won more than one prize. Bill Burleigh now has a handsome DVJC plate for the front of his XJ6.

Finally Jack offered the floor to the candidates for election to the committee. Although a number of them were in attendance nobody stood up (not even Jack) so, the serious bit over, the band struck up and we danced the rest of the night away.



## BIRTHDAYS

### HAPPY BELATED BIRTHDAYS

Reggie Ray Nov. 4th  
Paulette Ray Nov. 11th  
Rudy Horwitz Nov. 16th  
Mike Schwartz Nov. 21st

### HAPPY BIRTHDAY

Marge Donohue Dec. 7th

Cliff Hall Dec. 16th

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## JAGUAR SPORTS CARS

The boom in prices for all models, from the earliest XK120 to the V12 E Type, has seen the market flooded by left-hand drive U.S.A. imports, often badly sound but needing restoration. Such is the current value of restored cars that this has, until now, been an economically feasible exercise. There are signs, however, that the flood is slowing to a trickle as cars of the right price are getting harder to find. Indeed Alan Homes, a Jaguar Drivers' Club director and top concours contender with his own E Type, sees the market steadying, but

An indication of the growing interest in this sector of the Jaguar market is the recent takeover of Country Classic Cars, one of the largest Jaguar restorers. This Southam, Warwickshire-based company specialises in XK and E-Type Jaguars and has been acquired by Automobiles of Distinction plc, a company floated "with the aim of creating a cohesive, but broadly based, group of businesses serving classic car customers".

XJ5  
Early examples of this refined and fast Grand Tourer are beginning to

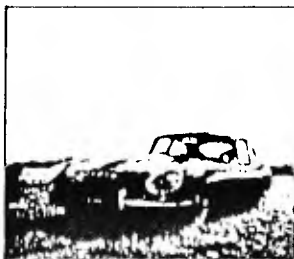


XK sports range set new standards in 1948. E Type continued the tradition in 1961 (below)

the indications are that prices will continue to rise for some time yet.

The range of XKs and E Types is large and some models are vastly more popular than others, but as you would expect, convertibles demand a premium. Of the XK120s, the rare so-called lightweights — the first production models with aluminium bodywork — make up to £80,000, the more plentiful steel-bodied drophead coupes and roadsters £45-£50,000. XK140s are gaining in popularity, the roadster commanding £60,000 in A1 condition, while the top of the range XK150S with a 3.8 litre engine will usually make a little more than the 3.4 version of £60-£75,000.

E Types from the very beginning and the end of the production span are the most expensive, the 1961 on 3.8 "flat floor" Series I and 1971-75 V12 Roadsters both in the £45-£60,000 range, but lagging behind some other comparable sports cars of that age, even so. The 2+2 fixed head models are the least expensive.



Take off. Brian Long's assessment of the model, on Page 66, gives a good idea of its attractions.

The takeover of Jaguar Cars by the vast Ford corporation could lead to some exciting developments at Coventry. Whatever the coming years bring, however, there is no denying the appeal of older Jaguars. They always offered just that little more performance and style at a slightly lower price than their contemporaries. As classic cars they would seem to maintain that tradition.

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12 CYLINDER CROSSWORD

(Reprinted from Jaguar Drivers & Restorers Club, Mercer Island, Washington)

Across

- 1. also built V16
- 2. new V12 coupe
- 3. rare French 12
- 4. a 12 that purrs
- 5. 1st 12 - 1913
- 6. Abe's favorite 12
- 7. 1st production 12
- 8. new 12 soon

Down

- 1. heavy German 12
- 2. Lily's devilish 12
- 3. 12 topped with a bow
- 4. French racing 12
- 5. 12 from Peninsula
- 6. 12 prancing horses
- 7. 12 in ecstasy



Jaguar XJ-S Rouge



Of course, you could seek a second opinion, but good luck finding another Orthopedic Surgeon in this hick town with a degree from Harvard Medical School and the keys to a late-model Jaguar with a leather interior.

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