



# The Jaguar's

# Purr



JUNE 1992

## "COME OUT AND PARTICIPATE"

THE JAGUARS PURR  
Published by:  
DELAWARE VALLEY JAGUAR CLUB  
Editor: Ron Klein  
THE JAGUAR'S PURR  
198 N. Pine Street  
Langhorne, PA 19047

JUNE 7, SUN. Annual Concours - Brandywine  
SEPT 20, SUN. Franklin Mint 6th Annual  
Automobile Festival

Kurt Rappold Markham Dr  
116 Governor PA 19342  
Glen Mills,



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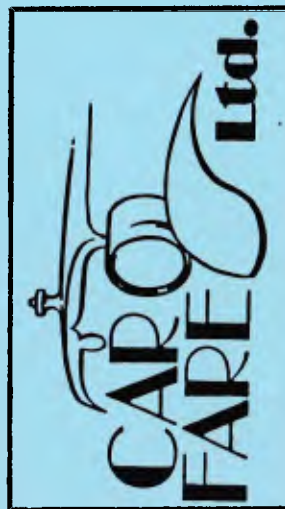
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For Sale: 4 unused conventional Jaguar hubcaps from 1989 XJ6. Sale price to be negotiated. Call John Phelan (215) 546-0500.

For Sale: 1982 Jaguar XJ-6. British racing green/biscuit interior. Excellent condition. Engine recently built to factory specs. New rack, alternator, and Avon tyres. Always garaged. Displayed at Renaissance Show. Never been hit. \$9750. R. D. Brown (215) 247-8105.

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## THE PREZ SEZ

A total of 53 cars wended their way to the picturesque Renaissance Center in Gulph Mills for our European Car Show. A good time was had by all, midst a sky full of sunshine and mild breezes. Yes, God shone his grace upon the DVJC after many weekends of rain and drizzle. The Jaguar Boutique was a big hit as we catered to the hundreds of people in attendance. Atea McArel did a great job steadfastly manning this table while continuously screaming "I need prices, Jack; how can I turn your items into cash if I do not know what to sell an item for"? The club owes a vote of thanks for her dedication on a continuing basis.

My thanks also to Betty Burleigh and Trevor Mees for their unselfish handling of the registration desk to greet the autos and their drivers as they entered the lanes for registration. Also to Betty's nephew Phillip whom I commandeered early on and who gave me much help along the way. Betty, thanks for sharing.

The show had all the earmarks of a very great show. Fine location, beautiful grounds, excellent rest room facilities, well-marked approach routes, great raffle prizes, etc., etc. Let's all make it the premier car show in the area. It richly deserves this monicker.

I personally want to thank Steve Harding, president of the MGB Club for following thru on his promise to help resurrect this great car show. A total of 13 MGB's showed up, and Steve, being the segregationist that he is, had all his members huddled together in a special area of the showgrounds. I sincerely hope this sets an example for all other British Marks to follow in ensuing years. My thanks also to V.P. Steve Kress for his relief job at the registration table in the bright sunshine. Last but not least, my heartfelt thanks (as usual) to my wife Bernice who did her usual great job as the Director General

## CLASSICFIED

For Sale: 1977 XJS...New red paint. Trim in black, 1985 wheels. Everything gone over or recon. Sharp car \$7950. Call Bob Puglisi (215) 295-4468 evenings.

For Sale: 1966 Jaguar Mark X Sedan, 4.2 liter, #843 of 1960 left-hand drive models made. White w/black interior. 58,XXX actual miles. Automatic trans. All numbers match. 3rd owner. No rust/accidents ever. Excellent mechanical/cosmetic condition. Not a trailer Queen! Driven to all shows. Results: 7 Class 9 trophies in 8 shows; 89 - 2nd ranked Mark X in JCNA & 1st in Region; 90 - Top Mark X in JCNA & 3rd in Class 9 (National). Complete history available awith pix. Serious inquiries only. David or Kate Norton, St. Louis. (314) 741-5579.

For Sale: MKII Rust Free Car. Must Sell - \$3500. More information, contact Jack Sanft (215) 472-2001.

### Lindley Motors



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# TECH

A common problem with an unusual cause recently cropped up in my Mark X. This problem is our nemesis, overheating. The first thing I did was to replace the thermostat. This did not remedy the situation. Then I noticed that when the heater fan was on that the temperature began to drop. Of course, the car interior got uncomfortably warm, but at least we can sweat to lower our body temperatures. Apparently, the heater core was functioning as a radiator, although somewhat smaller, and not as efficiently. Now it looks like a flow problem as most of you have probably figured out. And sure enough, it was. Upon removing the radiator I noticed that electrical tape which was wrapped around the lower radiator pipe was now covering approximately half of the opening. The electrical tape had migrated across the opening of the pipe due to the constant heating and cooling which caused the tape to expand and contract and then move. Moral: Do not wrap electrical tape around a radiator pipe to make a hose fit more snugly.

*Pan Klein*



of Parking, making sure that the cars got into their proper slots. Also my personal thanks and gratitude to Bob Braden & spouse who offered much help to El Presidente and his Humble Humber. It seems my Humber thought it was a gymnast of sorts (registered in one of my son's gymnastic schools in Pittsburgh) and tried to straddle the medial strip on the entrance road after corralling the parking signs I had posted prior to show time. The Humber got hung up, or should I say "bogged down" on the strip and came to rest on its exhaust system and undercarriage. Bob was greatly concerned for the Humber's safety and both he and his wife lent a helping hand (and I do mean 4 hands) along with many others that finally got the Humber moving with some shoves. Bob, all is well now and the humble Humber now sports a new exhaust system. Also my personal thanks to John J. Palazzo who did a super job in taking down the signs and chauffeuring me to get gas for that marvelous British car, my Humble Humber. Oh yes, his one big heave to get my Humber going. A great effort for one of our newest members. One word of caution, John -- all British cars are not Humbers!

The Concours is coming fast upon us. We are once again looking to each of you to support your club in this endeavor. Rudy, our Concours Chairman, needs all the help he can get per the usual situation. He has fought once again successfully to get us back to Brandywine Hospital with no strings attached. My thanks to Rudy for this accomplishment.

P.S. David Prouser of Harrisburg in his Mark II received an award for the car furthest driven, and Pete Lollucci received one for the most unusual car, his Lotus VII.

## WHAT'S NEW

If you're wondering which motor oil to use in your car, this article in the Business Section of the Philadelphia Inquirer states "Pennzoil must stop claiming that its motor oil outperforms others by preventing engine wear and lasting longer, a judge in Newark, New Jersey ruled. The injunction requires Pennzoil to suspend such advertising by Friday. A lawsuit by the Castrol Oil Co. contended that the print and broadcast advertisements were false, misleading and deceptive".



■ September 1951: "Jaguar SS 100, 3½-liter, 2-seater, \$1950. Frank Forrest, Hollywood, Calif."

■ February 1965: "1956 Jaguar D-Type 3.8-liter, Webers, street exhaust, drive anywhere. Very fast, excellent condition. Color photos available on request. \$4500 firm. Might consider foreign or American compact in trade. G.P. McManus, Pataskala, Ohio."



## CALENDAR OF EVENTS

- JUNE 7, SUN. Annual Concours - Brandywine  
See enclosure in this issue
- JUN 27 & 28 SAT. & SUN. Vintage Grand Prix - Fairmount Park
- JUL 26, SUN. Annual picnic with a different format
- AUG 9, SUN. New Hope Car Show - featuring foreign cars
- SEPT 20, SUN. Franklin Mint 6th Annual Automobile Festival  
See enclosure in this issue
- SEPTEMBER Dinner Meeting in New Jersey -  
Date & location TBA
- OCTOBER Bed & Breakfast in Cape May, N. J.
- NOVEMBER Tech session in Jersey location TBA
- DECEMBER Festive holiday banquet
- JANUARY Desserts Only Meeting TBA

DATES, TIMES, AND LOCATIONS ARE SUBJECT TO CHANGE  
FOLLOW ALL NEW DATES AND FORMAT IN YOUR JAGUAR'S PURR

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## KITTY LETTER BOX

B.Z. from N.J. called the Kitty Letter Box asking "When should disc brake rotors be replaced rather than resurfaced"? This was in reference to his C\_\_\_\_\_c car. Even though his car is a non-Jaguar, the problem and principles are the same. There are two important rotor dimensions to consider. First is the MINIMUM REFINISHED THICKNESS and second is the DISCARD THICKNESS. Each brake manufacturer has these values available in chart form. The minimum refinished thickness is the limit for resurfacing the rotor. If the rotor has worn to the point where its thickness will be less than the specified dimension after resurfacing, the rotor should be replaced. The discard thickness is the maximum acceptable wear limit. Once it has worn beyond the discard thickness, it must be replaced. These measurements should be obtained using a micrometer while taking the readings at six evenly-spaced points around the rotor. The smallest measurement should be used since this is how far the rotor will have to be machined. Remember: Never replace a rotor without replacing its mate on the opposite side as this may cause uneven braking or severe pulling to one side. So, B.Z. from N.J., you are becoming an educated consumer. More will follow in future issues on brakes. Editor's Note: I personally measured B.Z.'s rotors and they did need replacing, confirming the conclusion of the brake shop. The rotors were below the discard thickness.

*Ben Klein*

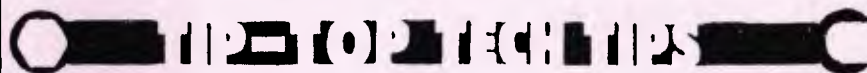
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**QIQCIIIC** If your car is not run regularly, the battery will lose 1% of its charge per day. In three to four months the battery will be completely discharged.

**QIQCIIIC** In order to check for a warped aluminum cam cover, clean it completely, removing all gasket material and place on a large pane of glass or glass-top table. It should sit perfectly flat and not wobble. Editor's Note: Not much in this world is flatter than a pane of glass.

**QIQCIIIC** The temperature of a brake rotor can reach 350-500 degrees F. Riding the brakes or making repeated high-speed stops can elevate temperatures to as high as 700-800 degrees F.

*Ben Klein*

### JAGUAR

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KK150-S	\$439	XJ12	\$569
XXE-6	\$489	XJ-S/HE	\$589
XXE-6 2+2	\$509	XJ-S/BB	\$629
MK 1-Sgl	\$319	MK 7	\$519
MK 1-Dual	\$499	MK 8	\$559
MK 2-Sgl	\$319	MK 9	\$559
MK 2-Dual	\$419	MK 10	\$549
MK 4	\$599	'S'	\$569
MK 5	\$439	ALL PLUS UPS	

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Delaware Valley Jaguar Club  
**Concours d'Elegance - 1992**

Sanctioned By Jaguar Clubs of North America

Sunday, June 7, 9:00am to 4:00pm

At The

Brandywine Hospital & Trauma Center

**STRAWBERRY FESTIVAL**

Off the Route 30 Bypass, North of Coatesville

**Current JCNA Rules Of Judging Will Be Followed**

In addition to the DVJC Concours, other antique and classic car clubs will have shows. At this event, there will be something for everyone...Marvelous amusement rides, wonderful foods in the World Food Tent, Hole In One Golf, Radio-controlled Car Races, Petting Zoo, and ENTERTAINMENT!

Pre-registration ends Friday, May 29th.

Pre-registration, per car is \$25.00 --- registration at the gate: \$35.00

Contact: Dr. Rudy Horwitz, Concours Chairman, at 215.384.3111.

Direct Mail To: 222 Main Street, Coatesville, PA 19320-3408.

**This Event Will Be Held Rain Or Shine**

Please Note: Alcoholic beverages are not permitted on hospital grounds!

**cut here**

Pre-registration fee: \$25 per car.

Name: \_\_\_\_\_ Club Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_

Model & Year of Jaguar Car Exhibited: \_\_\_\_\_

Pre-registration Deadline is Friday, May 29th.

Make All Checks Payable To: Delaware Valley Jaguar Club

Mail To: Dr. Rudy Horwitz, 222 Main St., Coatesville, PA 19320-3408

(For Additional Cars, please use back of this form)