



The Jaguar's Purr



JULY 1992

THE JAGUARS PURR

Published by:

DELAWARE VALLEY JAGUAR CLUB

Editor: Ron Klein

198 N. Pine Street

Langhorne, PA 19047

"COME OUT AND PARTICIPATE!"

1992

SEPT 20, SUN.

Franklin Mint 6th Annual
Automobile Festival



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116 Governor Markham Dr
Glen Mills, PA 19342

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THE PREZ SEZ

God shone His sunny face upon all of us who gathered at the DVJC Concours d'Elegance held on the spacious lawns of Brandywine Hospital & Trauma Center. What we lacked in total number of Jaguar cars was more than made up for by the extremely high quality of those who entered. In fact, most of the winners of second and third place awards had scores in the low to mid nineties, rather than the usual seventies to eighties for third place trophies and eighties to nineties for second place. It was a very quietly competitive day. Everyone not only had a great time, but felt good about themselves and their show cars. It was a real shame that many, many more DVJC members and friends did not come out to witness one important facet of what JCNA Jaguar clubs are all about.

My thanks to the overall Concours chairman, Dr. Rudy Horwitz, for a job well done with little or no fanfare, as usual. Special thanks and appreciation to the event Chief Judges, Bruce Roberts and Cliff Hall for all their efforts in successfully completing the tests and being certified as JCNA judges. It was through their efforts alone that this event became a sanctioned JCNA Concours. Each and everyone of us owe these dedicated members a vote of thanks.

Post Concours, Rudy had a dinner scheduled for Dugan's Inn in the rolling hills of Chester County. Those few in attendance were so impressed with everything that we are now in the throes of planning a road rally and dinner at this fine establishment in the early fall. I do want to thank two of our newest members, Larry and Linda Kauffman for joining us for a fine, memorable dinner.

CLASSIFIED

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 with 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.

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CALENDAR OF EVENTS

- 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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For all you DVJC Members, all eyes (and mouths) must be looking forward to our annual picnic held at a fine facility with enough amenities to insure everyone's having a great time. This one is held English Style. Please see the flyer in the issue for complete details.

Also, we must all be thinking of the upcoming elections for a changing of the guard. New leadership, youthfully driven, will drive our fine club to unheralded heights and expectations. There is a fine core group within the club that simply has to be tapped. I plan to propose to your Board that they create a new office, President Emeritus, and hopefully, they will appoint me to that position so that I may lend a steady, or unsteady, hand wherever and whenever needed. More about this later.

Jack Sanft

WELCOME NEW MEMBERS

Earl L. Mowrey, Jr.

'54 XK120 Roadster

'61 XKE Roadster

'62 Mark II

'63 XKE Coupe

'72 XKE Roadster

David and Kathy Hershey

'76 XJ6L

WHAT'S NEW

As you may have heard, chlorofluorocarbons (CFCs) aka Freon, will be banned from production in the United States by the end of 1995. CFCs as used in cars fall into three categories: as a solvent and degreaser, as a blowing agent for foams, and as a refrigerant in air conditioners. The greatest volume is as a refrigerant R-12 (Freon).

The replacement refrigerant will be HFC-134a. This new refrigerant cannot be substituted in older vehicles because 134a "globs" the mineral oil lubricant that is used in these systems. A synthetic polyethylene lubricates 134a-filled systems and isn't compatible with R-12. Researchers are desperately trying to find a compatible lubricant. If 134a is used in older cars, there will be a reduction in air conditioning effectiveness. This occurs because the 134a functions ideally in a much higher pressure system.

As you may have noticed, if you have purchased cans of Freon, that the price has been increasing recently. On Wednesday, July 1, 1992, the small cans of Freon will not be available to the amateur auto mechanic. All air conditioning work will have to be done by professionals who recycle all the refrigerant rather than vent it into the atmosphere.

Ron Klein

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Feeling much relieved, our gas station attendant charged the battery for an hour. We were off - barreling down I-81 and the Pennsylvania Turnpike Northeast Extension - trying to avoid rain showers and nightfall. I even left the radar detector off which was probably the greatest hazard of all.

We made it home just before dark - and I just wanted you and Steve to know how much we appreciate your help. Thanks again."

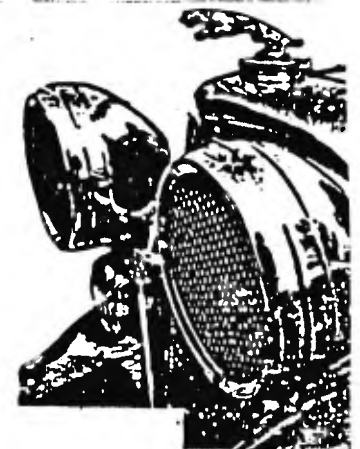
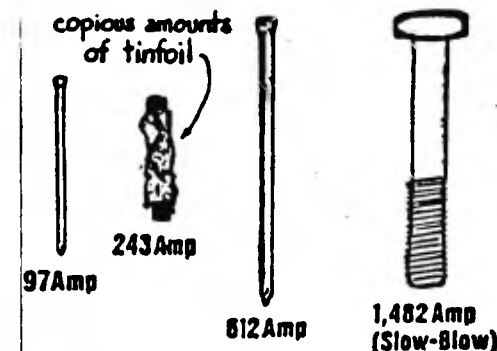
Sincerely,

RMB:lc

Robert M. Brasler

RMB:lc

Guide to Fuse Replacement




KITTY LETTER BOX


Here's an interesting letter that was received proclaiming the benefits of membership in DVJC. Although it was dated May 18, 1990, it is still timely:

"Little did my wife Sibby and I expect to be using our new Jaguar Club membership, as we recently did, nor did we expect that it would involve my 1986 XJ6 as opposed to her 1974 XKE. Nevertheless, it was a great comfort and help that you and Steve Kress offered recently on a Sunday afternoon trip back to Philadelphia on I-81 from Ithaca, New York. Along the way, we realized when the battery trouble light came on and the alternator showed discharge that we were in trouble, and it was only a matter of time before the systems would give out. The last place where we wanted to get stuck was on the highway or overnight in Binghamton or Scranton waiting for the Jaguar dealer to open the next morning.

Luckily, we stopped at a service station. Of all the myriad things that could have caused the problem, I found that it was simply a broken belt. There were no mechanics on duty and I really didn't know how long we could exist on the road trying to reach Philadelphia. It was then that I remembered that we had the latest JAGUAR'S PURR with your (Jack Sanft) number on it. You were helpful and you also suggested talking to Steve Kress the "mechanical genius." Both of you assured me that with a decent charge and if we could keep the major electrical items like headlights, windshield wipers, air conditioner, etc., off - we should be able to make the two to three hour trip without failure.



 Remember to change anti-freeze every 2 years. This will replenish rust inhibitors and prevent the build up of silicates and phosphates (calcium silicate, calcium phosphate, and magnesium silicates) from forming a gel which may clog various portions of the cooling system.

 When draining the automatic transmission, it is always best to drain as much fluid as possible. This can be accomplished by jacking up the front of the car after draining the transmission pan. This will permit the fluid to drain out of the torque converter. Leave the front end of the car elevated overnight for more complete draining. Thanks to Steve Kress for this tip!

Pen Klein

JAGUAR

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MK 2-Dual \$419	MK 10 \$549
MK 4 \$599	'S' \$569
MK 5 \$439	ALL PLUS UPS

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MEES'S PIECE

The weather was perfect for a display of British cars. An English summer's day. All we needed was to be in the car park of a pub with the sound of leather upon willow coming from the village cricket ground to make it complete.

I had wondered whether to bring my MGB or my XJS but this was resolved by the presence of my girlfriend Betty's 12-year old nephew, Philip. He is one of the few people to fit into the back of the 'S' comfortably.

We arrived to find El P and Bernice busily setting up, and a number of cars already present. Jack immediately whisked Philip away to help him with the Club Goodies table while Betty and I manned (should I say 'personed'?) the registration desk just in time for a flood of entries to arrive. By the time we were relieved by Steve Kress, the show was getting quite crowded.

Apart from the mass of Jags and MGs, a number of notable other marques were present. Jack himself had brought his wonderful, if slightly disreputable, Humber Super Snipe. This car was probably one of the last of the gentlemen's 'wood and leather' saloons produced in Britain. Its then contemporaries were Jaguar and Rover, the former of which went up-market into real luxury and the latter down into the realms of mass-produced plastic.

Britain's aristocrats were represented by a Rolls Royce convertible from the mid-fifties. One of those 'real' Rolls' where you could stand a coin on edge on the radiator and start the engine without its falling over.

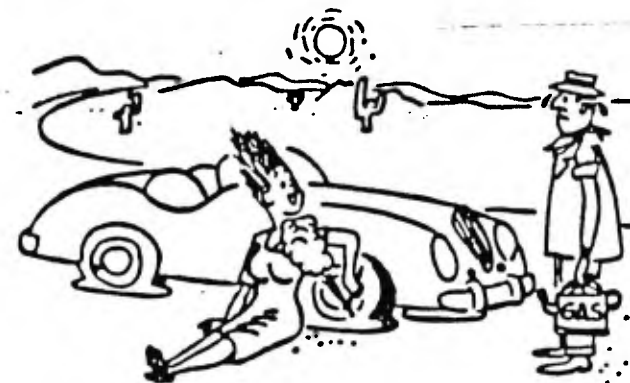
At the opposite end of the scale, in both size and price, a Mini. Admittedly this was a Cooper S and looked like it had been raced but it was a Mini, nevertheless. The car that started the whole front-wheel drive thing.

Apart from the MGs, the classical British sports cars were also represented by Triumph and Austin Healey and, for exotic lovers, a Lotus Esprit.

My favourite car was a Daimler limousine representing, to me, what a limousine should be. It was a car you could get into and travel in without removing your top hat. One where you looked down on other traffic. It's a car to be seen in rather than one to hide in like the stretched limos of America.

The MGs grouped themselves together and made a fine one-marque display. It was almost a one-model display, being almost entirely MGBs (my favourite MG anyway).

Trevor Mees



"I found a marvelous way to keep cool while you were gone, dear!"

DIRECTIONS FROM BEN FRANKLIN BRIDGE:

After paying bridge toll, continue on Rt 30 (Admiral Wilson Blvd). Stay to left as prior to entering the Airport Circle, you go over the ramp toward Rt 38 EAST. At bottom of the ramp stay to the left still following signs to Rt 38 EAST. Continue on Rt 38 (approx. 10 miles) to the Moorestown Mall. You will pass the Cherry Hill Mall on the left side of the highway (approx. 5 miles) and the Moorsetown Mall on the right side of the highway (approx. 10 miles). Start to count traffic lights at the end of the Moorestown Mall (PORTS Dept Store End). Immediately after the 3rd or 4th light (2 lights together) you will enter the first driveway on the right. (Cyclone fence around the property, Jaguars out front)

DIRECTIONS FROM TACONY PALMYRA BRIDGE:

After paying bridge toll, continue on Rt 73 South to Route 38 EAST (Mount Holly Moorestown). Moorestown Mall will be approx. 2 miles on right side of the highway after getting onto Rt 38. Then follow directions from Moorestown Mall as described above.

DIRECTIONS FROM BETSEY ROSS BRIDGE:

After paying bridge toll, follow signs to Rt South 73 Berlin. Follow Rt 73 South to Rt 38 EAST (Mount Holly, Moorestown). Follow directions as described from Tacony Palmyra Bridge).

DIRECTIONS FROM COMMODORE BARRY OR DELAWARE MEMORIAL :

Follow 295 North Get off at EXIT for Rt 38. (After Rt 70 & Rt 73 exits) Follow Rt 38 West. After exiting from 295 start counting lights. Stay to left after 3rd light as you must make a U TURN at the 4th traffic light. First house on east side of Rt 38 after making U Turn, Cyclone fence around property, JAGUARS OUT FRONT.

BRING YOUR JAGUAR FOR DISPLAY!!

If any problem with directions, call Joe Johnston on his JAGUAR CAR HOT LINE 609-440-4744!!

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