



The Jaguar's

Purr



AUG 1992

THE JAGUAR'S PURR

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DELAWARE VALLEY JAGUAR CLUB

Editor: Ron Klein

198 N. Pine Street

Langhorne, PA 19047

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THE PREZ SEZ

So sorry to learn that it rained on our parade (our annual DVJC Picnic). It certainly cut into total attendance but not the pleasures of all those in attendance at a super location arranged by Joe & Mary Ellen Johnston. For those of you who have never attended this bash, I can truly say you are missing one of the material benefits of being a member in the DVJC.

Since, with the new format, Bern's and my services were not required, we were off to the Vintage Grand Prix in Pittsburgh, held over the same weekend. In fact this is now a four day event, replete with a vintage car auction and black tie optional cocktail party on Friday evening. After having the privilege and honor of being named Auctioneer at the Phila. Park, it was a most welcome change to be just a paying patron at the one in Pittsburgh. Three of our very own members raced five cars in the race. They were as follows: Don Natress, Jaguar XK 120; Don Hinmon, Jaguar XK 120 and early Bently racer; Dave Milling, Jaguar SS 100 and '59 MGA fixed head coupe.

Bernice and I visited and chatted with each of them (except Dave Milling) who could make the event, as well as Bruce Maletsky from our neighbor up north, the Jaguar Touring Club. We also took a number of photos which we hope to publish in an upcoming issue.

Even before we made this trip I heard from a number of DVJCers that they would love to make this trip next year, so let's make sure the dates do not conflict. More on the Pittsburgh Grand Prix (Vintage) elsewhere in this issue.

Still have an opportunity for you members in New Jersey to fill in the time and place for our Tech Session scheduled in November. You want some events in your fine state, so here is a golden opportunity to satisfy your needs and simultaneously benefit your Club. Please contact me for full details.

CLASSIFIED

For Sale - 1968 Jaguar E-Type Roadster, restored. \$31,500 or best offer. Call Jim Toolan (215) 827-9637 or (215) 363-6950.

For Sale - 1964 Mark II 3.8 Auto LHD. Complete, solid, straight, some restoration work done. Extra engine, doors, seats and other parts. \$3,000 or best offer for package. Wm. Beska (215) 379-0595.

For Sale - 1970 Jaguar E type Roadster 4.2 liter engine, 4 speed, wire wheels, new blue leather interior, 39,000 miles, stored winters, second owner. The car is very sound mechanically and has no rust. In addition it has a new exhaust and new tires. It was purchased in 1985. Serial No. 1R1258. Albert Drobka (814) 238-0710 or (814) 237-1117. FAX (814) 238-5750.

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CALENDAR OF EVENTS

- SEPT. 20 SUN. Country Club Inn
(See enclosure)
- 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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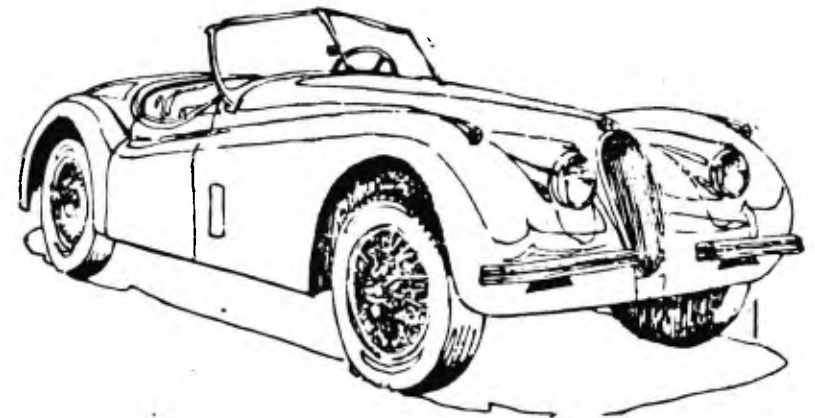


Nominations will be coming up very shortly to decide who will lead this great club to even greater accomplishments. As I've said before, it is now time for me to turn this most challenging, satisfying job over to new blood. These nominations will take place at our October meeting and actual elections at the next meeting in November. Term of office is for two years. New officers will be introduced at our annual Holiday Banquet which I urge each of you to put on your calendars now (if you haven't already done so) for a great time, short speeches and presentations to our outgoing officers and a rousing welcome to those we have chosen to continue the great pace recently set by the Delaware Valley Jaguar Club.

JACK E. SANFT, President

!!!!NEWS FLASH!!!!

All you bowlers out there -- Get your game in high gear for the big roll-off against the MG-T Register members in January 1993. This will become a yearly event if we get enough of you to show your prowess (or lack of same) on the slick lanes. This is generally followed with a nifty eating place where lots of British Car Lore flows in abundance. Call Jack or Bernice at 472-2001 or 449-9616 and sign up for this big event.



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.

Pen Klein

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JAGUAR

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XKE-6 2+2	\$509	XJ-S/BB	\$629

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MK 4	\$599	'S'	\$569
MK 5	\$439	ALL PLUS UPS	

DICK AMES

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KITTY LETTER BOX

Dear Jack And Bernice,

We were delighted to see your picture, Jack, on the cover of JAGUAR JOURNAL. Congratulations on receiving the Whyte Award.

The pair of you personify the best of Jaguar enthusiasts. Your passion, exuberance and pure joy for Jaguars are wonderful to behold and try to emulate.

We are extremely proud of you and glad to have your friendship.

With kindest regards,

Eddie & E.D. Adams

P.S. We hope you and your family are well.



When replacing the cork float in the brake fluid resevoirs, try using styrofoam instead of cork. Styrofoam is a closed cell foam which means it does not soak up liquid as opposed to an open cell foam like foam rubber. I conducted an experiment by placing a piece of sytrofoam in a sealed glass bottle with brake fluid. After a month of soaking, the styrofoam has not been degraded. I have used it in my car for several weeks with no problems. In order to make the float, find a solid piece of styrofoam which is common in packing. Use a 7/8 inch or 1 inch diameter gasket punch to produce a cylinder of styrofoam approximately 1 inch diameter and about 1 inch in length. Remove the old cork and file down the flare at the end of the rod on which the cork is mounted. Then slide off the small washers that were at the top and bottom of the cork. Before impaling the styrofoam with a rod, place a slightly larger washer below the original top washer to prevent the styrofoam from sliding too far up the rod. Be careful as you skewer the styrofoam as it is softer than cork. Then replace the bottom washer and squeeze the bottom end of the rod in a vise in order to flare it again. The flare is necessary to keep the bottom washer from sliding off. I will give an update on the experiment in future issues.

If there are any chemical engineers within the range of my words, please let me know if there are any impending dangers of using styrofoam with brake fluid as I am conducting this experiment empirically.

Ray Klein

A WEEK AT THE PITTSBURGH VINTAGE GRAND PRIX

We arrived in Pittsburgh on Wednesday, July 29th and already Bernice and I had missed out on some of the week's festivities. They had already had a great display of vintage cars in the yuppy part of Shadyside, better known as Walnut Street, the day before our arrival. Then on Thursday there was a lusty get-together of many of the workers and participants down by the river, capped off with a boat ride and more fun and buffoonery. We were just too bushed to make this event, but swore not to miss any of the other good times available to all those interested in vintage cars and racing.

So Bern and I dressed in our casual finery, proceeded to the new AAA Building in Pittsburgh for a black tie optional cocktail party interspersed with a vintage car auction (very first time held) along with some vintage auto-related goodies. I walked away with a beautiful old car "shawl" for my Mark IX, some miscellaneous old metal car signs, and, I thought, a premier collector's edition of the ten programs of each of the Pittsburgh Vintage Grand Prix's. These were later taken from me since there was a \$200 minimum reserve on these items. I had clearly intended to give them to Mart Schantz with my compliments to show him just how a Vintage Grand Prix should be run. Oh well, as usual, I just took this in stride. There were some nice cars in the lot, including a '26 DeSoto with wood spokes and a '25 Rolls Royce. Neither of these cars sold. One of the shining cars in the auction was a 1974 Jaguar V 12 Roadster, white with black top and interior in reasonably nice shape. I had a chat with the owner who stated he would not sell the car for anything less than \$55,000. It never got past the opening bid of 35,000.

The cocktail party was done in fine taste. What really impressed me was that everything used or served was donated by businesses in the area. It was a great affair. Cost of entry was \$25 per person. All monies went to help autistic children in the Pittsburgh area.

Early Saturday morning I headed out to Schenly Park for the All British Car Day Show. More than 500 cars were in line, and all judging was done by popular vote of the spectators. I have some great photos of some funky (just like my Humber Super Snipe), if not rare, British Cars which I welcome you to identify. So next time you see me, ask to take a look at the photos and try your luck. On this day the racers were doing their laps and getting their cars ready for the big race on Sunday.

I am pleased to report that three of our club members raced in this event in '92, namely, Don Nattress, Don Hinmon, and Dave Milling. Bruce Maletsky from our neighbor club, Jaguar Touring Club, was also there with his crew and his XK 120. Bernice and I had an opportunity to chat with each of them and wished them luck for the big race on Sunday. Unfortunately, the weather on Sunday was cloudy and intermittent showers in the morning left the track slick and the drivers were lamenting the fact that they could not run at full speed. Well, better luck and weather next year!

Jack Sanft