



# The Jaguar's

# Purr



MAR 1993

"COME OUT AND PARTICIPATE"

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



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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.

For Sale - 1974 XJ6. Engine and transmission professionally redone. Needs some interior work and a paint job to be a very nice car ready to serve its new owner over many years with trouble-free driving. Sacrifice at \$4500, or best reasonable offer. Call Jack at 472-2001.

For Sale - E-Type Roadster. No rust whatever, but a basket case ready for a winter project. Engine out. Beige/black interior. No top; just bows and no leather on seats. Excellent value at \$15,000 or near B/O. Call Ted at 449-9616.

For Sale - 4 Series I wire wheels & knock offs. Original equipment from 1964 MK II Sedan (195/75-15). Rims, hubs and knock-offs are respectable. Can be stripped and replated or painted. \$150 for all. David Prouser after 7 P.M. (717) 545-0812.

For Sale - Jaguar MK VIII Sedan, Complete body on rolling chassis with glass. Best Offer. In storage 20 years. 358-4055 daytime.

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Club Members - Free (Limit 3 items)

## THE PREZ SEZ

It is imperative that membership renewals be sent to Tony Quintans, Treasurer DVJC. New membership applications will continue to be sent to Jack Sanft so he can facilitate the desired JCNA badge and DVJC emblems. Jack will then forward the checks and membership information to Tony.

For those few who saw my 1993 winter project at the January Directors Meeting, the 4.2 litre engine is coming along well. This was a first-time experience for me to disassemble the engine down to the cylinder sleeves.

Good News! The Great Interstate Race will be held nearby in Delaware on July 9 at the Newark MBNA America Bank. Some Jaguars are supposed to run and our very own Dave Milling will run his 38 SS Jaguar. More on this will be shared later.

I have been soliciting our club members who have previously helped in judging Concours, the purpose of which is to have 20 certified judges before June 6. So that nobody is offended, the offer is extended to all members. Please plan to make June 6, 1993 a day DVJC and JCNA shines in Coatesville.

The date for our Annual Spring Tech Session had to be moved up a week from April 17 to accommodate Lou's Birthday Plans. THE TECH SESSION IS NOW SCHEDULED FOR APRIL 10. Happy Birthday in advance, Lou! This year's session will have an open lift available as well as 2 restoration in progress Jags. Lou will provide a buffet lunch, for which we are grateful. PLEASE, PLEASE, if you plan to show up, give Lou's shop a call at 326-8484 with your RSVP. This activity is open to all DVJC members. Directions will be published in this Newsletter. Your President will bring some Show-And-Tell Jag information relating to 4.2 rear main seal and cylinder liner replacement.

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## 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 - 1968 Jaguar 420 Sedan, maroon with black interior, wire wheels, automatic. A fun car to drive and own. A very limited number produced. Price \$9000 OBO. Call Jack at 472-2001.

For Sale - 1965 Jaguar 3.8S right hand drive, stick shift. Low mileage. A very rare car ready to be enjoyed for years to come. Price \$10,000. An appreciating investment. Call Jack at 472-2001.

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# CALENDAR OF EVENTS

- MAR 28 Brunch Meeting at 94th Aero Squadron  
SUN NE Phila Airport (2750 Red Lion Rd, Phila)  
Phone 671-9400 - Speaker: Jack Sanft  
R.S.V.P. Carol Schwartz 969-5535  
See center page pull-out for directions.
- APR 4 Directors Meeting 2:30 PM  
SUN Cliff Hall's House, 1618 Meeting House Rd.,  
Boothwyn, PA -- R.S.V.P. 485-2402
- APR 10 TECH Session - Lou Ottaviano's, Sanatoga PA  
SAT Buffet Lunch R.S.V.P. Lou 326-8484  
See center page pull-out for directions.
- MAY 2 Gast Motor Museum Tour - R.S.V.P. Joe  
SUN Federico 275-7752.
- MAY 23 All British Car Show and Annual Auction  
SUN Location TBA - R.S.V.P. Jack 449-9616
- JUN 6 DVJC Concours 10:00 A.M.  
SUN Chester County Hospital, Coatesville, PA  
JUDGES NEEDED - MUST BE CERTIFIED BY JCNA  
Kurt Rappold will have applications for  
judges in the near future. 358-4055
- JUN 26 Vintage Gran Prix  
SAT Fairmount Park
- JUL 31 JCNA 6th Biennial Meet, Mahwah, NJ
- AUG 14 & 15 New Hope Car Show  
SAT & SUN Judges Needed - Call Steve 953-5227
- AUG 28 Picnic - Combined MG & Jaguar Club  
SAT Location TBA
- SEP 19 Franklin Mint Car Show  
SUN Club meet at Pulsations  
10 AM Dinner: Country House Inn 358-4055  
Rain Date September 26

DATES, TIMES, AND LOCATIONS ARE SUBJECT TO CHANGE

**9** FOLLOW ALL NEW DATES AND FORMAT IN YOUR JAGUAR'S PURR

The Jaguar Touring Club located at Mahwah, N.J. will host a full week of activities which will include tours, concours, rally, golf tournament, seminars, dinner cruise, awards banquet, dinner dance and slalom the week of July 31. They have provided a complete agenda of these activities. Call or write the Prez and I will be happy to forward the complete information as provided by JTC.

Please note a change in the published President's work number. It is (215) 499-6360. Leave a message if you must. Sorry for the inconvenience.

Hope to see you all at the Aero Squadron brunch. I'd like to think that it will be a pleasant day so that the "Kittys" can be let out of the barn!

Kurt Rappold

## PURVEYOR TO THE JAGUAR ENTHUSIAST

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I am going to digress from our usual discourse this month to discuss 2 interesting and pertinent bits of information that pertain to those of us who repair and maintain our own vehicles:

"At 8 A.M. on December 27, 1992, the Oregon Poison Center (OPC) notified the Oregon Health Division (OHD) that 13 persons in one household became ill following the use of an aerosol leather conditioner (Wilson's Leather Protector) and that this report was similar to two reports received on December 26 that also involved use of this product. From December 27 through December 31, following publicity and contact by the OHD, OPC, and CDC, poison control centers reported persons who experienced symptoms such as headache, malaise, chills, and fever as high as 104F. At least 3 persons exhibited signs of pulmonary infiltrates (pneumonia). The symptoms, which were caused by the solvent 1-1-1 trichloroethane, usually resolved in less than 24 hours. This syndrome is caused when fluoropolymers are heated to high temperatures with most patients being cigarette smokers. However, it is also possible that an unknown contaminant in the leather spray may be causing the illness." This is important as we should all be moisturizing the leather in our cars, but it is imperative NOT to use the old formulation of Wilson's Leather Protector. Remember that when used in an automobile, it is a very enclosed environment which may cause toxic levels of substances to accumulate even more rapidly. JAMA February 3, 1993-Vol 269, No.5

## MEES'S PIECE

THE WRONG SIDE OF THE ROAD

I arrived in the USA in 1985 fully prepared to drive on the right, having done so in Europe many times. There, the rules we know in Britain are exactly reversed and therefore not too difficult to get used to. One keeps to the right unless overtaking or turning left, at all times on all roads.


It took some getting used to the American Way. One keeps to the right of the yellow line but beyond that anything goes. As you can imagine I drove very carefully for some time, trying to work out what the actual rules were. The Driver's Handbook I got from DMV clearly indicated the 'keep right unless overtaking' rule, but the evidence I saw through my windscreen and rear view mirror did not tally.


At last I have seen the light. I had to dig back into history to get my inspiration. The ancestors of the current population of this country originate mainly from Europe, where they drive on the right, but the national language of America originates from Great Britain, where they drive on the left. Thus the confusion. The average American cannot decide, in motoring terms, whether he/she is British or Continental. As the driver matures, a natural tendency, one way or the other, develops. According to my observations most Americans have come down on the side of Great Britain and drive naturally in the left lane of the right side of the road.


Being a Brit myself, I was faced with a dilemma. Do I drive in the left lane along with my wannabe countrymen or in the right lane where there's less traffic? I decided to do what I was used to when driving in Europe, and put myself as far from oncoming traffic as possible at the same time. After all, I may want to drive on the Continent again some day.

Trevor Mees



 **FUN FACT:** In 1924 Chrysler introduced hydraulic brakes to the automotive industry. Henry Ford resisted this idea and continued using mechanical linkage because there was no fluid to leak out and cause failures.

 If glycol brake fluid is spilled on paint, rinse it off with a large amount of low pressure water immediately. Do not touch or rub the surface. After several hours the solvents will evaporate from the fluid and the paint will regain its hardness. At this time it may be necessary to use a small amount of fine rubbing compound.

 DOT 3 and DOT 4 brake fluids are totally compatible. The difference is DOT 3 fluids have a minimum boiling point 401F and for DOT 4 the minimum is 446F.

*Ron Klein*

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If the above information didn't scare you, here's another one concerning "Metal Fume Fever". Inhaling metallic oxide particles released by welding can cause an influenza-like reaction. Anyone who works in smelting, soldering, electroplating or galvanizing industries can be affected by the syndrome which occurs 4 to 8 hours after exposure. Symptoms consist of fever, headache, cough, dyspnea (difficulty breathing), malaise, myalgias (muscle pain), and nausea. It is self-limited and resolves spontaneously in 12 to 14 hours.

Ron Klein

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<b>XKR-6</b> \$489	<b>XJ-S/HE</b> \$589
<b>XKR-6 2+2</b> \$509	<b>XJ-S/BB</b> \$629

<b>MK 1-Sgl</b> \$319	<b>MK 7</b> \$519
<b>MK 1-Dual</b> \$499	<b>MK 8</b> \$559
<b>MK 2-Sgl</b> \$319	<b>MK 9</b> \$559
<b>MK 2-Dual</b> \$419	<b>MK 10</b> \$549
<b>MK 4</b> \$599	<b>'S'</b> \$569
<b>MK 5</b> \$439	<b>ALL PLUS UPS</b>

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**MEMBERSHIP RENEWAL APPLICATION**

Dear Member(s):

Your 1993 Membership Fees are due and payable at this time. Please fill in the requested information below with all pertinent information and return this completed form with your check made payable to DVJC to: Tony Quintans, Treasurer DVJC, 642 Mason Avenue, Drexel Hill, PA 19026.

Please renew my membership only. Option 1 at \$40.  
 Please renew membership for me and my spouse so that we both can hold office. Option 2 at \$45.  
Please send me  DVJC car badges at \$17.50 each.

HELP!! HELP!! ..... We want to keep our records current. Please complete the information below.

My name and address is correct as it appears on the mailing label:

Yes  
 No - Correct data is furnished on back of this page.

My (our) home phone number is \_\_\_\_\_.  
Office number \_\_\_\_\_.

I (we) currently own or have an interest in the following Jaguar(s):

<u>INTEREST</u>	<u>OWN</u>	<u>MODEL</u>	<u>YEAR</u>	<u>TYPE</u>	<u>MEMBERSHIP</u>
-----------------	------------	--------------	-------------	-------------	-------------------

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#### DIRECTIONS TO 94TH AERO SQUADRON

Take Schuylkill Expressway North which will become Roosevelt Boulevard. Proceed north on Roosevelt Boulevard approximately 7 miles to Red Lion Road. Make a right onto Red Lion Road. Continue several blocks. Follow sign to restaurant (on right-hand side)

From I-95 exit at Woodhaven. Proceed on Woodhaven Road to Roosevelt Boulevard and make left turn. Travel south on Boulevard a short distance to Red Lion Road. Make left turn onto Red Lion. Continue several blocks and follow sign to restaurant.

From PA turnpike at Neshaminy Exit, (No. 28), follow signs for U.S. 1 South (Roosevelt Boulevard). See directions above.

2750 Red Lion Road  
Phila. PA  
(671-9400) 94th Aero Squadron  
R.S.V.P. Carol Schwartz - 969-5535

#### DIRECTIONS TO LINDLEY MOTORS

From the Schuylkill Expressway take the West Chester 202 South Exit. Continue on Route 202 South to 422 West. Continue on 422 West to Sanatoga Exit (about 20 minutes). At the second stop sign after the exit, make a left turn onto Ridge Pike. Travel for 1 1/2 miles to the first intersection and make a left onto Sanatoga. Proceed 80 feet.

Route 422 (Ridge Pike) & Sanatoga Road  
Sanatoga, PA 19464  
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