



DELAWARE VALLEY JAGUAR CLUB

THE JAGUAR'S PURR

DVJC

PRESIDENT
COPY

MARCH 1994

THE JAGUAR'S PURR

COME OUT AND PARTICIPATE

Published by:

DELAWARE VALLEY JAGUAR CLUB

Editor: RON KLEIN

198 NORTH PINE STREET

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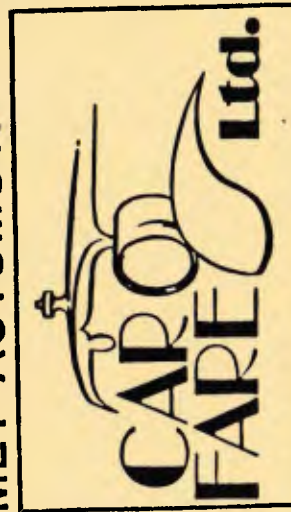
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For Sale --- Four (4) unused convention Jaguar hubcaps from 1989 XJ6. Sale price to be negotiated. Call John Phelan 546-0500.

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

For Sale --- '83 XJ6 Grovesner & Biscuit. 113K miles. Cleanest you'll find. \$6000. Owned by Jaguar mechanic. Call Gary 654-0273 at Philpenn.

For Sale --- '84 XJ6 Gray/Biscuit. Runs great. Body needs attention. Interior, chrome and wood in good shape. High mileage \$5000 OBO. Call Joe 328-9551.

For Sale --- 1974 XJ6 Parts, Doors, Trunk Lid, no dents or rust and many misc parts. XJS Bonnet - fair condition \$300. 1976 XJS engine and trans - complete \$1000. Call Steve (215) 335-4060 or (215) 953 5227.

For Sale -- XK140 rolling chassis with some body parts. Disc brake rotors & wire wheels with knock offs, steering included \$2000. Can deliver. Call Kurt Rappold (610) 358-4055.

For Sale -- XK120 CP rolling chassis, solid wheels \$500. Can deliver. Also many XK 120, 140, 150 Jaguar parts and information. Call Kurt (610) 358-4055.

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THE JAGUAR'S PURR
is an official publication of
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EDITOR: Ron Klein
THE JAGUAR'S PURR
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Langhorne, PA 19047

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CLASSIFIED RATES:
Non-members - \$5 per issue
Club Members - Free (3-time limit)

THE PREZ SEZ

The January DVJC Directors Meeting was hosted by Joe Federico and his father. The Directors finalized the 1994 calendar of activities, and it was presented to the membership in the last issue of the *PURR*. The bank balance for DVJC for the year end of 1993 was \$4506.06 as stated by treasurer Tony Quintans' financial report. At a previous meeting the directors were authorized to invest \$3000 in a savings account.

Membership renewals are still coming in even though our list is supposed to be turned in to JCNA by January 31. We presently have 75 renewals that are paid in full.

Since this is the bi-annual year for nominations, our by-laws state that any nominee must have attended at least 25% of club functions. In 1994 we plan to have 12 activities.

The annual MG-Jaguar Bowling "Cabin Fever" Tournament was again held in Plymouth Meeting. I'm pleased to announce that Jaguar was again victorious with a score of 391 to 347. Congratualtions to the DVJC bowlers! Special thanks to Terry and Linda Wagner who came all the way from Reading and to Jack and Bernice who made the arrangements with Earl Wanklin (Wank) from the MG Club. The bowling results were as follows (total pins): Phil - 186, Betty - 211, Steve - 369, Joe - 379, Ron - 449, Pat - 437, Kurt - 418, Jerry - 406, Terry - 509, Bernice - 421, Betty - 429. Post-game meal was at Phil's Tavem. Bernice Sanft again won high lady's score this year.

I received a letter from DVJC member Joe Richards in Naples, Florida. He and Louise are doing fine. He still has the "E" V12 coupe and he is a volunteer at the Collier Auto Museum. There are over 100 cars on display which I am planning to see on a future trip to Naples.

The Sanft's and the Rappold's will be attending the AGM on March 4 at Charlotte, N.C. My report on the AGM will be in our next issue of the *PURR*.

Congratulations to the Esterly's for winning the Challenge Cup. Their XK120 Roadster will appear on the cover of the Jag Journal. The restoration was a great job, thanks to Richard and Denny, son Brian and Terry Lippincott. Other DVJC to place in the Nationals were Lou Ottaviano, 99.5 in Class 5, and Dave and Kathy Hershey 99.2 in the Driven Class.

Kurt Rappold

CLASSICFIED

For Sale --- Jaguar 1952 XK120 roadster No. 672912. Silver/black leather, steel wheels, wide white walls, full skirts. Unusual wood-fascia (Hofman option). Excellent for vintage competition or touring. \$28,000 obo. Fort Specials 283-6300 (Paul).

For Sale --- 1975 XJ6C. Silver grey/burgundy leather. 12,000 miles on mechanical and cosmetic refurbishing. No rust. Above average condition. \$8700. 699-8044 any time.

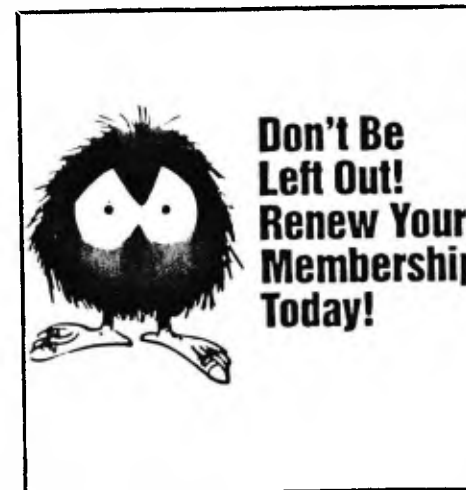
For Sale --- 1968 Jaguar 420 Sedan, maroon with black interior, wire wheels, automatic. A fun car to drive and own. A very limited number produced. Price \$9000 obo. Call Jack at 472-2001.

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 472-2001.

For Sale -- Three Series II wire wheels. Fair condition. Two tires 185 X 15. Excellent condition. Call George Carr 345-7831.

Wanted -- Complete set of five (5) five-spoke wheels for a 1987 XJS. Call Greg Troop 363-6707.

For Sale --- Jaguar XK-150 Roadster 1958. Restored. Great Condition. \$42,000. Dave Zuhlke (609) 654-0649.



CALENDAR OF EVENTS

- Mar 20 Sun 94th Aero Squadron -- Smorgasbord Brunch.
See enclosed flyer. Carol Schwartz 969-5535.
- April 23 Sat Tech Session - Classic Coach - 10 A.M. Free
Contact Jack Sanft 449-9616.
- MAY 6-7-8 RALEY
May 15, Annual Linville Car Show. HCCP Contact Kurt
Rappold 358-4055.
- June 25 Sat 29th Annual DVJC Concours. Contact Kurt
- June 25-26 Sat-Sun All British Car Show-Vintage G.P. Contact
Jack Sanft *CANCEL*
- July TBA Pool Party -- Anybody with a Pool???
- August 13-14 Sat-Sun Annual New Hope Auto Show. Call Steve Kress.
DVJC-New Hope Show Dinner. Call Sue Park
- Sept 18 Sun Annual Franklin Mint Car Show. DVJC-Mint Show
Dinner. Call Joe Federico
- Oct 8-9 Sun *VINTAGE G.P. & ALL BRITISH SHOW*
Oct 16 Sun HCCP-DVJC-DCCC Car Show. Call Kurt
- TBA Brunch/Auction/Nominations -- Brunch possible
General Wayne Inn. Call Jack Sanft
- Nov 12 Sat Eastwood Tech Session. Contact Kurt Rappold
- Dec 17 Sat Holiday Party Lily Langtry. Biannual elections.
Contact Jack Sanft.

DATES, TIMES, AND LOCATIONS ARE SUBJECT TO CHANGE.
FOLLOW ALL NEW DATES AND FORMAT IN YOUR
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12 NOON TO 3 PM

CONTACT CAROL SCHWARTZ
969-5535

**MAKE CHECK PAYABLE TO DVJC AND FORWARD
TO CAROL AT
11200 JEANES STREET
PHILA. PA 19116**

Take Schuylkill Expressway North to Roosevelt Blvd.
Approximately 7 miles to Red Lion Road. Turn right, drive several
blocks to restaurant. Sign on right side.
From I-95 exit at Woodhaven Rd. to Roosevelt Blvd. Turn left and
drive south on boulevard short distance to Red Lion Road. Turn left,
drive several blocks to restaurant. Sign on right side.
From Penna. Turnpike exit at #28 Neshaminy Exit. Follow signs for
US Rt. 1 south (Roosevelt Blvd). See directions above.

WHAT'S NEW

Alert! Alert! Alert! In 1999 *Jaguar's* proposed small car will be a front-wheel-drive model powered by the same engine that will be in the Mercury Mystique/Ford Contour according to Ford documents obtained by *Automotive News*. The vehicle would get the new 60-degree V6 engines that will be in Ford's next generation front-drive cars. The engine will have 2.5 litre and 3.0 litre displacements with 4 valves per cylinder. The front-drive configuration, the first in *Jaguar's* history, would be against the wishes of many at the company's headquarters in Coventry, England. Editor's Note: Is this really a step forward for *Jaguar*?

RAGTOPS & ROADSTERS BRITISH AUTOMOBILES

REPAIRS &
RESTORATIONS
BY
MICHAEL ENGARD

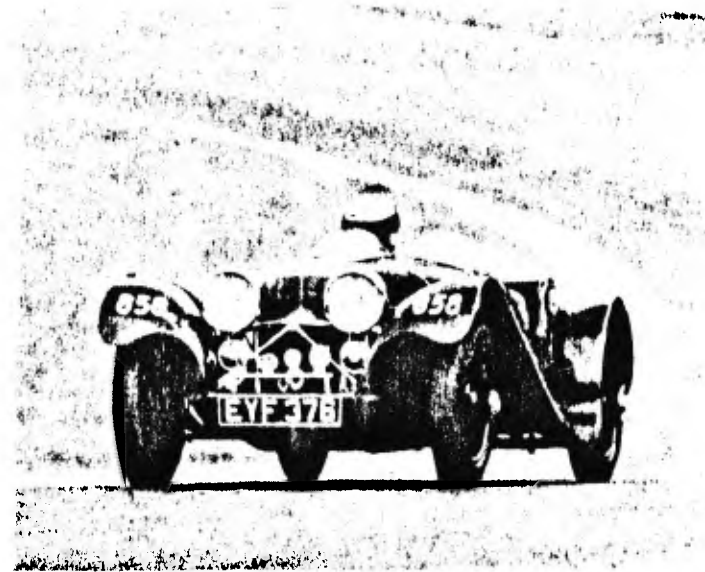


213 S. 5th ST., PERKASIE, PA 18944

(215) 257-1202

THE DVJC WISHES JERRY SCHWARTZ A SPEEDY RECOVERY FROM HIS RECENT SURGERY.

EDITOR'S NOTE: JERRY WAS AMAZED WHEN HE RECEIVED THE 40 LB. BASKET OF FRUIT FROM THE CLUB.



We specialize in Classic British Cars with a marked partiality to Jaguars ranging from the 1930's thru the 1990's. Whether yours is for race, rally, show or daily driving, we would be happy to be of service to you.

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Fred Wright
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Jack Buzby & Rita
Robert Stieg

keep contaminants suspended in the oil and prevent them from settling on engine parts; **detergents** which keep the engine free of sludge and carbon; **antiwear agents** which leave a chemical film to protect against wear; **antioxidants** which prevent the oxidation of oil which can make the oil thick and tarlike. These antioxidants react with oxygen sacrificing themselves to save the oil; **rust and corrosion inhibitors** which neutralize acid and seals metal surfaces against water; **friction modifiers** which reduce engine friction; **foam inhibitors** which collapse air bubbles that form as the oil is churned in the crankcase which may create a frothy mixture that makes for poor lubrication.

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Ron Van

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**MOTOR OIL
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Oil is extremely important to the proper function of an automobile engine. It reduces friction and wear on the engine's moving parts; it acts as a coolant in the engine and also acts as a seal between the piston rings and cylinder walls to help maintain compression. It also cleans the engine and holds contaminants in suspension thereby preventing harmful deposits. It also helps neutralize acids that form due to the byproducts of combustion.

An oil's viscosity varies inversely with the temperature, which means that at low temperature the oil is thicker and at higher temperature the oil is thinner. In other words, an oil that is too thick may be the reason why a cold engine is difficult to start. This oil also may not reach all other moving parts quickly enough to protect them from damage. An oil that is too thin is also undesirable. As the oil becomes warmer, it will thin out. It can become thin enough to be squeezed out from between the moving parts, resulting in metal-to-metal contact, thereby causing excessive wear. You are probably accustomed to seeing 10W-40 oil. These numbers refer to the oil's viscosity (thickness or thinness). The higher the number, the higher its resistance to flow (thicker). The lower the number, the thinner the oil. An oil such as 10W-40 is known as a multigrade oil. They contain additives that prevent the oil from thinning out too much as it gets hot. These oils are especially suitable for all seasons. These additives behave somewhat similar to fantail shrimp when placed in hot water. The shrimp tails open up, similar to the additive's molecules unfolding. However, with oil the unfolding and folding is reversible! Unfortunately these additives can decompose into a carbon-like substance that can make piston rings stick. A 10W-40 oil contains more viscosity improvers than a 10W-30 oil. In other words, stay away from multigrade oils with a wide spread in numbers as 10W-50. Use the lowest spread that is suitable for the climate in your area.

If you use a single grade oil such as SAE 30, be sure to change the oil at least seasonally, as single grade 30 oil is much too thick for the winter. By the same token SAE 10 is much too thin for summer driving.

According to *Consumer Report* February 1987, A motor oil is a product that changes behind its brand name. The petroleum based stock changes from time to time and many companies also

use more than one package of additives provided by different suppliers. The same brand sold in New York may be different from that sold in L.A. In their test of 35 popular motor oils, 1/4 of them failed to meet the specifications on the label.

The SAE (Society of Automotive Engineers) classification applies only to new oil. As it lubricates the engine, it tends to thin out. Some of the loss of viscosity is temporary. It happens when you start the engine and is aggravated by high engine speeds. When the engine is shut off, the oil recovers. Over time the viscosity is reduced permanently. Referring again to *Consumer Report's* article, Castrol 10W-40 oil showed the most resistance to this thinning out and remained in grade. I personally have been using Castrol 10W-40 and 20W-50 in my *Jaguar* for several years now. Since *Consumer Report* is non-biased and takes no advertisements, I surely am going to remain with Castrol. Also, don't forget that the factory-sponsored *Jaguar* racing team uses Castrol.

Oil manufacturers must run extensive tests in order to meet the American Petroleum Institute (API) standard for wear, oxidation, corrosion protection and many other factors. It costs more than \$44,000 for an oil company to test a single oil.

Referring again to *Consumer Report*, oil supplements are NOT to be used as *They might upset the delicate balance of ingredients in motor oils.*

Now a word about changing oil. Oil should be changed frequently. The method I use is to **half** the frequency recommended by the manufacturer. ALWAYS use a new oil filter when changing the oil. If you change your own motor oil, be aware that studies performed by the API and Shell Ltd of Great Britain have indicated that USED oil can cause cancer in laboratory animals. For most of us, this is obviously not a daily problem, but be aware of it and wash thoroughly if you come in contact with the oil. Also, do not pour it down the drain or throw it into the trash. I return my used oil to Pep Boys where I purchase the oil. It is disposed of with no charge.

You may have heard that oil from Pennsylvania or Texas is best. This is untrue. It all starts out as crude petroleum. Some comes from the United States, but much is produced in the Middle East. The quality of the base motor oil stock depends on the refining process. Refining changes the characteristics of the oil extensively with chemical additives. About 85% of the finished oil is the refined base stock. The rest is additives. These additives include: **viscosity-index improvers** which change the oil from thinning too much as it heats up in the engine; **dispersants** which

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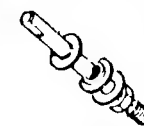
XK120 sing	\$339	SS-100	\$559
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XKE-V12/P	\$559	Mk 9	\$569
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JCNA CERTIFIED JUDGE NUMBER			
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