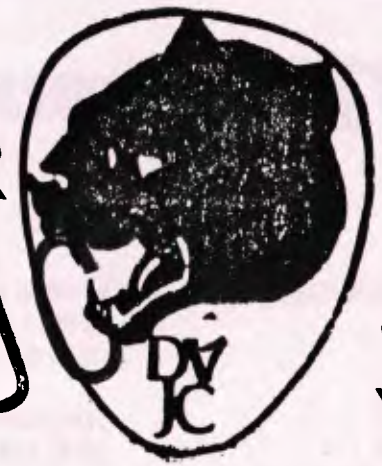


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30th  
YEAR

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YEAR

DVJ

DELAWARE VALLEY JAGUAR CLUB

# The Jaguar's Purr

One-For-The-Price-Of-Two-Issue

JULY/AUGUST 1995

**THE JAGUAR'S PURR**

Published by:

DELAWARE VALLEY JAGUAR CLUB

Editor: RON KLEIN

198 NORTH PINE STREET

LANGHORNE, PA 19047

30th Anniversary of DVJC

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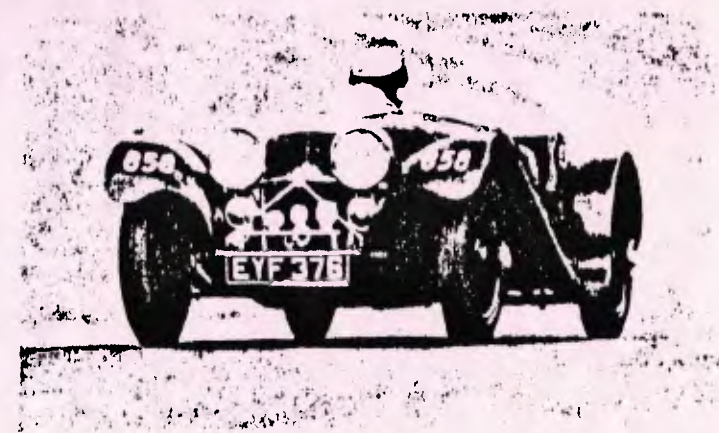
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For Sale --- Four (4) unused convention Jaguar hubcaps from 1989 XJ6. Sale price to be negotiated. Call John Phelan 546-0500.

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 --- 1967 Series I XK-E roadster 4.2 liter engine. All original parts. Complete restoration. Dark metallic green paint with tan top and interior. Phone: Ron Taylor (FLA) 1-407-253-8587 or Fred Kistler (PA) 1-610-965-6000. Price negotiable.

**For Sale:** --- 1986 XJ6. Black/Bisque leather. Wire wheels, radar detector, phone. New transmission and air-conditioning system. New paint job by *Jaguar*. No rust. Original owner. Car must be seen and driven. At mechanics shop with full service records. Asking \$9500. Call Bob Brasler. Office # (215) 923-004.

For Sale --- 9169 XKE 2+2. Motor rebuilt, new front frames, rear rebuilt, new hubs, radio. Reconditioned wheels. Fawn beige. Like new. Will trade for older T-Bird or Vette or \$25,000. Tim (215) 789- 3963.

For Sale --- 1965 4.2 Coupe. Indigo blue, new red interior. All matching numbers, Stainless exhaust, 7,000 miles on rebuilt motor. Paint is tired lacquer but is presentable. Aquisition of 1961 flat floor roadster forces sale. Price 25,000 OBO. Call Terry Wagner (610) 374-7445

For Sale --- 1970 XKE 2+2 Coupe. \$14,000. 69,000 miles. Call 1-609-468-8372 after 8:00 P.M. for details.

For Sale --- 1988 XJS V-12 convertible. 63000 miles. beige. Call Maurice Thompson 1-610-461-5818.

11 GREG PAPPAS XKE 2+2, 000  
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**THE JAGUAR'S PURR**  
is an official publication of  
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**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 Delaware Valley Jaguar Club received many donations for the raffle table at the Concours. Bull Valley Mint Ltd. donated an "E" type evolution print. These prints have been advertised in the Jaguar Journal and will compliment any office or den. We plan to offer this print at \$5 per chance, and Ex-VP Steve Kress has offered to frame it. The drawing will be part of the annual holiday party festivities to be held December 9 at the General Wayne Inn. Be sure to fill out the enclosed chance and send it to me and I'll be sure to get your ticket into the drawing box. Many thanks to General Manager John Betts of Bull Valley Mint and to Steve Kress for their contributions to the club.

### Shine Time Report.....July 3, 1995....Wilmington, DE The Great American Race

For those of you who missed the arrival in town of the 109 cars in the Great Race, you'll have the opportunity to see them on TV. ESPN will televise the race on August 6. Check your TV schedule for the time. Since it was July 3rd, I knew we had a conflict with Independence Day weekend. We did manage to come up with four Jaguars and one Daimler for the parade. The visual reward for showing up was a 1948 Lincoln Convertible donated by MBNA. There were 165 cars in the parade. The event took place in downtown Rodney Square just across the street from the DuPont Hotel. We were treated to a great meal at the Wilmington Library adjacent to the square. My motorcycle and navigator buddy Wayne Standfield was in second place that day, being off the mark by nineteen seconds. Upon sitting on his motorcycle, fond memories surfaced. I admire his effort to ride the entire course of 4500 miles in the open all the way to Mexico City, Mexico. Good luck Wayne! Wish I were with you!

I received the Jaguar Club of Ohio Concours literature this weekend. The show will be held August 12th. If anyone is interested in this event, I'll be happy to mail them information. This date conflicts with our New Hope show on August 13th.

I've just received our most recent membership list from Treasurer Tony Quintans. DVJC presently has 138 member families which in many cases translates into two members per family. Many families elect to go with family membership because this permits both

## Classified

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 --- 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 --- 1975 XJ6C, Red with Bisquit interior, repainted, replacement interior, runs well, recent inspection, must see. \$7200, (610)-770-1832.

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

For Sale: --- 1964 MK II 3.4. Right-hand drive, Standard shift with overdrive, Dayton stainless 72 spoke wire wheels, stainless steel exhaust, modern AM-FM cassette radio. Looks good, runs good. Not a concours car (except maybe in Daily Driven Class). Most reasonable offer over \$10,000. Must sell because of illness. Call David Prouser at (717) 545-0812 (Harrisburg), anytime.

For Sale --- 1991 XJS "Rouge" - Red with cream pinstripe, interior cream with red piping and special wood trim. One Owner. 18000 miles. As new condition. Bought new 1992, warranty until 8/95. \$25,000. Call Trevor Mees (302) 762-1666 (H) or (302) 594-2148 (W).

For Sale --- Jaguar XK-E 1963 Series One Roadster. 38000 original miles, mechanically sound. In need of restoration. Asking \$15000. (609) 823-4829.

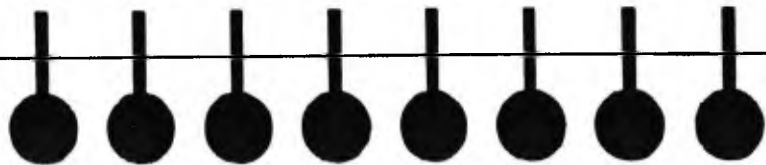
51,800 mi \$18,000  
For Sale --- 1975 XJ12L. 56000 mi. Original owner. Mint condition. Photos available. Call George Pennacchi 1-(609) 587-5537.

For Sale --- 1985 XJS. 92k, Burgundy w/saddle interior, new tires (P-5) & sheepskin covers. Always garaged, stored in winter. Good condition. \$8000 OBO. Call Craig Harnitchek (215) 725-5052 evenings.

For Sale --- 1969 XKE Roadster. 4.2 litre. 3 SU carbs. Red with new tan interior. 4 speed. Chrome wires. New tires. 41 k miles. Excellent condition. \$19,800/B offer. Call Steve (610) 356-3957 9-5

1968 XKE Roadster. 4.2 litre. New red paint with black interior. 4 speed. A/C. Chrome wires. Removable matching hardtop. Excellent condition. \$24,600/B offer. Call Steve (610) 356-3957 **10**





# Calendar of Events

## June

- 4 DVJC Concours De Elegance-Coatsville Trauma Center. Any worthy Jaguar may be displayed free. Come & enjoy the festival. RSVP Kurt 610-358-4055.
- 11 Jaguar Drivers Club-Long Island N.Y. See Jag Journal
- 24 Jaguar Touring Club Concours- See Jag Journal

## July

- 3 "Shine Time" Del. 3:40 PM  
The Great American Race- RSVP Kurt 610-358-4055 or Cloverleaf Auto 610-358-4055
- 30 DVJC Picnic, Swim Party, & Directors meeting (FREE) Steve Kress's. RSVP Kurt.

## August

- 12 JANE Concours at Concord, Mass. RSVP David Roth at 603-465-3787
- 13 New Hope Car Show-RSVP Steve 215-953-5227
- 13 Post New Hope Car Show Dinner- RSVP Sue Park & Bill Bange 609-397-4848.

## September

- 10 Car Show- Bryn Mawr Re-Hab. HCCP Sports car Division. RSVP Kurt 610-358-4055.
- 17 Cars of England- Glen Foerd. DVJC event. RSVP Mike Engard 257-1202
- 17 Franklin Mint Annual Car Show. RSVP Kurt.

## October

- 6,7,8 Philadelphia Grand Prix. RSVP Jack 1-215-472-2001.
- 15 Car Show DCCC Fall Meet HCCP Sports Car Division. RSVP Kurt 1-610-358-4055.
- 29 Brunch & Auction DVJC October Event General Wayne Inn. RSVP Jack 1-215-472-2001.
- 29 Directors Meeting. 1 1/2 hours before brunch & auction. RSVP Kurt.

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husband and wife to vote during our club elections. Many thanks to Tony Quintans for his dedication and hard work!

*Kurt Rappold*

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XKE6+2 BBore	\$579	Mk 4	\$759
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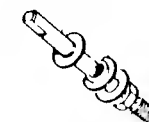
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8



 When rebuilding wheel cylinders remember to flush out brake lines very thoroughly or replace the lines to avoid damaging the rebuilds.

 Minor imperfections in the wheel cylinders can be removed by lightly sanding with 400 grit wet or dry sandpaper. Deep pits will require new liners to be fitted.

*Don Klein*

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Yes you can do it. I am referring to removal of inboard rear brake cylinders without removing the entire rear axle. It is a little tedious at times but what the heck, we're all Jag owners so we should be able to tolerate it. First, elevate the rear end of the car on ramps. Remove as much dirt and grease from the rear as possible. Scrape off thick layers with a paint stick or putty knife. Always wear eye protection as dirt and grit will be present. Remove the four bolts that hold each brake cylinder to the caliper. The outer calipers are relatively easy to remove. The *inner* ones are the real challenge. In order to remove the left inner wheel cylinder you must first remove the tie-plate beneath the transmission pumpkin. This is simple as it is held in place with 14 bolts. The problem arises because there is not much clearance between the brake cylinder bolts and the transmission casing. You *must* use a 1/4" drive ratchet on the inner brake cylinder bolts except for the left brake cylinder lower bolts for which you can only use an open end or box wrench. To make matters worse you can only turn these bolts 1/8 turn at a time. Whew!!!

Once the cylinders are off, use compressed air to force the pistons out. Do this into a box with crumpled newspaper to catch brake fluid and protect the piston as it can become an unguided missile. If the fluid is dirty the cylinder walls are probably scored and the cylinder will have to be relined by a machine shop. If you are lucky and the cylinder walls are not scored the walls can be dressed with 400 or 600 wet or dry sandpaper. Clean out all traces of grit and blow out with compressed air.

The rubber seal and dust boot should also be replaced. Like brake pads, the wheel cylinder seals should be replaced per axle (all 4 brake cylinders) to provide equal breaking.

The next step is to remove the steel brake lines and inspect them. If crud comes out of the brake lines when you flush them out they should be replaced. You can buy the brake lines pre-shaped for your car or you can bend them yourself. It makes the job easier if you purchase a brake line-bending tool. If you cut the lines to fit you will also need a

flaring tool. Unfortunately some of the fittings are double flared and some are ISO bubble flared which means you will need two separate kits. This may not seem economically sensible but pre-formed brake lines cost \$20 apiece or more. The two flaring kits will cost about \$70 total. Follow the directions precisely to avoid problems (leaks). I have done this work on two cars and have never had a leak (yet).

Let me hear from you if you decide to take the challenge. It's physically demanding (working on your back) and requires some planning but then that's what life's about.



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