



DELAWARE VALLEY JAGUAR CLUB

The Jaguar's Purr

No-Snow-February-Febrile-Issue

FEBRUARY 1997

THE JAGUAR'S PURR

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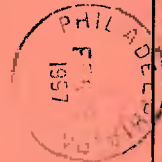
DELAWARE VALLEY JAGUAR CLUB

Editor: RON KLEIN

198 NORTH PINE STREET

LANGHORNE, PA 19047

C. Richard & Penny Michie
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Concours Head Judge - CLIFF HALL

Photographer - JOE FEDERICO



March
8

Bowling- DVJC vs. MG Club at Whitaker Lanes.
at 12 o'clock noon.
RSVP Joe Federico at (610) 275-7752 or Michael
Jones at (610) 865-3419
JCNA AGM in San Antonio TX

21,22,23

April
6

Brunch at 94th Aero Squadron. Directors' Meeting.
2 hours before Brunch
RSVP Jerry Schwartz at (215) 322-3216

May
18

16,17,18

Linville Car Show HCCP RSVP Kurt
DVJC Rally, Millville, NJ, NE Great
American Race -- RSVP Kurt
Carlisle Imports Show

June
1

8

DVJC Concours at Coatesville. RSVP Kurt
Keystone Region MG at Hellertown, PA

July
20

Annual picnic & Directors' meeting at
Steve Kress'

August
7-10

JCNA Regional at Stratton Mountain,
Vermont
New Hope Auto Show. Contact Steve
Kress or Kurt

9&10

For Sale: 1986 XJS. 37,000 miles. Mint condition. Steel blue. Ask for Joe. Daytime: (718) 966-1923, evenings (718) 356-6343.

For Sale: 1960 XK 150 Drophead. Old English white with new black interior by Barret and Ken Snyder. New tires, wheels, splines, knock-offs, and motor. Restoration 80% complete. You or I can complete this car. Must sell to settle estate. Project in progress since 1980. \$35,000 OBO. Fax (610) 558-4329 Kurt Rappold.

For Sale: Jaguar 72-spoke wire wheels. Set of 4 in excellent condition. Made in England. Marked XA 455C 16 inch diameter. Will fit 1955-60 Jags. \$1,000 for set. Call (610) 352-7526.

For Sale: 1990 XJS Rouge Coupe. 28,000 miles. Never driven in rain or snow. Flaming red with white doe skin interior. Radar front and rear. Ten disc Sony CD. Concours condition. Worth the asking price of \$20,300. Call (215) 345-7831. If no answer leave message.

For Sale: 1990 XJ6 Sovereign. Low Mileage, gray/biscuit. Always garaged. Mint condition. Call 363-6707.

For Sale: XJS- HE. Low mileage. Gray/black. Always garaged. Mint condition. Call 363-6707.

For Sale: 1-1966-4.2 head \$200; 1-1966-XKE w/instruments \$100; 1 door glass roadster \$50, 4 Avon 6.00 X16 tires and tubes 80% left \$200. Randy (609) 261-7547

Wanted: Michelin tire P215/70 R15 XA4 white-wall, new or clean used. Call (908) 996-4889. Ask for Will.

Wanted: 1987 or 1986 Series III XJS or VDP, preferably with low mileage. Call Bob Infarantino at (610) 454-8510



THE JAGUAR'S PURR
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All contributions for publication are welcomed.

EDITOR: Ron Klein
THE JAGUAR'S PURR
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Langhorne, PA 19047

ADVERTISING RATES:

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CLASSIFIED RATES:

Non-members - \$10 per issue
Club Members - Free (3-time limit)

The Prez Sez

By now everybody should be over the holidays. Our Club party went very well. There were about fifty in attendance and we are hoping to go back next year as it is a quality central place to hold our affair.

We had a very productive planning meeting at the Kress home in Holland, PA on January 19. The Directors worked long and hard to formulate all the activities outlined in the 1997 Calendar. We also agreed on some new ideas to help keep the Club running efficie . One was to offer membership for the preceding year for only \$10 additional if application is made after October 31. Sometimes it takes quite a while before all the paperwork is completed and the Jaguar magazines are mailed to new applicants anyhow.

We hope you'll all agree that we planned a very interesting year with varied activities. Jaguar will be the featured "marque" at this year's "Northeast Rally" which is scheduled to be held in Millville, NJ. This is a 50 minute drive from our area. It would be nice to have a group of Jaguars from our Club participate in the parade Friday night, May 16 at 5:00 P.M. We will leave from Wheaton Village and parade to downtown Millville. This should take about an hour and a half. I have spoken to the dealer at Cherry Hill Jaguar and he is enthusiastic about this parade to the point that he wants to provide an XK8 for it. We've recently had a new member join the Club who is also the owner of an XK8 which he wants to parade as well. Maybe enough Jaguars will show up so that we can all go out for dinner after the parade!! I will be making an XK8 trophy to present to the winner of the Jaguar Owners Choice of "Best Jaguar to Participate" in the 1997 Club Rally.

I am very happy about membership renewals for 1997. We have sent in two paid lists of names, due largely to the efforts of Treasurer Steve Kress.

For Sale: 1987 XJ6 Crimson. Always garaged. Dealer serviced with records. Mint condition \$8,500. (610) 525-5805 evenings.

For Sale: 1967 XK-E roadster 4.2L. BRG/Tan. Covered headlights. \$37,000. 1971 XK-E FHC. Powder blue/Dark blue, AC, Standard trans, all original, new top, good chrome, 48k miles. \$15,000. 1971 XK-E roadster AC, standard trans., dark blue, new red interior. all original, new top, good chrome, new clutch, 43K miles \$18,000. 1974 XK-E roadster V-12. AC, auto trans, mustard/brown, new top, good chrome. 41.5 K miles \$33,500. Call (610) 526-9411

For Sale: 1983 XJ6 Grovesner & biscuit. 113 K miles. Cleanest you'll find. \$6,000. Owned by Jaguar mechanic. Call Gary 654-0273 at Philpenn.

For Sale: 1984 XJ6 Gray/biscuit. Runs great. Body needs attention. Interior, chrome and wood in good shape. High mileage. \$5,000 OBO. Call Joe 328-9551.

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 (610) 965-6000. Price negotiable.

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

For Sale: 1988 XJS V-12 Convertible. 63,000 miles. Beige. Call Maurice Thompson at (610)-461-5818.

For Sale: 1986 Jaguar XJ6, New dark blue paint, tan interior, excellent condition. New Pirelli tires. Maint. records, rebuilt trans. 116K miles. \$7500 OBO. Call Georgia Snyder (610) 687-1390.

For Sale: Series I XK-E parts. Twenty year collection. No sheet metal. Buy all or 1 part. Call Randy at (609) 261-7547.

Classified

For Sale: 1974 SER 1 XJ6 part, doors, trunk lid. No dents or rust and many miscellaneous parts. XJS bonnet. fair condition \$300. 1976 XJS engine and trans- complete \$1000. Call Steve (215) 335-4060 or (215) 953-5227.

For Sale: Part. for V-12 E-Type: Front grille, heavy duty clutch from Gran Turismo Jag \$425, Koni front shocks (2) \$100 each, Nardi Steering wheel (wood) \$325. XK-E 6 cylinder parts: heavy duty rear springs (4) \$325. Call Denny at (610) 525-8277.

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. \$5,000. An appreciating investment. Call Jack (215) 472-2001.

For Sale: 4 Goodyear Eagle GT Tires (215-60 R 15) including 3 good tubes with less than 3000 miles. \$350 complete. Call Devon at (610) 369 0878.

For Sale: 1976 Jaguar with professionally rebuilt transmission and engine. Engine and transmission ready to be installed. Body in great condition. \$1700 OBO (215) 474-2530.

For Sale: 1964 XK-E Roadster. All numbers match. Completely restored to concours condition (98 points). Silver blue paint with black leather interior. New chrome wire wheels with new radials. Engine, brakes, rear suspension, transmission and all other mechanicals rebuilt by Terry Lippincott. 5,000 miles driven since rebuilding in 1986. Sale price \$45,000. Call Lloyd Goodman. Weekday (610) 687-4049. Evenings and weekends (610) 687-5435

For Sale: 1974 V-12 for parts. Good Flywheel \$150. Excellent starter \$165. Many other good parts. Call Kurt (610) 358-4055

The Annual General Meeting will be held in San Antonio, Texas this year. At our 94th Aerosquadron brunch on April 6th, I will provide a report to the membership on that San Antonio meeting. The directors will arrive early at the Aerosquadron for the required meeting. Jack and Bernice Sanft will also be attending the A.G.M. as Jack is a JCNA official and will also serve as our second delegate to the convention.

I am very happy to report that our newsletter editor, Dr. Ron Klein is making a wonderful recovery from surgery this past December. Keep up the great recovery, Ron!

Happy Motoring!
Kurt Rappold



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Welcome New Members

Anthony Brady

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Cliff & Lorraine Woodbury

The officers of the DVJC and our national organization, *Jaguar Clubs of North America* hope to serve you well and wish you much pleasure in your membership.



Kurt Rappold,
President DVJC

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DICK AMES

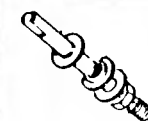
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Tech Corner

A potentially serious fire hazard can be averted by periodically checking the under side of the float bowls of the SU carburetors. Recently when I opened the hood of my Mark X, I smelled gasoline and noticed a small puddle had collected in the car under #1 Carb. I immediately aired out the garage and mopped up the gas with a rag. Closer inspection revealed droplets of gasoline forming on the banjo bolts (see #39 & #42 on the diagram). Apparently the Fiber washers (#40 & #43) had deteriorated to the point that they leaked.

Contrary to my shop manual which says you must remove the carb, I was able to remedy the situation with the carb in place. It is tedious work but it can be done. This avoids removal of the carb and intake manifold which is a nuisance anyway.

Proceed by removing the banjo bolts on the underside of the carb. Use rags to collect and absorb the gasoline that will drain out. Get rid of the rags to avoid a fire hazard. Make sure the area is well ventilated or work outdoors if is practical. A banjo bolt is a curious contraption but is basically a hollow bolt with a hole drilled through the collar of the bolt to allow fluid (gasoline) to flow through it. Modern cars do not use banjo bolts because the seals leak. In order to repair the problem obtain a carb rebuild kit which contains the fiber washer (#40 & 43) and the aluminum washers (#41 & 44). The old aluminum washer may be difficult to separate from the banjo bolt. I carefully used a single edge razor blade to remove the aluminum washer. If the washer has been in place many years it may fuse to the head of the bolt and look almost like part of the banjo bolt. Soaking in penetrating oil may work but takes a lot longer. Clean any encrustation from the parts with OOOO steel wool. Use carb cleaner and then blow dry with compressed air. Assemble parts in the exact order they were removed. Remember not to over tighten the banjo bolts as you can strip the threading in the seat. Test the connection by turning on the ignition without starting the engine. Allow the fuel pump to

work for 30 seconds to allow the float bowls to fill up. Be careful and good luck.

I would like to Steve Kress for his technical help and for sacrificing a Sunday afternoon to deliver a carb rebuild kit. P.S. Steve, I'll replace the kit when I order my next bunch of Jag parts.

Ron Klein

