



The Jaguar's Purr

DECEMBER 1999 HOLIDAY ISSUE

THE JAGUAR'S PURR

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Delaware Valley Jaguar Club

Editor: RON KLEIN

198 North Pine Street
Langhorne, PA 19047



Dues are due!

Don't Put it off. Your annual club dues are due the first of the year. Send your check (\$40 single, \$45 family) to club Treasurer: Steve Kress

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The JaguarSport XJR - 15

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For Sale: 1982 XJ6, white with 52000K. Interior recently restitched. Always family-owned. Purchased in England and shipped over. Asking \$2200. Beth Maakestad (215) 364-0381 (JUN)

For Sale: 1976 Jaguar XJ6L. Silver with red interior. 68,500 miles. Garage kept. \$8,000. Call Sam Chiodo Jr. (215) 628-3995.

For Sale: 1989 XJS-V12 Convertible. Black/grey interior, 34000 miles, mint "showroom" condition. Garage kept with cover. \$18,900. Don (610) 793-0330 (MAR)

For Sale: One pair brand new Avon Turbosteel 185 R15 tubeless tires #83 HR. \$200 for pair OBO. Call Jack. (215) 472-2001

For Sale: 1986 XJ6, Blue with bisquit interior, 80K miles, beautiful inside and out. Well maintained, garage kept, exceptionally dependable. \$7000 OBO. (610) 274-0234. (DEC)

For Sale: Jaguar 1967-8 XKE Classic Series 1 1/2 coupe, Burgundy, black leather interior, wire wheels. Very good condition, motor and body. Only 41K original miles. 4.2L, triple carbs, goes like a rocket. Book value \$22k, deal at \$15k. Call Dick Abrams at (302) 651-7646 in Delaware. (MAY)

For Sale: '83 XJ6 original owner. Only 63K, excellent mechanical & interior. Needs paint. Burgundy/fawn leather. Make offer. Ralph (610) 825-0673. (JUNE)

Wanted: XJ12C in good condition. David at (704) 632-2475.

Wanted: XK120 OTS LH rear fender. Don Nattress (215) 348-1767. (Jan)

Wanted: 1970 XKE 2+2 Bonnet. Mark Schwartz (610) 525-4567.

Wanted: XKE series II 2+2, Auto, no rust. (516) 473-7226



THE JAGUAR'S PURR
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Non-members - \$10 per issue
Club Members - Free (3-time limit)

The Prez Sez:

This will be my last *Prez Sez* for the century! Did you ever think what it was really like at the turn of the last century? And better yet, what it will be like 100 years from now?? The fact that there were few roads and no cars in 1900 sort of gives you a hint at what 2100 will look like! All DVJC officers wish you a healthy, happy holiday season and a Happy New Year!

On the subject of time marching on, as we end this year, your dues are now due. Please send your check to our treasurer, Steve Kress. The fee remains the same -- \$40 individual or \$45 for dual membership, which allows a vote in the election of officers for 2001 for both partners. Look for the revised application in this issue and please list your Jags owned so we can update our ownership lists. The dealers don't think Jag Club ownership of new cars is very high, but I know many DVJC people who drive XK8s and S types.

DVJC vice-president Jerry Schwartz just underwent serious stomach surgery and continues to improve every day. He would enjoy hearing from you, so I'm asking members to let him know you're thinking of him and wishing him well. If you don't have his address, I'll be glad to provide it. Thanks to the idea from DVJC editor, Ron Klein, we made a call to Jerry at the hospital from the Corinthian Yacht Club during the holiday party. All 93 attendees wished Jerry well from the porch overlooking the Delaware River.

At the directors meeting, we approved the minutes well-done by Pat and Clara Saxton, secretary, from our third quarter meeting. The agenda was approved for the fourth quarter meeting and a tentative calendar of events was adopted. If you are a sponsor of an event, it is your responsibility to let us know early what your date will be. Last year, 3 events were scheduled

Classified

For Sale: 1990 XJS-V12 coupe. BRG with biscuit interior. 43 K miles on "weekend" car. All seals & gaskets replaced. New Pirelli tires. Alpine CD player. Body near flawless & perfect chrome. \$15,900. All service records available. Call Russ at (610) 966-2831

For Sale: 1965 Jaguar Mark X 4.2L. 4-speed/OD. British racing green with tan interior (original). 45,000 miles. Excellent condition with new paint job on bare metal in 1993. Right-hand drive, rear picnic tables. Beautiful interior wood and ALWAYS garaged. Call Peter Axeman. Work (717) 326-9114, evenings (717) 326-3077.

For Sale: MK II 340 Sedan. White with black interior. Mechanicals A-1, body & chrome very good, no rust. RHD automatic. Must sell \$7000 OBO. Jack (215) 472-2001.(JUNE)

For Sale: 1968 XKE 2+2 British racing green. Original parts, no rust, 81,000 miles. Garage kept. Body Sound. Call Susan (work) 215-723-9819 (home) 610-439-0813.

For Sale: E- Type, OTS, Series 1, 4.2L, needs nothing mechanically. Drive anywhere. For show needs fresh paint and under bonnet detailing. \$38,000. Call John (201) 894-0091 (SEPT)

For Sale: Giant 40-year collection of good XK120, 140 & 150 parts @ 50% of cost. Call Kurt (610) 358-4055. (OCT)

For Sale: 1994 XJ6 Brg, tan interior, only 25K miles. All records. Better than a new car, always garaged. \$17,000. Kurt (610) 358-4055. Also XJ 6 Ser III new wheel. Best offer. (OCT)

For Sale: 1988 XJS 12 cylinder convertible. 170K miles. Triple black. Must sell - Best Offer. Call for details. Ron (215) 327-4848.



on the same day. Many of our members like to attend every show, and if there is a conflict in dates, it's not possible to do so. If a date is scheduled early enough, there is usually a way to work around a conflict.

Our rally is scheduled for May 5, 6 & 7 and our concours is Saturday June 3. I am still looking for someone who will run a slalom. I need a volunteer, a spot and a date! Charlie Olsen wanted to qualify for a special trophy and has to drive all the way to Mahwah, New Jersey just to do a 44-second slalom. We should be doing our own event. Please see the updated calendar of events in this issue.

The Corinthian Yacht Club holiday party was enjoyed by all. I think this was the largest event participation we ever experienced as a club. We still had room for more, though! The weather allowed us to drive the precious Jaguars and there were twenty-four of them parked along the drive, including two XK120s, two MKIIs and a magnificent new S type. I counted five XKEs. Mine did not make it as I had to haul all the props to the dinner. If any member gets a Sears or Eastwood Christmas catalogue, that's my car on the cover. I spent an entire day at Eastwood so that they could photograph the car with Santa. There was only \$6 in the chicken box after the dinner, so that tells the story about members' driving their Jags. I want to thank member Joanne Poinard for doing the art work on our program and I'd like to thank the staff at the Corinthian for a great dinner.

We're scheduled to have a brunch at the Corinthian in April to welcome all our new members, so watch the *Purr* for details. Joe Federico, past v-p and club photographer has volunteered to chair the event.

Past president, Dick Michie, has volunteered to be the area representative for the Doylestown area. With his vast knowledge of the club and his loyalty to Jaguar, I know he will do a good job and have fun, too!

Happy Motoring! Kurt

Tip Top Tech Tip

With wintertime around the corner, it's now time to drain the gasoline from your gas tank(s) either for winter storage or for winter use. This is an easy procedure for most *Jaguars* that have a drain plug on the bottom of the gas tank. On my *Jaguar*, a Mark X, there is a brass drain plug on each gas tank. (For those of you unfamiliar with the Saloons, there is a gas tank in each rear wing [fender].) In my car I actually removed the entire gas tank from the car, which involves a little more work, but enables you to actually inspect the inside of the gas tank if you so desire. Be sure to have a large enough container to collect the gas that drains out from the tank as the tank is never really empty even if the gauge says so. There is a special flat rubber washer that forms a seal between the plug and the bottom of the tank. These washers have a tendency to disintegrate over time, or, as in my case, it was totally absent. Upon assembling the drain plug on my car, I noticed that the car dribbled gasoline. I used teflon tape to seal the plug but soon discovered that the tape deteriorates quickly when it comes in contact with gasoline. I then applied form-a-gasket #2, soft, non-hardening to the threads of the plug and the threads of the tank. This material is intended to come in contact with gasoline and the proof is that my gas tank is not leaking anymore!



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