

# The Jaguar's Purr<sup>®</sup>

Is an official publication of  
 THE DELAWARE VALLEY JAGUAR CLUB  
 A chartered, non-profit corporation  
 Founded in 1965 and incorporated in 1968.



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## February Edition

### CALENDAR OF EVENTS

#### FEBRUARY

- 16 Annual Directors meeting at the home of Steve Kress starts at 12 noon.  
 18 Delaware Valley Triumph Club / DVJC dinner at Sumneytown Tavern at 7pm.  
 20-23 Atlantic City Classic Car Auction at the city Convention Hall, Features over 1000 cars in the building at one time and 500 plus flea markets booths and antiques.

#### MARCH

- 21-23 JCNA Annual General Meeting, Charlotte

#### APRIL

- 26-30 British Euro Auto Tour, Phoenix AR

#### MAY

- 1-4 JCNA Challenge Cup, Phoenix, AR  
 2-4 Great Race- Cloverleaf Rally. Millville NJ.  
 16-18 Import Car Show, Carlisle.  
 31 DVJC ANNUAL CONCOURS.  
 BRANDYWINE. Put it in your diary now.

#### JUNE

- 20-05 The Great American Race Start in Detroit – Finish in Dayton.

#### JULY

- 20 Pool party at the home of the Musselmans in Lancaster. Ron and Trudi invite members for a swim, a chat, a barbecue and to see their restoration work on their E-type.

#### AUGUST

- 10 New Hope Car Show.

#### SEPTEMBER

- 7 Bryn Mawr Rehab Car Show.  
 14 Buckingham Township 5<sup>th</sup> Annual Concours. The pre Concours dinner will be held the evening of the 13<sup>th</sup>.  
 19-20 13<sup>th</sup> Annual British invasion. Jaguar the featured marque. Stowe, Vermont.  
 ? Radnor Concours.

#### OCTOBER

- 24-26 Millsboro, Delaware Fall Rally. JCNA sponsored.

#### DECEMBER

- 7 Annual Holiday Party – Whitmarsh Country Club.

### FEBRUARY EVENTS

Feb 16: Annual Directors Planning Meeting at the home of Steve Kress. Meeting begins at noon. Please contact Steve at 215-953-5227 [jaguarsteve@comcast.net](mailto:jaguarsteve@comcast.net) to confirm you will be in attendance. Pot luck lunch.

Feb.18: NEW EVENT: Delaware Valley Triumph Club invitation to join them for their monthly meeting at the Sumneytown Tavern, located at Sumneytown Pike and Church Street (near Merck) in North Wales. Dinner \$12.00 Confirmation to Mike Wolf 610-964-1104 [mwolf@dolphinbradbury.com](mailto:mwolf@dolphinbradbury.com)

**MEMBERSHIP RENEWALS ARE NOW OVERDUE. IF YOUR DUES ARE NOT RECEIVED BY THE END OF FEBRUARY THIS IS THE LAST NEWSLETTER YOU WILL RECEIVE.**

**A RENEWAL FORM IS INCLUDED IN THIS NEWSLETTER.**

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**DON'T FORGET TO SEND IN YOUR DUES**



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**DUES ARE PAST DUE**

Looking down the road for 2003, I see an interesting year coming up. Hopefully by now all our members have paid their dues on time. This simple act saves Treasurer Steve Kress hours of his valuable time which he freely donates. Should you be tardy or asleep at the wheel with your dues it necessitates Steve having to fill out a separate form for each unpaid individual as if you were a new member and will probably break your continuity of news letters and receiving the Jaguar Journal. We welcome new members, of course. We must have new members to survive as a club with attrition and the cold facts of life being what they are.

**ELECTION AND EVENTS PLANNING**

Hopefully you all have voted in our election. The competition was fierce!! I appreciate every one's vote of confidence of those who sent in their ballots to Ann Perry.

I am especially thankful that members of our club participated in National JCNA Concours, Regional Awards, Rallies, although nobody did a Slalom from our club this year. The closest Slalom held was a rainy day and scheduled exactly the same day as our Fall Fling Rally. I would like to remind every one that our annual Cloverleaf Rally starting in Millville over the weekend of May 2-4 is still running this year. We are having a problem getting our usual JCNA sanction for this event as we are clashing with the JCNA Challenge Cup in Phoenix! I am sure we will sort this out as the Millville event on this date has been established over a number of years and is thousands of miles from Phoenix. We always get a very good turn out of Jaguars for this event. JCNA sanctions that we have received are for the club Concours on May 31<sup>st</sup> and the Millsboro Fall Rally October 24<sup>th</sup>. In addition I am promoting a sanction for the two week "Great Race Rally" from Detroit to Dallas to Daytona. Jaguars up to 1959 can participate in the rally this year so this is a new opportunity. The Great Race final day will include a parade lap at Daytona International Speedway prior to the July 4 "Firecracker 400". I think the publicity alone from this one lap at Daytona would be worth some sponsorship to make it happen.

I have completed the first phase of my JCNA National Trophy job and many of my

20 letters to winners stayed right here in the Delaware Valley Jaguar Club.

It has been proposed that we hold a club Slalom again this year. I am motivated to try it. Some good ideas have been advanced. All that is needed is to put our words into deeds. We will be holding

the club's annual planning meeting on February 16<sup>th</sup> at the home of Steve and Betty Kress. Hopefully better planning will be set in concrete. We will miss Jack Sanft's presence this year. The man loved his Jaguar Club and I miss calling him on a regular basis already.

God speed to Don Vesco, the fastest man on wheels, who died Dec 16<sup>th</sup>. His current "Wheel Driven Record" of 458.44 MPH was set this year. He held the motorcycle land speed record of 318.598 for two decades.

The "Great Men Festival" this year at Daytona will feature Pauline and David Hailwood, Road Racing World Champion Mike Hailwood's widow and son who will join Mike's original mechanic Nobby Clark to demonstrate some original equipment to the fans who appreciate excellence.

**WINTER PROTECTION**

We still have a while to go before winter cuts us a break. Don't forget to charge your battery on a regular basis during the long cold winter. If you run your motor, be sure to bring it up to normal temperature to burn off any moisture on internal parts and be sure to have adequate ventilation whilst performing this process. In Spring, when things begin to warm up in your garage touch some of your metal tools. If you feel dampness or see condensation you have a damp garage. Ventilation is the secret. Do yourself a favor and install a Wind Turbine on your roof to re-cycle your garage air. WD 40 will displace moisture and keep your bright metal from getting that powdered surface look.

Happy motoring

KURT RAPPOLD  
PRESIDENT



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## EDITOR'S RAMBLINGS FEBRUARY 2003

### COMPLIMENTS

When Kit Racette announced in January that the "Electronic Purr" was available and ready to go she got the following response from member Gene Schloss: "Just had to acknowledge the spectacular web-site and the January Purr. Both were absolutely outstanding and a credit to you, and to everyone who participated in their design and content. My congratulations to you all".

Well thank you Gene!! It is great to know we are doing well. Kit now compiles the magazine on her computer and we send 155 copies electronically and 74 by snail mail which allows us to be much more creative and provide a much more professional appearance and this is especially true with photographs. Our only doubt is "Are members actually downloading the electronic Purr and reading it?" This doubt is raised because of the slow pace of members mailing in their renewals. We hope we are wrong.

As perhaps you all know the JCNA has an annual contest for the "Editor of the Year". There are eight categories on which we are judged. These are 1. Photography; 2. Pre-event publicity; 3. Post-event reports; 4. Heritage (Historical & nostalgic articles such as club members and their cars); 5. Technical articles; 6. Collections of articles (The Prez Says, Technical Tips etc); 7. Travel; 8. Editorial design. This week (Jan 6) I assembled all our input for 2002 and sent it off to the judges. I was able to submit material for every category so it will be interesting to see what they think!!

One of the features in the Purr that I have been told members enjoy is articles from club members on their cars. We discussed this at the annual holiday party in December and many people agreed to provide me with input. I did not take their names. A big mistake. As I have only received one article (from Larry Schear in this issue) I presume everyone else is working on theirs. You all have Jaguars and they all have stories so please be a "star" by providing me with your input.

### **"AUTO SHOW TAKES FROSTY PATH TO EERIE DETROIT"**

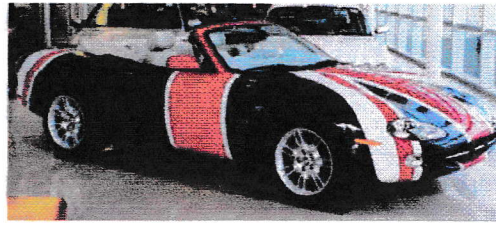
Planeloads will be disgorged during the next couple of days at Detroit airport as the motoring world arrives

for the North American International Auto Show. This is the biggest annual motoring festival in the United States but is held in the bleak and frozen inner-city wasteland that is Detroit". Despite this headline and opening paragraph in "The Times" of January 3, my wife and I made the flight to Detroit to visit the show on behalf of our members and readers!!!! (Yes, it is true that we did visit and stay with our son, daughter-in-law and grandson.) Also a record 810,699 attendees did not let this situation deter them. (The previous record in 2000 was 802,301.)

We parked the car a couple of miles from Cobo Hall and took the "People Mover". Everyone else appeared to have the same idea. The People Mover is built on a fixed track which circles round the inner city. 50 cents takes you to any station ending at Cobo Hall. Step out, take the escalator and you are in the show with acres of car manufacturers and their products.



Close to the entrance is Jaguar which is easily identified by a massive "Leaper" going for the roof. The Jaguar message:- "Completely reborn. It is sculpted not of steel, but of stronger, performance-enhancing aluminum. Stronger. Faster. Safer. Smarter-the all new XJ reinvents Jaguar's iconic sedan". And there it stands. All silver non-painted body to show off the aluminum. You can see the heritage. In fact, at first casual glance you would believe it was the outgoing model, but then you see the changes. Longer. Higher. Wider. The lighting arrangement. The more aggressive front end. The interior offers dramatically more space and cargo room has been increased by 27%. And those picnic tables of old have been replaced by optional rear multi-media video screens located in



XK8 Union Jack, as seen in the new Jaguar distributor "Jaguar of Novi, Michigan

the back of each front seat head-restraint. The XJR Supercharged model offers 0-60 in a mere 5.0 seconds, performance tuned suspension, Brembo brakes, adaptive cruise control, 19" performance wheels and Z rated tires and 16 way R performance front seats.

Standing beside the bare aluminum car was another, painted green. Not British Racing Green but metallic green! Ugh! Complementing the XJ 8's were all the various S and X types and the beautiful new XKR. All together a most imposing array of products illustrating how far Jaguar has advanced in the past few years.

Next to the Jaguar stand was sister company Aston Martin whose current range of products really enhance the Jaguar XK Series and illustrate the Jaguar's value for money. The family likeness continues to be very evident.

The entire show was rich in technical achievement and promises for the future as the car companies battle it out. Top of the line entries were spectacular with Ferrari's latest street car really stunning. Sister Maserati exhibited their sports Coupe with lines that look as if they were borrowed from the XK8. The new Rolls Royce, made by VW, was very faithful to its heritage. Perhaps too much so. The Daimler Benz Mayback was, I thought, disappointing to look at but has great interior appointments. To me the top car in this price range (\$369,000) was the Bentley Continental. Just magnificent! All these high-end cars continue to

comfort and power. The tradition is still being offered at a comparatively modest cost. Exhilarated by all the offerings at the show, we spurned the 50 cent People Mover back to our car and splurged on an \$8 taxi ride! Hopefully the car industry is going to boom. Strong attendance at the Detroit show has foreshadowed strong sales in the past. More vehicles than ever before, 17.4 million, were sold in the United States in 2000.

#### AUCTION RESULTS

Although Barret-Jackson had record results at their Scottsdale, AZ auction January 15 - 19 with 90% of the lots sold, it appears that the 1957 Jaguar XKSS No 719 I featured in last month's Purr was bid to \$950,000 but was not sold. This is what the auction results seem to indicate but no doubt there will be more detail when the actual results are printed.

At the Kruse auction in November a MKV DHC with Blue body and burgundy leather with 42,387 on the clock fetched \$57664. The car was described as being in excellent condition. The price was high but it was a good deal for both buyer and seller. A 1954 XK120 Coupe at the November McCormick Palm Springs Exotic Car Auctions sold for \$44,625. The car was described as flawless with restoration receipts for \$60K. Also at the same auction a 1957 XK 140 Convertible, an excellent restoration with only 11,509 on the clock was bid to \$61,500 but was not sold. A comment was "that XK140's have been climbing in price but this was not a bad bid".

Michael Tate  
Editor



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## The Leprosy Special! By Larry Schear

Editor's note: Last year member Jim Shields wrote a JCNA award winning article for the Purr entitled "A Restoration Tale". The car he restored was a 1950 XK 140 DHC that he had purchased some 30 years ago from Larry Schear, an original club member. Jim knew the car was known in the club as the "Leprosy Special" or alternatively "The Truck". wrote " I was not prepared for the sight as the body filler was removed. The shut face panel and rear fender were held in place by a lattice of welding wire, brazing rod and pounds of body putty.. Plus the door and sill were rusted out but well camouflaged by filler." So here is Larry Schear's side of the story.

OK, Mike - Jim Shields has shamed me into finally writing a 'column' for The Jaguar's Purr"! As the owner of the self-named "Leprosy Special", also called "The Truck" by co-founder J. Richard "Dick" O'Kane, then-Editor of "The Scratching Post", I feel that all current members should be subjected to the following 'pre-quel' (if George Lucas can do it, so can I).

Long, long ago, in a land far, far away (Trenton, NJ), a young man (Abe) from The Bronx bought a used car from his brother Sol. 'Twas a 1939 Studebaker President, a good deal after The War, and ran fine for a few years. Engine problems led Abe to a shade-tree mechanic, who incorrectly 'fixed' a blown head gasket, and Abe decided to trade it in. He received the best deal, predictable, from the local Studebaker dealer, and his young family was saddled with a 6-cylinder 1950 Studebaker Champion, olive green in color, with a vacuum-operated windshield wiper, 3-speed on the column, starter button UNDER the clutch pedal (logical - depress the clutch to disengage the transmission in order to start the engine!) and a huge shiny chrome bullet-nose in front. This was the car I was most familiar with during my 'formative years' and, hence, is partly responsible for my somewhat warped outlook on life and motorsport; with a base reference as a Studebaker, anything else becomes both possible and desirable!

Dad taught me to drive on that thing, spending 2 months behind the old Trenton Fair Grounds on the dirt lot the bus company used to turn around at the end of the Greenwood Avenue line. When it was time to acquire a second car, it was, predictable, yet another Studebaker! Eventually, after 13 years of loyal though dramatically under-powered service, it was time to 'retire' the '50, so we swapped it,

with 80,000 miles, for a '55 Studebaker Commander Sport Coupe (the 'good' 2-door 238 V-8 model), also with 80,000 miles! Hey, it was 2-tone, and looked good! A friend at college bought a '54, and then traded up (?) to a '53, which I bought after my own first car went west after 23 hours following an engine rebuild (it was a Fiat 600, and I reseated the head valves on my Dad's workbench and then toted it to the car (which was in Princeton) on the package frame of an English bicycle!). Bought a 'parts' Fiat, replaced the engine, and promptly traded it in on an English Ford Cortina (and then another for parts), onto which I grafted a sunroof from a Peugeot 504. Are you beginning to see a pattern here? I was destined to own a Jaguar ('kit')!

Whilst seeking under-the-bumper factory fog lights for the '55 Stude, I stumbled on a Jaguar XK-120 OTS! Returning from acquiring a replacement tree and front fork for my '47 Indian Chief, (1300cc / 80 cu. In., with full fender skirts!), I stopped in to a Studebaker dealer just north of Vineland, NJ, where I saw a beautiful (to my eye, then) green XK-120 Jaguar. I was allowed to take it out for a test drive, leaving my '55 Studebaker as collateral, but found that there was a fuel leak in the Jag, and I had to contribute a whole dime's worth of gas to the car to get back to the dealer (one might note that I began to drive during a gas war in Trenton, and, to this day, I consider \$0.149 to be a fair and appropriate base price for gasoline!). I liked the concept, but not the car (stupidly, because of the gas leak - Hey! It cost me a whole Dime!), and decided to start looking for one.

Mr. Reedman (Reedman Motors, in Langhorne, PA, opposite the Langhorne Speedway), sold Jaguars, and one day I saw an ad in The Trentonian (local fish-wrapper) that said he had a Jaguar XK-140 'Convertible', whatever that was. I drove out to Reedman's in a light rain, saw the car, took it slipping and sliding (out of control, but only a little bit, then!) on Reedman's famous Test Track (the salesman was prudently wise in not choosing to ride with me), thanked the salesman for the opportunity, and went back to my car. I started it up, backed up about an inch, realized that the Jag was neat, turned off the ignition, and went back to leave a deposit. That night I managed to convince my Dad of the wisdom of getting me off 2 wheels (I was riding a Triumph 650 6T Thunderbird at the time, having borrowed Mom's car the night

before (2 wheels isn't too great in the wet), and promoted a loan from him until the bike was sold. The next day, I gave Mr. Reedman \$500, and he gave me a new way of life!



wheels, dual exhaust, a "C"-type cylinder head, 210 horsepower, 4-speed (non-synchro first gear), roll-up glass side windows, fog and driving lights, and a flip top. It also had 'trafficator's', a "facia", an underhood (whoops! "Bonnet", from now on!) valve marked "air conditioning" in the owner's manual (go look!), wings, a boot, and a "plinth"! It also had Reedman's famous 100/100 warranty (100 feet or 100 seconds!). Turns out it was quite reliable for a number of months, uncharacteristically so. I heard about a newly-forming group of Jaguar owners from a friend, went to their first formal meeting, and responded favorably to a guy who stopped in the street in front of my parents' house who "made me an offer I couldn't refuse!" He wanted to swap his XK-150 disk wheels for my wire wheels, and give me \$100 in the bargain! Neither of us realized at that time what would be involved in such a transaction, so we started to work in the street. Two days later, when we were finished beating on the rear hubs to remove them from the respective rear axles, we both drove away happy; I now had only \$100 invested in my car!

Responding to an invitation from the Empire Division, JCNA, our newly-formed club, the Delaware Valley Jaguar Club (DVJJC, but you knew that!), decided to participate in their twice-annual competition weekend at the Lime Rock Park, CT, racetrack. We all made plans to meet up there, but, as it turned out, I was the only one who managed to make it! I spent 2 nights in the Ironmaster's Inn and learned to drive my car a bit more safely and enthusiastically than before. I was fortunate to have two of the Empire Club's finest as my early instructors - Hans Peter Schmidt and Al Garz. Al was an ex-Indy racer, who owned and operated Speedway Motors on DeKalb Street in Brooklyn, with his son Bob,

and Peter was his competition protégé' (Al built an XKE Lightweight replica for Peter, who drove it fast and obnoxiously well!). In fact, it was almost a lightweight, but it was an open car, not a streamlined coupe, but I learned the difference many years later!). I took a third place in one of the competition events (no, I don't remember which one; the trophy is packed away somewhere in a box in The Big Garage!), had a blast, met some great, long-lasting new friends, and returned home in triumph (lower-case).

A few weeks later, when we held our first Concours d'Elegance, I entered my car with the masking tape (for safety) still on the headlights, with a hand-lettered sign (made by Dad, so it was legible!) on the windscreen which read, "On (appropriate date), this car upheld the honor of the Delaware Valley Jaguar Club in combat with the Empire Division, JCNA, thus keeping them from a clean sweep of the field. 'Beauty Is As Beauty Does!'" I follow that motto to this day, believing that the purpose of the cars is to GO, with SHOW being secondary. During succeeding years, I occasionally entered it when needed to fill out a class to help ensure enough participation so that those who deserved trophies for exhibiting well-preserved or restored cars could earn a trophy, if appropriate. I later DID put together a fine-looking XK-140MC DHC, burgundy in color, with a black top, that did win a trophy.

One day, when I went out to the garage to start the car, I noticed a lack of oil pressure, so I quickly shut off the engine, and raised the bonnet to check the oil level. Plenty of oil! Hmmm! Started it again. Nothing! Switched oil pressure indicators (that old dual-gauge with the oil pressure and water temperature in one - even then, I had the wisdom to acquire spares!) Still no oil pressure. I couldn't afford to have it even examined at Reedman's then (poor college student), but I had made contact with a guru - Tom Forman, an independent Jaguar mechanic - who used to be chief wrench for Walt Hansgen when he was racing D-Types with factory support up in Bernardsville, NJ. Tom had and raced a D-Type himself, number XKD-537, and apparently took pity on me as an enthusiastic young kid, telling me that, while he couldn't do any major work (\$40/hour in the mid-sixties! - out of my reach), he would guide me over the rough spots. I bought a new XK-120 shop manual from Betty's Imported Auto Parts in Trenton, and got to work.

Jacked the car up, put cinder blocks under the tires, and began the task of dis-assembling the engine (what did I know - I had no oil pressure, so I



suspected the pump! Yes, I tried replacing the oil filter and even reseated the oil pressure check-valve and replaced the spring. Remember, though - no one knowledgeable (including me) had examined the car). I pulled the oil sump, and removed and cleaned the oil pump, and it seemed good; the problem must be elsewhere. Bearings? Removed the rods and mains and the thrust bearings (half-moons). Seemed OK. Even checked them with Plastigauge! Hmmm! I'm this far into it. How about doing something about those uneven cylinder compression numbers? Pulled the head and took it to Tom Forman for reseating \the valves and resetting the valve clearances (total cost - \$40). Hey! Aside from a couple of motorcycles, and the Fiat 600 'fiasco', and the English Ford Cortina, this was my first real engine! I had taken apart a couple of Studebaker engines (thrown rod bearings) along the way, but they were only one-way - junked both cars. Diving in further, as long as it was this accessible, I removed the gearbox and, with a new 2<sup>nd</sup> gear synchro and cluster which Tom had on a shelf, decided to try to regain 2<sup>nd</sup> gear synchro, so I took it apart, too. (Yes, I eventually decided to replace the clutch disk and pressure plate and throw-out bearing prior to re-assembly).

Now, let me put this in proper perspective. I was doing all this work in my Dad's garage in Trenton which had been sized for a Model T Ford, many, many years before. I had one dim trouble light. I was working on a cold concrete floor (did I mention that it was Winter?), and I was attending school in Philadelphia (Drexel) during the week, so I only had weekends to do anything of consequence. I tried to be methodical, putting bolts, nuts, etc., into neat little piles under where I had removed them from (poor sentence structure, but you know what I mean), and all was fine, until one day, Dad went into the garage to get his snow shovel (Winter, remember?) and he accidentally kicked one of the small piles of parts. Bending down to look under the car, he saw parts scattered all across the floor (where I had put them), and, thinking that he had done it (can't you see it coming?), he swept them all into one pile again (so he thought) for me! Wasn't that nice? Do you know how many different bolt lengths there are for the front timing chain cover alone? Did you know that one of the oil sump bolts is a bit shorter than the others, to allow a front timing chain cover bolt to clear it? I didn't either, at first!

Sigh! I was not a happy camper that weekend!

I spent seven months rebuilding the engine and gearbox (and clutch, carbs, and distributor), and finally I fired it up. And guess what? STILL no oil pressure! Now, however, I had a good idea of what was inside the engine, and I zeroed right in on the problem! I had noticed a dent in the oil pan, which turned out to be just under the oil pump pickup pipe; I had probably run over something the night before all this started, and had blocked access from the oil sump to the oil pump. Didn't notice it immediately, 'cause the oil was warm and thin, but the cold, thick oil the next morning couldn't reach the oil pump! I dropped the sump, gave it a zetz with the copper-headed knock-off hammer (which I kept when the wheels were swapped), and replaced the oil sump. BINGO! 80 psi (cold)! I was back on the road, after 7 months! What a learning experience!

On later engines, I received additional guidance and tips from another local pro, DVJC member Bob Puglisi, who, at that time, owned and ran a machine shop in Trenton. Bob used to race his tan metallic XKE FHC with a rubber chicken duct-taped to the hood above the windscreen! "Chicken-Man" was quite a sight at our Lime Rock events and at Atco (another club member, Norm Grimm (and Sylvia), was associated with the Atco Dragway in Jackson, NJ. - when we would head out there for an afternoon of time trials and competition, or take stuff to the Concours site, my XK-140 DHC was used to haul all sorts of cargo, including flags, highway cones, pylons, etc.; hence, Dick O'Kane nicknamed it "The Truck", 'cause stuff was piled so high in it!).

One morning, as I was heading to work (Drexel had and still has a co-op program, wherein you work for a while in a related industry and go to school for a while, typically six months on and six months off, for five years (at least!)), I passed through an intersection with a newly-installed traffic light (River Road and Lower Ferry Road, in Trenton). I was proceeding north, and the light was green for me, but a car came from Lower Ferry Road, through the newly-installed red light, and slammed the right side of my car hard enough to knock me across two southbound lanes of traffic (without getting hit by them) into the guard rail along the Delaware River. It was still winter, and I credit the single seat belt which I had installed (helicopter surplus, from a co-worker who owned and raced an Elva Courier!) with keeping me from being thrown into the icy Delaware River (of course the top was down; it was cold, not raining (not that it ever made much difference!)). The first car that stopped bore NJ License Plate Number 1;

it was the Governor's car (though he wasn't in it at the time), and the trooper/driver radioed for help. The other driver was ticketed for running a red light (said she never saw it; said there wasn't one there LAST week (which was true; it had been installed during the weekend) and I got a ride to work in a police car! In retrospect, I'm amazed at what my employer put up with concerning we co-op students! Did I ever tell you about the motorcycle (mine! - Honda Trail 90) in the hallway? The Czechoslovakian hammer-welder/janitor? The sweet young thing who . . .? The bullet-polishing security guard? The tractor/mower in the parking lot (mine, again!)? The restored Springfield 03A3 at port arms? "Nuff said!

The insurance company totaled the car, and offered me \$500 for it. I protested, showing them all the receipts for the drive train improvements (Koni shocks were in there, somewhere, too), and I said the car should be more appropriately valued at its replacement cost for like condition. Surprisingly, they agreed with me and offered me a check for significantly more. I accepted, and then asked what they were going to do with the car. Remember, this was an old bashed beat-up Jaguar. They said they would junk it. I asked if I could have it, and they said, "Fine!". Wow! Headed up to Stucker's, the Jaguar junkyard/Mecca on Staten Island, where every week they received the pick of New York's choicest wrecks, and found a green right-hand door and an XK-120 right rear fender (what did I know - a Jag's a Jag, right? Looked the same! Hah!) Took 'em both off in the snow, lying on my back!

The door seemed to fit OK, but the fender . . . well, that was another story! Seems the rear wings are held on by 1/4" Whitworth bolts, and the fender from Stucker's had been 'persuaded' to part from the body in a 'non-standard manner' ('cold' chisel - in the snow, remember?). Also, the bolts on my car were rusted in place, and, though my local hardware store Sears!) still had some Whitworth wrenches and sockets, the bolts just snapped off. Tried to find spare hardware, but couldn't find a tap and didn't have enough sense to drill and tap for more conventional threads, so I decided to braze the new fender onto the car, ignoring the plastic welting between the fender and the rear boot surround (tonneau panel) (I'm Sorry, Jim! It seemed like a good idea at the time!). The fender was too short, though, since the rearmost alignment (toward the bumper) put the forward edge about 1 1/2 inches from the door rear shut-plate. What to do, what to

do! The brazing held it in place, centered around the rear axle. Continuing to use the borrowed welding set-up, I used coat-hanger wire to mechanically secure the forward edge of the fender to the right-side door shut-plate, 'weaving' a web of short wire stubs between the two to form a matrix onto which I could apply Bondo, the body plastic filler. Not being familiar with the appropriate techniques for working and shaping that stuff, I put it on with a putty knife and let it dry in place, only very roughly shaped. With no drum sander or disk sander at that time, I just spray-painted it black (to match the car) and left it roughly shaped. Bits of Bondo stuck out and appeared ready to fall off (though they were all secured, and I went back to club racing, calling the vehicle the Leprosy Special for a while; I (mistakenly) thought it would have an intimidating effect on the competition, much as a '55 Buick would dominate a New Jersey traffic circle! This was the car that also became known as the Jaguar Truck, as it showed up at competition events laden with orange lane marker cones, timing lights, wire, auto jack, air compressor, and whatever else would fit into it! A Drop Head Coupe, it served as a sort of very short-bed pick-up (remember, this was, essentially, a \$400 car, and I now acknowledge that I mistreated it rather badly!).

Striving for more speed and power, though on a shoestring budget, the easiest path seemed to be more cubes and more carbs; with a physical limit of three, though, without entering the realm of custom manifolding, I chose to first increase the throat diameter, from 1 3/4" to 2" (easy mechanical change - larger S.U. carbs), but there was no immediate effect. A machinist from work (I was a Drexel work-study program co-op) bored out an XK-140 intake manifold to 2", and a bit of grinding seemed to provide better breathing. Never enough! I wanted Triples! I acquired a 3.8 XK-150S engine block, head and carbs (dragged a Fixed Head Coupe wreck home and stripped it in a neighbor's garage), and set about to fit it to my existing 3.4 liter engine compartment. It went surprisingly smoothly, save that the front-most carburetor interfered with the bonnet-fender line. A \$400 car, remember? You concours enthusiasts can see it coming! A "Power Bulge" in the bonnet and a bit of cold chisel work in the fender liner yielded a functional fit, and I now had 265 horse power to play with! In retrospect, what a butcher-job, but it achieved the desired effect, at the time! More Go-Fast! Of course, yielding to the strong marketing of Pep Boys and J. C.

Whitney, I added a modified Mark IV Solid State Ignition system (takes the high-power away from the breaker points), a High Voltage Lucas Sports Coil, Packard 440 stranded copper spark plug wires, and an in-line toilet paper bypass oil filter (Another tale, that!) - all the low-cost bolt-on junk then available! The package was most satisfying at Lime Rock and at Atco (this was all for fun, and classification was much looser in those days!) - I ran against all other XK-number cars, including Al Garz' son Bob's green XKE-powered XK-120 FHC and an Aston Martin DB4!!! Ah. Memories!

With all this butchery, I was proud of the result, realizing only in retrospect the effect of what I was doing in the eyes of the purists in the club; it was The Early Days, and I was just a kid! I heard of another XK-140MC DHC in Brooklyn, NY, retrieved it, complete with engine knock, for \$450, drove it home to Trenton, then threw a rod in the engine while driving it up to Flemington to show my Jaguar guru, Tom Forman (then owner and racer of XKD-537 - the so-called "lost" D-Type), what I had acquired! Towed home, replaced engine, refinished that car inside and out for show purposes (engine leaked oil like a sieve; showed up once at a concours with a requirement to drive across a sheet of newspaper and idle over it for 30 seconds, seeking drips - I had filled the engine with 90-weight gear oil and just idled to the judging area, not daring to blip the throttle and blow my oil lines out! This was before silicone rubber gasket sealant!). May talk more about those adventures later on.

Jim, I apologize after all these years for what was hidden under all that paint and plastic on the car you acquired from me, lo those many years

ago. Your restoration to its original (and current) condition represents restoration effort far beyond what a typical owner would expect. Great job! The silver-gray conveys the proper mix of Grace, Space, and Pace, with the quiet reserve of Capability. You can be justly proud of your effort, and Now You Know . . . The Rest Of The Story!

Larry Schear  
Twin Cam, Inc

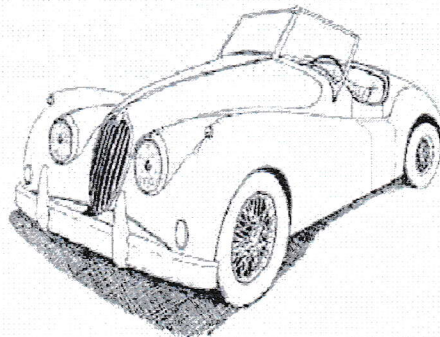
Jim Shields with his restored XK140  
Circa 1980



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## DELAWARE VALLEY JAGUAR CLUB ANNUAL MEMBERSHIP RENEWAL

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted, your membership fee must be received by January 15, 2003.

Name: \_\_\_\_\_  
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Type and Year of Jaguar(s) Owned :

Year	Model	VIN Number	Color	Years Owned
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Are you interested in adding additional Jaguars to your collection? And if so, what model, year and type? \_\_\_\_\_

What do you enjoy the most about your Jaguar? ( Pick all that are applicable)

Working on it \_\_\_\_\_ Driving it \_\_\_\_\_ Showing it \_\_\_\_\_  
Talking about it \_\_\_\_\_ Other \_\_\_\_\_

What types of club activities would interest you the most:

Technical sessions _____	Social Events:
Road Rallies _____	Outings /Tours _____
Informal Car Shows _____	Parties _____
Concours (JCNA sanctioned) _____	Lunches _____

### Renewal Fees:

Option #1: One member – dues and joining fee \$40.00

Option #2: Husband and wife, dues and joining fee \$45.00  
(Both can vote and hold office)

Mail this form along with payment to Steve Kress, 6 Swallow Road, Holland PA 18966-1952

## TECH TOPICS BY JIM SHIELDS, FEBRUARY 2003

### Electrical Gremlins

We are all familiar with the reputation of earlier Jaguars as having maybe more than the usual electrical problems. This was in large part due to our friend Mr. Lucas. But I would like to address a few non-Lucas problems that I've encountered recently with the hope that it may save one of you some grief.

#### General connection problems

As many of our Jaguars are approaching 50 or more years old, it should be expected that there will be some loose or corroded connections showing up. Many of the early cars used bare twisted copper wire attached to switches or other devices by means of a screw clamping the wire (this is 30's vintage technology). Many times these will work loose due to vibration or handling over the years. In later cars, slip-on connections are used. These generally hold up well unless they have been removed several times again causing intermittent operation or allowing corrosion to develop. It's a lot of work to track down these types of problems so when they are fixed you want to make sure they never happen again. I have found a good product to help ease these problems. It is sold by Eastwood and called "Kopr-shield" (Part #25002). This is basically a copper loaded grease which when applied to an electrical connection improves the conductivity and also seals the joint from the environment eliminating corrosion. It is easy to use and a tiny little bottle lasts years. If you're doing a restoration every connection should get this treatment.

#### Series 3 XJ6 Intermittent Headlights

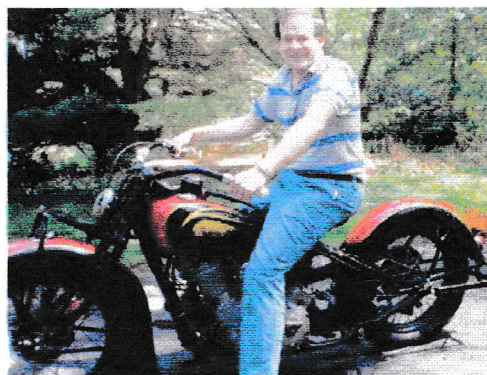
Ever have one or more of the four main headlamp bulbs fail to come on? Then, as you are traveling, it pops back on! I've found the cause of this is most likely the fuse box mounted on the left hand fender just under the bonnet. Usually wiggling these fuses will make the problem show up. It can be corrected by removing the guilty fuse and squeezing the contacts together. While you're in there clean the contact and apply some of the Kopr-shield. Then do all of them before another starts acting up.

#### Hard starting on and E-type or Mk2 (or others with unit body)

Recently while troubleshooting some starting difficulties in Mike Tate's beautiful E-type OTS, we found an interesting problem that may be overlooked by many. The starter would turn but only slowly and not enough to fire the engine. Since the E starter is such a bear to replace, every other possible cause had to

be explored. A new battery was installed but that didn't help. Maybe a solenoid but that still meant removing the starter. A check of the wiring was in order because the E-type has a very long run from the battery around the engine to the starter. A good check of the wiring condition is the temperature of the various joints. The E-type, Mk2 and other unit body cars connect the "Earth" terminal to the chassis via a large bolt on the firewall (directly behind the battery on the E and nearly invisible). When touching this bolt on Mike's E after some cranking, it was red hot! That means resistance and voltage drop where there should be none. Ah-ha! Maybe this is the problem. Removing the bolt found the threads totally rusted. We wire brushed the bolt, threads and eyelet connections until all were shiny. Then applied a coating of Kopr-shield and re-assembled everything. Turned the key and - little change! But the connection on the firewall was cool as a cucumber. It turns out we really did need a new starter. But the new one really spins well now. And that connection should never cause another problem.

P.S. Another point to check for starting problems is the grounds straps. All cars had short ground straps connecting either the frame or body to the engine block in the area of the motor mounts. Many times these are left off during a repair (like a new clutch). If they are missing the starting current has to flow via other means including the carburetor linkage or other small wires. This can be dangerous as these items could get very hot. Check to see that the ground straps are installed properly.



## CLASSIFIED ADVERTISEMENTS

FOR SALE:1963 E-type roadster. Number 87763. Numbers match. Red with black interior. Dayton wire wheels. Recent paint. Connelly leather seats. Motor rebuilt 1989 with 53,684 miles; now 56,824 miles. Always full PA inspection. Asking \$27,500. Call Joe 610-353-4009 (Nov)

FOR SALE: First offer to DVJC only.....1961 MK2 3.8 saloon. Only 45,527 miles and two owners. Original black paint with tan leather. Always garaged and maintained. Perfect for JCNA preservation class 18. All rubber, brakes & systems recently overhauled. Many parts extra. Let's keep this car in DVJC territory...\$20,000 or best offer Call Kurt 610-358-4055 (Nov)

FOR SALE: 1988 XJ 6 Silver with blue leather interior. 83,000 miles. Runs great. Right front fender torn at bottom. Only \$2,000 OBO Call Erich Furitsch 215-695-0658 (Ded)

**FOR SALE:** XJ12L 60,000 miles. Engine and transmission good. Dashboard and instruments good. In need of substantial work or good parts car. \$500. Call Richard 610-495-9983 (Feb)

Offer: I have started a website for British cars at <http://www.britishusedcars.com> and I invite club members to put their free ads, parts ads, or wanted ads on my site. Cherie Titel 877-233-6497 Toll free fax/voice PO Box 54190 Cincinnati OH 45254 [cherie@britishusedcars.com](mailto:cherie@britishusedcars.com)

### REQUEST

Some of you members may know that your President is "going to the dogs". Actually he retired in 1994 and since then has been helping secure dog food for a life care - no kill facility. There are a great many animals in this category. If any person in our club has access to quantities of dry food, any donation would be appreciated and picked up within 300 miles of Philadelphia. Call Kurt 610-358-4055 (Dec)

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