

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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## APRIL 2003

### CALENDAR OF EVENTS

#### APRIL

- 13 Jaguar Auto Group Spring Tour: Meet at Chester Hills Diner on Rt. 206 N in Chester NJ at 10am. Details Stuart Ross [stuross41@earthlink.net](mailto:stuross41@earthlink.net)
- 15 Delaware Triumph Club meeting, Sumneytown Tavern, North Wales. 7pm
- 23-27 Spring Carlisle
- 26-27 Hershey Hill Climb. Spring event. Mike Wolf has volunteered to lead us to this event which he says is outstanding. See [www.svsvcc.org/hillclimb.htm](http://www.svsvcc.org/hillclimb.htm)

#### MAY

- 1-4 JCNA Challenge Cup, Phoenix, AR
- 17 Ragtops & Roadsters 9<sup>th</sup> Annual Spring Open House 9 am – 4 pm at 203 South Fourth St, Perkasio. 215-257-1202. See [www.ragtops.com](http://www.ragtops.com)
- 16-18 Import Car Show, Carlisle
- 31 DVJC ANNUAL CONCOURS. BRANDYWINE. Registration form in this Purr. Discount for early registration

#### JUNE

- 6-8 Chemung Canal Trust Historic Races, Watkins Glen
- 20-05 The Great American Race Start Detroit – Finish in Daytona on July 5.

#### JULY

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

#### AUGUST

- 10 CANCELLED 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 13th
- 19-20 13<sup>th</sup> Annual British invasion. Jaguar the featured marque. Stowe, Vermont

#### OCTOBER

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

#### DECEMBER

- 7 Annual Holiday Party – Whitmarsh Country Club

### HERSHEY HILL CLIMB APRIL 26

For those interested in attending this event, Mike Wolf has volunteered to lead us there. He sent the following instructions:

We will meet at the Bob Evans Restaurant, in Malvern, just off Route 30, 2 miles west of Paoli. Entrance to Bob Evans and the McIntosh Inn is at the traffic light on Route 29, 1 block north of where Route 29 dead ends into Route 30. If we have a large turnout we may elect to use the large parking lot at the hotel, which is very convenient to the restaurant for those who'd like to eat breakfast. From King of Prussia, take Route 202 south toward West Chester, and exit at Route 29 south, and travel south on 29 about 1/2 mile to the restaurant.

Meet at 8:30 for Breakfast. All those interested in joining the caravan should call Mike Wolf at 215-496-0145 [mwolf@dolphinbradbury.com](mailto:mwolf@dolphinbradbury.com)

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## THE PREZ SAYS APRIL 2003

### DIRECT FROM CHARLOTTE NC FOR THE 2003 ANNUAL GENERAL MEETING OF THE JAGUAR CLUBS OF NORTH AMERICA (JCNA)

After arriving here Wednesday night, in the rain and the fog for all of the 546 miles, we checked in and registered for the 45<sup>th</sup> JCNA—AGM in Charlotte, NC.

We then visited the Hospitality Room sponsored by the Carolina Jaguar Club. It was the best run and maintained "Welcome Room". Plenty of food, treats and drinks. The organization also sponsored a wonderful silent auction with colorful paintings of Jaguars and memorabilia. Videos of famous Jaguar races and events were run throughout the operational hours.

We decided that since Thursday was to be a rainy day and so NASCAR would not allow the Lowes Motor Speedway activity to be run in the rain, we would drive to the Maggie Valley to see the "Wheels Through Time" Museum which is the site of our July 1<sup>st</sup> visit in the Great Race for a hosted lunch by Dale Walksner. We drove the 171 miles out there through heavy rain with reported flooding. The Museum is a worthwhile experience with many cool displays. The area reminds me of Garmish, Germany where many hilltop log homes dot the countryside many of them appearing to be new. On the way back to Charlotte we spotted a large collection of Jaguars along Rt 19 and naturally we stopped. What we found was 36 Jags of all descriptions collected by one man. Half of these are undercover with the other 50% outside. I photographed all I could and then completed the journey back where I reported my find to the local Jaguar Club- they were not aware of this collection.



Friday we were bussed to Lowes Motor Speedway to watch 30 fellow enthusiasts try out the race track in eight NASCAR racers.

### AWARDS CEREMONIES

After the races we completed the award presentation in the category of club newsletters and websites. I am happy to report that one of our authors won second place in the travel category: Paul Racette's article "Goofing off in South Africa". We accepted Paul's award for him. Nice work Paul and your efforts are appreciated. Pascal Gardener received the 2002 website award. Pascal is the keeper of the JCNA website and is from the South Florida Jaguar Club.

For the Newsletter award categories the JCNA published a very professional book containing all the top stories. Of the stories in this book 17% were written by our DVJC members. Those who were recognized were Fred Mack for his great article "A Long and Winding Road", Mike Wolf for his article "Vintage Racing at Pocono. What You

Missed", Al Pincus for his article "The British Invade Washington's Headquarters" and Jack Bednarski for his article "My Jaguar Story: The Angels Sang". Jim Shield's very good photo of John Wang's C-Type cockpit was also featured in Judy Ferring's great award handbook. Thank you every one who contributed to the Purr in 2002. We all enjoyed your contributions. Keep them coming.

### ACCOMPLISHMENTS OF THE A G M

Some information pertaining to the accomplishments of the Annual General Meeting:-

1) We had 114 delegate votes at the meeting. Several clubs had not submitted their dues so they had no voting rights. Thanks to our Treasurer Steve Kress our club was paid up and in good standing so Pat and I could vote for you. We elected a new Vice-President, Bill Strettenberger, from the L.A. Club. Our past VP Daniel Thompson did not seek re-election. Thank you Dan for doing such a good job during your one year term. Dan continues to be our North East Representative and is also President of the Ottawa, Canada Jaguar Club.

2) A motion was submitted and passed to limit the number of Proxies any one delegate can hold to five. Daniel came to the meeting holding twelve Proxies and this seemed a little too much for me.

3) The "Rules for Rallies" were changed to make actual times for the two best Rally scores to count so no points for 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup>. Before this change somebody with two ten minute Rally scores that were good enough to both get first places could wind up winning the national against someone who, say, got a second place with under a minute score. This is a good change and I agree with it.

4) The other Rally change was for Rally teams. We now will give the same place award to both Driver and Navigator in each car. Previously we experienced Navigators being placed higher than their Drivers because some Navigators were ineligible because they were not JCNA members. Trophies only go to JCNA paid members with JCNA membership numbers. There were several more Rally items to be changed but I think we blasted right by them in order to get done.

I felt very good one morning. Pat and I went out to breakfast. I observed a little boy playing with his Dad's car keys and he went right to a wall outlet with them. Just as he inserted the key I yelled "NO" to the boy and scared him. He dropped the keys just as a flash came out of the outlet. He and I were both scared but he soon got over it.

Our Seminars and awards Banquet were nice, the food was good and everybody enjoyed all the silver awards. I find it very strange that several people who said they would show up to receive their awards did not do so then Pat and I had to bring the awards home to be mailed out later. All in all we enjoyed the trip. Next year the L.A. club will host the AGM and we hope this will be on the Queen Mary.

Kind Regards and Happy Motoring

Kurt Rappold. President



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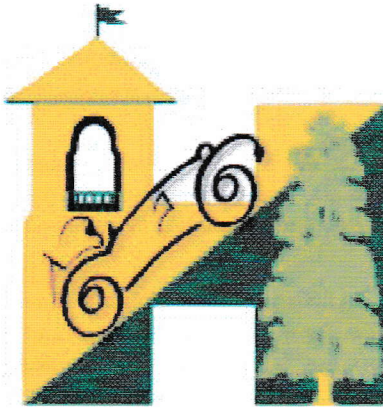
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A popular judged Race & Sports Car Show on

**Saturday**

**April 26, 2003**

9:00 a.m. to 3:00 p.m.

held in conjunction with the  
**Hershey Vintage Hillclimb**  
Hershey Sports Car Show  
is sponsored by the

**HERSHEY**  
*Race and*  
*Sports Car*  
**S H O W**



and the



Susquehanna Valley Vintage  
Sports Car Club  
Region of AACAA

All proceeds to benefit  
AACAA Museum, Inc.

**Open to all vintage race cars and  
sports cars, 25 years or older.**  
**(including Corvettes and Mustangs)**

AACAA membership is not required.

*The Hershey Race & Sports Car Show will be held on the beautiful grounds of*



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*with its breathtaking views of the formal gardens, golf course, the lushly planted front terrance  
and the town of Hershey in the valley below.*

For Registration Information call *Tom Oliver*, Car Show Chairman - (717) 763-5768 e-mail: [redbug@gowebway.com](mailto:redbug@gowebway.com)  
or [www.aaca.org/museum/](http://www.aaca.org/museum/)



## The Hershey Hillclimb Returns including a Race & Sports Car Show

From the late 1950's and thru the 60's, the Hershey Hillclimb was a crown jewel of Pennsylvania Hillclimb Association events. The Appalachian Sports Car Club staged it on "the old back road" up to the picturesque Hotel Hershey, with the last meet being held in October of 1970.

The SVVSCC, with the cooperation and support of Hershey Entertainment and Resorts, is bringing back the pageantry of this historic race meeting on April 26<sup>th</sup> thru the 27<sup>st</sup>, 2003. The goal of this partnership is to develop a high quality event for vintage racing participants and the spectator enthusiasts alike. The racing format will showcase the exhibition of these historic vehicles in a spirited, though non-competitive, climb to the top.

**In conjunction with the hillclimb will be a popular judged Race & Sports Car Show on April 26, 2003, benefitting the AACA Museum project. Open to all vintage race cars and sports cars, 25 years or older (including Corvettes and Mustangs). The Hershey Race & Sports Car Show, under the direction of the AACA Museum, Inc., will be held on the beautiful grounds of The Hotel Hershey.**

Supporting the hillclimb and race & sports car show will be activities throughout the weekend of motoring exhibits, refreshments and other entertainment all within easy access around the event site.

You are invited to help us make the 2003 'Return' of the Hershey Hillclimb and Hershey Race and Sports Car Show a great success and the launching point for a great future. A few of the details for the show car owners are:

- Registration Saturday 7:00 AM - 10:00 AM
- There will be designated unloading and loading areas and trailer parking.
- A Saturday evening Reception gala (location to be announced at a later date).

For Registration Information call **Show Car Chairman - Tom Oliver** at (717) 763-5768  
or e-mail: [redbug@gowebway.com](mailto:redbug@gowebway.com)



Make checks Payable to: **SVVSCC** and send registration form to:

**SVVSCC attn. Show Car • P.O. Box 651 • Camp Hill, PA 17011**

### REGISTRATION

Name (owner): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Vehicle:            Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Type of Vehicle: \_\_\_\_\_

History highlights: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### ENTRY FEES

Vehicle Registration - \$35.00 per vehicle ..... \$ \_\_\_\_\_

Saturday evening Reception - \$20 per person ..... Qty. \_\_\_\_\_ \$ \_\_\_\_\_

TOTAL ENCLOSED ..... \$ \_\_\_\_\_

### WAIVER OF LIABILITY

The undersigned hereby releases the AACA Museum and Susquehanna Valley Vintage Sports Car Club Region from any responsibility for any and all damages and personal injuries sustained by me or my property from any cause whatsoever, while driving to and from and while participating in the Hershey Race Car Show. It is understood that the above release is given in consideration for permission to participate in said event. I understand that partial or complete cancellation of the event, may not entitle me to a refund.

Signature \_\_\_\_\_ Date: \_\_\_\_\_

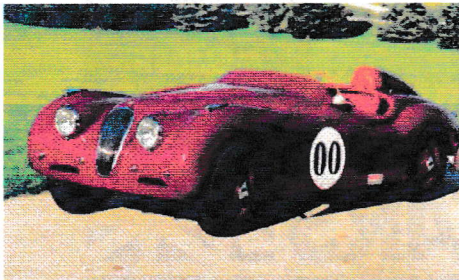


## EDITOR'S RAMBLINGS APRIL 2003

### VISIT of VSSCA & DVJC TO D.L.GEORGE COACHWORKS

What a wonderful day to get the car out and travel through spectacular countryside. A good number of cars from both VSSCA and the DVJC gathered at 9.00 am March 15 at Cloverleaf Auto in Aston to take part in the short rally that would take us to D.L George Coachworks in Cochranville. Coffee and Doughnuts fortified everyone before departure and cars with their drivers and navigators set off at one minute intervals. We traveled through a wonderful changing Amish country with the sun shining. It was a very straight forward drive with no "tricks" or timing points and everyone had a chance to win. I had my son, Gary, as navigator and he thoroughly enjoyed his first rally. We missed a couple of turns but that did not spoil our fun. The car following us was a red Porsche and the first missed turn meant we had to turn back and though we had not gone far off track we were surprised how long it took to catch that Porsche. I really had to put the pedal to the metal on my XJR. The Porsche driver later commented on our speed when we passed him. Nice passing a Porsche but there are no prizes for speed! Everyone completed the course and joined the others who had gone directly to the Tech session. In total 82 people attended of which 16 were from DVJC. Lunch was served for everyone and we enjoyed an excellent feast. Part of the enjoyment of visiting this facility is that it sets a very high standard of workmanship on cars that are not only exclusive, rare and extremely valuable but a joy for everyone to view. A "Pebble Beach" in Cochranville. Here are a few of the cars being worked on:-

1909 Thomas Flyer, 1937 BMW 328 6cyl 4 speed Ex Dennis Jenkinson (Jenks), 1907 Lorraine De Dietrich Speedster, 1959 Scampolo Auto Union, 1924 Bentley Red Label, 1913 Turcat Mery 6 liter 4 Speed, an Alvis Barson Special, 1927 Alfa Romeo 6CTF Fixed Head, 1948 Alfa Romeo 6cyl 2500SS Supergioiello by Ghia ex Barbara Hutton & Prince Troubetzkoy and a barn find, 1953 Kissel Gold Bug, 1927 Mercedes 7.8 Liter Supercharged, 1953 Siata 208S Winner Road and Track America ISI Concours, Racing XK120 like Jakebe Racer, 1929 Buick Mountain Wagon and a fine old Maserati.



Replica Racing XK120

Besides these spectacular cars we enjoyed technical discussion and also a talk by Howard Weiss on "What happens in a catastrophic incident" when a car is off the race track in a roll. We also had a talk outlining the

"Hershey Hill Climb" event together with videos of last year's event which spectators described as spectacular.

Our host David George told us about his workshop and introduced his key employees who complete the amazing work on these cars. Ralph Steinberg organized the silent auction with a number of interesting items to be obtained. In total over \$800 was raised.

This really was a most enjoyable day and all the participants gave a very warm thank you to everyone who organized the event and the very fine lunch.

### HERSHEY HILL CLIMB

This event takes place April 26 and is, I am told, a really worthwhile venue to attend. It is different from your usual car show with plenty of action. People who attended last years' event had nothing but praise for the day. DVJC member Mike Wolf has volunteered to lead us so see the enclosed flyer giving details and the proposed gathering place. Here is an extract from the Delaware Valley Triumph Club Magazine: "This competitive PHA Hillclimb was last held in 1970 and then returned as a vintage exhibition in 2002. This year looks to be an even bigger event following a lot of press from numerous automotive publications. Many of the British Marques will be in attendance, including rarities like the 1952 Allard J2X, HVH Poster Car. Adjacent to The Hill will be a Vendor and Exhibitor Area, food concessions and a special Sports Car Corral for those who arrive in one, separate from General Parking. At the top of The Hill, behind the Hotel Hershey, will be a Race Car & Vintage Sports Car Show supported by the AACA Museum folks on Saturday. Admission is free. A nominal parking fee is charged. Detailed event information is now available at [www.SVVSICC.org](http://www.SVVSICC.org)".

### NEW HOPE SHOW CANCELLED

In a letter dated January 31<sup>st</sup> received in March the Administrative and Operations Committee announced that the New Hope Show was cancelled for this year. The reason is that major construction at the show site, The New Hope Solebury High School grounds, is taking place. This would have been the 46<sup>th</sup> consecutive year of the show. They say look for 2004 when they will celebrate the centennial of one of America's major automobile manufacturers. I hope the construction does not "squeeze" the show area any tighter as I think that the venue is no longer as attractive as it was a few years ago. Perhaps it's time to look for somewhere new to hold this popular event!?

### DELAWARE VALLEY JAGUAR CLUB'S 38<sup>th</sup> ANNUAL CONCOURS

May is fast approaching so place on your calendars now... May 31<sup>st</sup>... the day for the club Concours. Included in this edition of the Purr is your registration form and if you return it, with your check, by May 15 you are eligible for the discount fee of \$25. Registration after this date is \$40. This year we feature 40 years of the 3.8 liter Jaguar 6 cylinder OHC engine. Official JCNA trophies valued at \$1,100.00 plus "Best in Show Trophy" awarded by Jaguar Cars. Also a custom made trophy will be awarded for "The Longest Distance Driven to the Show".



New this year will be a "People's Choice Award" This will be presented in memory of past club President the late Jack Sanft . We are relying on your support. This event is held for you. Note that you can call Kurt Rappold if you want to participate in judging, or for local Holiday Inn details or for exact directions.

#### AUCTION RESULTS

What was interesting at recent auctions were the Jaguars up for sale that were bid for but the seller would not take the highest bid. First there was the 1960 MK 11 Sedan Red/black LHD Restored to a high standard and very nice throughout Not Sold at \$60,000. Yes \$60,000. The comment was "What can be said. A great car, but a whopping great bid as well. Might be a long time before a higher amount is offered!" Next was a 1973 XKE Series 3 V12 convertible Old English white/tan leather LHD 98K miles Bad gaps. Worse chrome with rust spots Nice paint and interior. Many flaws remain. Not sold at \$37,000. Then an interesting one. A 1933 (what was described as a) "Standard Swallow" Drophead Coupe which to me looked like an SS1 'cos that's what they were making in 1933 and not a Standard Swallow . Black over cream/red leather. LHD Plenty of orange peel & overspray on rubbers. Original leather Slight damage to left front fender. Condition 4 Not sold at \$46,643. The low estimate was \$65,000. The next was a surprising one a 1955 XK 140 Drophead Coupe with a low estimate of \$42,000. White/Red leather LHD described in the catalog as an SE which it was not, Panel fit out at bottom of driver's door. Hinges were detached from the hood so it was impossible to open. Not sold at \$51,307. Strange! But here's some that did sell. 1959 1963 MK11 3.8 Gold/red. Automatic. LHD Very bad paint with bad preparation. Original chrome that needs a good polish.

Pleasant red leather with sagging drivers seat Condition 4. Sold at \$15859 Then there was a 1959 XK 150S 3.8 Coupe Dark blue/gray leather. LHD 62K. Poor paint. Panel fit mediocre. Good interior. Clean Engine bay. Condition 3 Sold at \$35,448 Then some E-types 1969 2 + 2 in good condition sold for \$17,000, A 1967 Series 1 4.2 Roadster described as excellent sold for \$90,000, A 1961 (24<sup>th</sup> car made) in good condition only made \$40,000. An excellent XK140MC Drop Head Coupe Sold at \$75,200. A very variable bag but not bad money for most.

#### JAGUAR FORMULA ONE GRAND PRIX RACING

Well the season has started with the first two races in Melbourne, Australia and Malaysia and quite interesting races they were. For a change, Michael Schumacher in his Ferrari was not on the podium. McLaren (David Coulthard) won in Australia and Kimi Raikkonen in his McLaren won in Malaysia. Jaguar for this season changed both of their drivers and you remember our comment at the end of last season "The horse is lame; let's change the Jockeys" when the changes were made. Well, both of these new drivers made not a scrap of difference. Neither Jaguars finished in either race. It's a long season and hopefully, with the all new team starting at the top, they will show better results. One positive thing I read in "Autoweek" was that an Australian TV announcer said that Australian Jaguar driver Mark Webber "does go down in history! He has a carburetor and a barbecue named after him!"

Get your cars out and have a good Spring!!

Michael Tate Co-Editor

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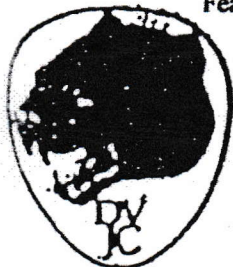
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**PHILADELPHIA AREA**  
**THE DELAWARE VALLEY JAGUAR CLUB CONCOURS DeELEGANCE 2003**  
**38<sup>TH</sup> ANNUAL DVJC CONCOURS & CAR SHOW**  
**FEATURING 40 YEARS OF THE 3.8 LITER JAGUAR 6 CYLINDER OHC ENGINE**

This event to be held rain or shine at the Annual Strawberry Festival on Saturday, May 31, 2003 at 9:00 a.m. to 5:00 p.m. to benefit the Brandywine Hospital and Trauma Center located just off the Rt. 30 Bypass 2 miles east of Coatesville, Pennsylvania. Look for the green-roofed white barn on your north side.



Featuring: 40 years of the 3.8 liter Jaguar 6 cylinder, overhead cam engine, Antique and Classic Jaguar Cars, the exciting new Jaguar XK8, Daily Driven, Class #18 for Preservation, Unrestored Vehicles and a Class #19 for the new "S" and "X" type sedans!

Fireworks, Majestic Midway Rides, International Food Fair, Kids Health Fair Hole-in-One Golf, Petting Zoo, Pony Rides, Live Entertainment featuring "The Grease Band", country atmosphere with plenty of parking. Bring your family!

**PLACE MAY 31<sup>ST</sup> ON YOUR CALENDARS NOW!**

**REGISTRATION AT GATE WILL BE \$40.00**  
 Discount Fee of \$25.00 expires May 15, 2003.

Call ahead if you wish to participate in judging, or for local Holiday Inn accommodations nearby or for exact directions.

**Contact: Kurt Rappold, DVJC President at (610) 358-4055**  
**e-mail: Krcette@comcast.net**

**D.V.J.C. Concours & Show**  
 Saturday  
 May 31, 2003

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone No.: (     ) \_\_\_\_\_

Email: \_\_\_\_\_

J.C.N.A. No.: \_\_\_\_\_

**JAGUARS TO BE EXHIBITED**

Serial #	Model	Class	Year
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

**Division**  
 Please check one:

[     ] Champion                      [     ] Driven

Revised 2002  
 J.C.N.A. rules of judging will be followed.  
 2003 Head Judge:  
 Jeff Dement, D.V.J.C. member and certified judge  
 J.C.N.A. official trophies to be awarded.  
 Value \$1,100.00  
 Certified and retrained judges.  
 New Car Display by Phil Penn Car Co.  
 Best in Show trophy presented by Jaguar Cars  
 Custom-made trophy for Longest Distance  
 Driven to Show  
 People's Choice Award in memory of Jack Sanft

**Make checks payable to:**  
 D.V.J.C. c/o Kurt Rappold  
 116 Governor Markham Drive  
 Glen Mills, PA 19342  
 FAX: 610-399-7036



**Release Statement**

I hereby agree to enter the car(s) described in the Concours DeElegance on May 31, 2003. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Concours sponsors, Concours Committee, D.V.J.C. Club, and Brandywine Hospital and Trauma Center from any and all liabilities for injury, damages, or loss arising from my entry, attendance, or participation in these activities.

Signed: \_\_\_\_\_  
 Dated: \_\_\_\_\_



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## TECH TOPICS – PREPARATION FOR THE SEASON

### JIM SHIELDS

At this time of year, thoughts turn to getting that kitty, which has been sleeping in the garage, ready for the season's activities. With some of the nice weather recently, some of you may have already fired up your Jaguar and taken it out for a spin. But did you take the time to check some of the important items needed to keep your car healthy? Over the next two months we'll go over some considerations for getting your car up to snuff so it (and you) will survive those weekend or daily drives, rallies, concours, etc. in the heat of the summer. Thanks go to Jaguar World Magazine, March 2002 for the bulk of this article.

**Engine and Driveline** - The various lubricants used throughout a car are vital to its reliability and longevity, yet they are often the most neglected. Engine oil, especially non-synthetic, will begin to break down even if the engine has run for only a short period. The combustion process produces water, acids and other nasties which will not only reduce lubricating qualities but will set in motion chemical reactions which can eat away at engine internals-especially the bearings.

Synthetic oils have a far longer garage life, but should still be changed annually regardless of mileage. Mineral oils especially should be changed when you recommission a car after the winter layup. As for which oil to use, proven bets are 20W/50 for pushrod, XK and V12 engines and 10W/40 for the AJ6/16 engines.

The oil filter should be changed too and this can sometimes be a problem. The early paper element types are usually supplied with two seals, thick and thin. The latter type is correct, but if the thick one is mistakenly installed, it may eventually blow out with disastrous results. Some later spin-on filters are hard to reach and it is not impossible to leave the old sealing ring attached to the housing. This will result in two seals when the new filter is fitted - another blowout waiting to happen.

All XK engines from the mid fifties onwards use a rubber bypass hose to divert excess oil back to the pump. Located adjacent to the filter housing, this will harden with age and if you are in doubt, renew it using 5/8th in. hydraulic hose. Water hose, often used mistakenly, will fail quickly, sometimes within a few months.

Check engine mountings. A broken engine mount normally announces itself when the fan screeches itself against its shroud. All bonded rubber mounts will fail eventually, and it is important to use only the genuine types - repro ones have a habit of failing early. In the case of those round pre-XJ mounts, some unscrupulous parts dealers will provide a Mk2 bumper mount, which is similar looking but not up to the job.

Burnt valves, due to insufficient valve clearance, are sometimes encountered on the earlier XK engines, which are specified at 0.004 and 0.006 inches. The engine may be quiet at these clearances, but if running at higher temperatures, it is easy for the gap to close up completely. Competition engines are usually set at 0.006

and 0.008 in. and the reliability gained is well worth the slight increase in tappet noise.

As with the engine, it is important to change gearbox and differential oils at the specified intervals, making sure to use exactly the right type of oil as specified by Jaguar. Most automatic boxes should have new fluid and filter change every 30,000 miles; fluid which is brown as opposed to red, or which smells of burning will wear away the clutch packs which may result in blockage of the finely machined valve body.

Overdrives will fail to engage when hot if too thin an oil is used, and they will slip if the oil contains non-standard friction proofing or friction modifiers. Limited slip differentials can lock solid if the correct type of oil (LS90) is not used.

Clutch problems are usually limited to the hydraulic side of the system, with the slave cylinders failing on average twice as often as the master. Peel back the rubber boot and check for rust or seeping fluid; check also for bulging or cracking of the rubber flexible hoses. It is often forgotten that clutch fluid is brake fluid and as such it will absorb moisture and corrode the hydraulic cylinders - change it every two years to be sure.

Mild steel exhaust systems will become more and more a liability as the car's annual mileage decreases, and for peace of mind, really should be replaced with stainless.

**The Cooling System** - One of the most neglected systems in a car, this is also the most common source of failure and frustration when it cannot cope with the heat of summer. Despite the many myths to the contrary, a properly prepared and maintained Jaguar should be capable of running under most conditions without overheating. The two biggest enemies of the cooling system are age and lack of corrosion inhibitor. The cold winters in the U.S. insure that in most cars, antifreeze, which contains the inhibitor, is used. However, in the warmer parts of the country without the risk of freezing, cars can go for years using nothing but plain water, usually with devastating results for the aluminum castings, and in the case of later XK engines, the steel head studs. It should also be noted that while some corrosion inhibitors can be left in place for years, many have a much shorter lifetime and a few will even become corrosive themselves in time.

Starting at the front of the car, the radiator should be visually inspected at least once a year and removed for flow checking by a radiator specialist every six to eight years. A build up of dirt and leaves, often glued together by a leaking oil cooler, can reduce a radiator's capacity by 50% in severe cases, particularly when the radiator, air-conditioning condenser and oil cooler are sandwiched together, hiding the evidence. Earlier type radiators, in use until around 1980, are solidly built and will last almost indefinitely. The thinner type used more recently, sacrifice lifespan for efficiency and will usually corrode



and fail within ten years. A classic no-no, seen all too often, is the mounting of a rally plate in front of the radiator grill or covering the main under-bumper air intake of a later car. That's asking for trouble!

Adequate air flow is vital, particularly when the car slows suddenly (leaving an interstate) and the system has to cope with heat soak from the block without ram air through the radiator. Both the aluminum fan found on an early XK120 and the primitive electric fan used on a Series 1 E-type are totally inadequate for this task and should be replaced, either with a steel fan for the XK or a modern thermo-electric fan.

The viscous fan hubs fitted from the Mk X onwards, have a limited life. When spun by hand, they should stop within one revolution. If the spinning continues, then the car is likely to overheat in traffic; if the hub is seized solid there is a very real risk of the fan throwing a blade, as it is not designed to spin at engine speed.

Both hoses and fan belts should be regarded as consumable items; check thoroughly at least once a year. There have been some poor quality hoses recently which can crack or bulge around the clamps within one or two years. For peace of mind, stay with the genuine Jaguar items or use the new Kevlar reinforced type. A common V12 fault is corrosion of the steel pipes which feed water from each head to the thermostat housings - look for tell-tale stains on the exhaust heat shields.

Several models from the sixties use a unique double-vee pulley system. This can present a problem when, due to wear in the pulley, or the use of a worn or poor quality belt, the belt will ride on the center ridge and slip under load. This is most noticeable on cars with generator driven power steering pump ( Mk2, S). Machining down the center ridge is an option, but fitting a set of single vee pulleys is a better solution.

Returning to the cooling system itself, some water jacket core (or Welch) plugs in the block and/or cylinder head are well hidden. Made of mild steel, they may rust merrily away and leak at the most inconvenient time. Also, watch for dribbles of anti-freeze which may be a leaky plug. Even assuming a spare is carried, some are almost impossible to reach at the roadside. Replace with brass if at all possible.

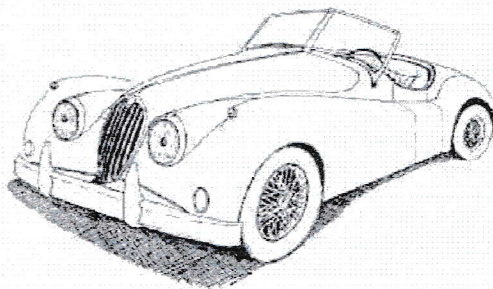
Whether these plugs are removed or not, it is vital to flush all the accumulated sediment from the block, as this muck will restrict coolant flow and lead to areas of localized overheating, a prime cause of head gasket failure. Many engines have been stripped to find at least half of the water jacket, particularly at the rear of an XK, has been totally blocked.

Also, many of the cars serviced either have no thermostat or the wrong type. If the thermostat fails and has to be removed, the bypass hose **MUST** be blocked. Otherwise, coolant will recirculate around the engine without ever reaching the radiator. A genuine Jaguar thermostat (or proper replacement) will blank the bypass as it opens the passage to the top hose, either by using a sleeve to cover a slot, or on later cars, a flat plate to cover a hole. A later genuine thermostat will not work in the earlier housing, and some aftermarket units (even provided by "Jaguar" specialists) lack either a plate or a sleeve. Also, check that the thermostat actually works before installing (pot of water on the stove).

Next month we'll look at the fuel and electrical systems along with tires and suspension.

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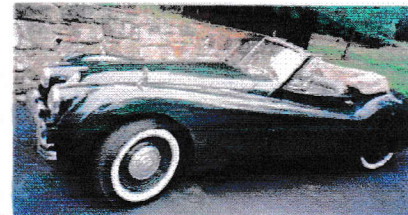
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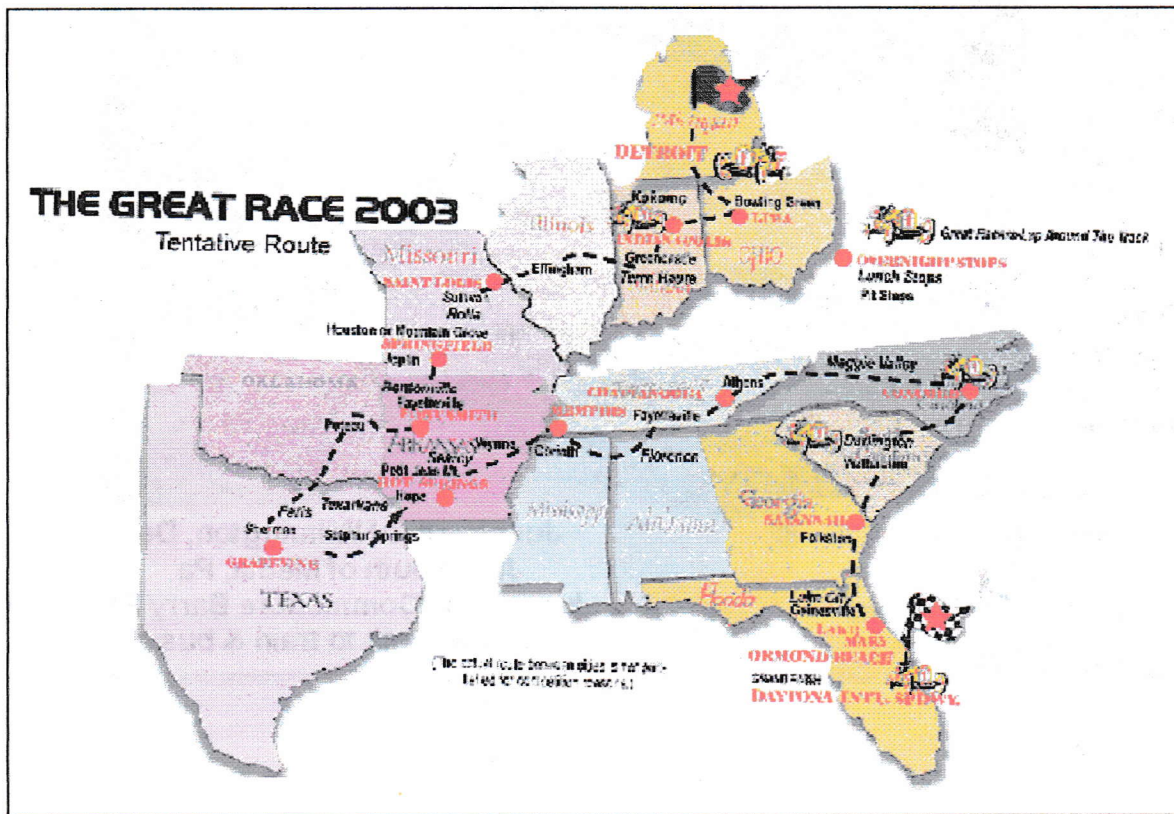
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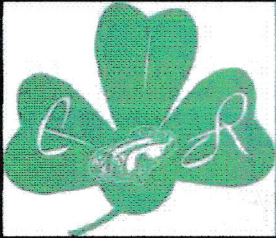
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## THE GREAT RACE: RALPH STEINBERG STARTS TO PREPARE THE XK 120.

With the snow finally melted from in front of the garage, it is time to get serious about getting the Jaguar ready for its competing in the Great Race this year. Although the engine and Trans have never been rebuilt we do not plan on doing either for this 3500+ mile rally.

Over the past few years of racing the car with VSCCA we have done some upgrades and modifications, mostly for safety, and will leave most of those in place. I am seriously thinking of removing the competition brake shoes and putting on an in-house built "street" set, the competition are quite noisy and a little grabby until they build some heat and in this type of rally I use my brakes very lightly.



The rest of the modifications are as such; the front suspension was gone through a few years ago and all new bushings were installed made of delrin. Spax shocks are also on the front end. The radiator was rebuilt when the neck broke and we upgraded to a Cloverleaf Special race core at that time. Catch bottles and a master kill switch were installed to meet vintage racing rules. I switched to a single 12 volt system last year, though I am still positive ground. The fuel pump has been replaced with Holly's lowest pressure pump. I will remove the short air horns we use in racing and install a pair of K&N filters. It is time to work on the headlamps for a bit more light and fix the horn. The clutch is fairly new so we will leave it alone. I use a Mallory dual point distributor, and no I did not change because of Lucas problems, it is easier to adjust the Mallory timing curve. Mallory's have one problem though, whether in a Jag or a '36 Ford, they like to go through condensers! I have been giving this problem a great deal of thought as the condensers never fail at an opportune moment. I think the answer will be dual condensers remotely mounted to ease changing them and a dash mounted switch to go from one to the other. The ignition wires are Taylor and they do not care if they get wet or not and the Mallory distributor is pretty well sealed too. Naturally all of the fluids and filters will be changed. We use synthetics everywhere and we will leave the anti-freeze in. Normally we drain it for the racing season.

The biggest conundrum I have is tires. In their infinite wisdom the Great Race technical team has decided that

although electronic ignition is legal radial tires are not. I can not switch to electronic ignition as it is not legal anywhere I race but radials are. For a while I had the best of both worlds and ran Englebert's on my car – street legal fantastic vintage competition tires that were great in the rain and for rally use also. Then Michelin pulled the plug and we switched over to Dunlop L series competition tires. Great race tire, not street legal, lousy in the rain and my wife hated them for rallies and street use. So I bought a set of Firestone vintage radials for the street and raced on the Dunlops. Well at something like 2.5 sets of race tires a year and at prices of close to \$300.00 per tire that was getting rough so I tried my radials last fall on the track. Once you got used to the noise they made they handled great. I set some of my fastest times ever and on a cold track. I was hooked. They worked well and they cost a whole lot less than the Dunlops and I was down to just one set of tires instead of two! Then the news that Great Race was not going to allow them! I sent them articles showing that radials had shown up in the 40's and by 1950 were standard on some French cars and had won the '51 Le Mans! By 1954 I could have had a choice between 2 different manufacturers of radials but they still refused. Now we come to the sticky part. I could go out and get some regular 600X16 tires rather cheaply, but I have been running on one type of competition tire or another for so long I am not sure I could stand running two weeks, 8+ hours a day and 3500+ miles on squishy, wallowy, squealing street tires! I have narrowed my search down to three tires; Avon Turbospeed MK IV, Dunlop RS or a Dunlop R. The Avon and Dunlop RS seem very close with a normal street pattern and roughly the same specs. In a choice between the two only I would go hands down with the Avon as it has a bit stickier tire compound and the price is cheap. But, and for me a big but, the correct tire would be the Dunlop R as that would have been the competition tire offered at the dealer. Much better tread pattern, very close in specs to the Dunlop L series but should handle the weather a lot better and just a dollar or two less than the L in cost. Big bucks!

Well, by the time the next Purr comes out I will have picked a tire and be fitting the rally speedometer.

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