

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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JANUARY 2004

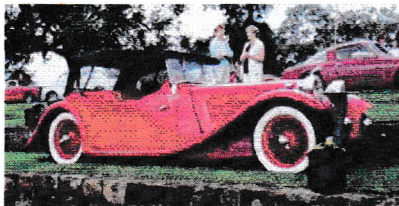
DVJC EVENTS AND PEOPLE 2003



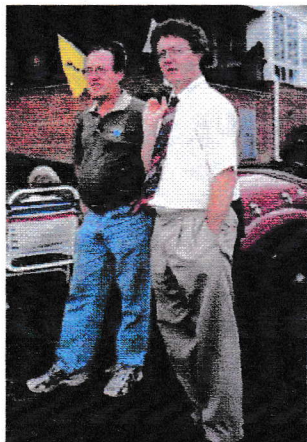
Mike Tate, the editor at DVJC Concours



Milling's SS100 at Concours



Mike Tate's SS1 at Radnor Hunt



Paul Racette and Mike Engard At the Radnor Hunt Concours



Kurt and Pat Rappold, Jeff Dement at DVJC Concours



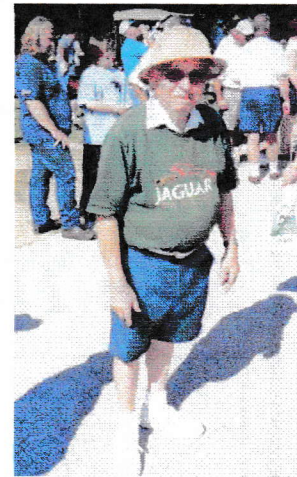
Mike Tate's E type – sold



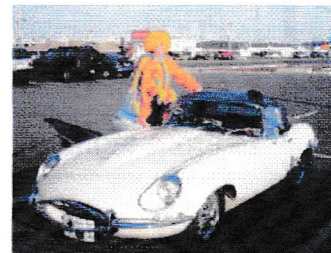
Ken Ruocco working on his Mk2, also sold



The ladies at Lancaster Polo Grounds Muriel Tate, a guest, Trudi Musselman and Kit Racette



Fred Mack



Kurt Rappold Pumpkin Rally



The Board



Club members Newlin Grist Mill

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JAGUAR

CALENDAR OF EVENTS

DVJC EVENTS

- FEB 15 DVJC Winter Brunch, The Desmond Hotel, Malvern, PA
Special Presentation by Mike Tate of his extensive collection of model cars
See flyer for all the information - reservations before February 8
- MAR 24 JCNA AGM, Los Angeles, CA
- APRIL 30 - Rally Round the Holly, N.E.Rally Club, Millville, NJ (JCNA sanctioned event)
MAY 2
- JUNE 5 DVJC Concours d'Elegance, Rankokus Indian Reservation, Mt Holly, NJ
(JCNA sanctioned event)
- JULY 24 DVJC Slalom, Location to be announced (JCNA sanctioned event)
- AUGUST DVJC tour to "Grounds for Sculpture", Trenton,NJ
- SEPT 9 - 18 DVJC GOES TO ENGLAND – visits to Beaulieu, Goodwood, The Jaguar
Daimler Heritage Trust Museum and the Jaguar Factory in Coventry.
See Flyer for more information.
- OCT 22 - 24 Pumpkin Run, N.E. Rally Club, Millsboro, DE (JCNA sanctioned event)
- NOVEMBER Tech session and Directors' meeting
- DECEMBER DVJC Holiday Party

OTHER INTERESTING EVENTS

- FEB 26-29 Atlantic City Classics Cars Auction: America's largest indoor classic car event
Over 1000 cars plus 750 booths and antiques. More info www.acclassiccars.com
- MAY 5-8 Rolls Royce Owners' Club Centennial Celebration of Rolls Royce's 100 years
Gettysburg, PA. More Info from rroc.hq@rroc.org
- MAY 16 Historical Car Club of Pennsylvania (HCCP) Spring Meet, Linville Orchards, Media, PA
- MAY 21-22 Empire Division Jaguar Club, Little Rock Drivers School, Lime Rock, CT
- MAY 22-23 ROCKIN' CRUISE IN, Johnstown East Hills Kiwanis First Car Cruise, Flea Market
University of Pittsburgh at Johnstown Campus off Route 56, east of Route 219.
More info ehillskiwanis@charter.net
- JUNE 13 Jaguar Club of Southern New England Concours, Berlin, CT (JCNA Sanctioned)
- JUNE 19 Jaguar Touring Club, Summer Slalom (JCNA Sanctioned)
- SEPT 6 Franklin Mint Car Show
- SEPT 12 HCCP Bryn Mawr Rehab Car Show
Radnor Hunt Concours – featuring antique motorcycles and Bugatti
Buckingham Car Show
- SEPT 19 Hagley Car Show, DuPont Hagley Museum, Wilmington, DE
- OCT 17 HCCP Fall Meet, Newtown Square, PA
- OCT 23 Jaguar Touring Club, 6th Annual Jag-O-Lantern Slalom (JCNA Sanctioned)

IF YOU HAVE ANY EVENTS THAT YOU WOULD LIKE TO HAVE INCLUDED ON THIS PAGE, PLEASE
SEND THEM TO MIKE TATE mjtate1414@cs.com

XJS Destroyed in Fire

Rob Henderson sent Mike Tate this email on 12/12/03:

On Friday morning my 1976 XJS caught fire and was totally destroyed. The car was a true classic in green with black interior and only 77,200 miles. It was devastating to stand and watch a dream go up in smoke. It was in my garage but fortunately the garage and house suffered only minor smoke damage. I was able to get my 1987 XJ6 out before it had any damage.

I attended the gathering on December 7th and had a great time and met lots of very nice people. I have only been a member a few months but I am glad I joined.

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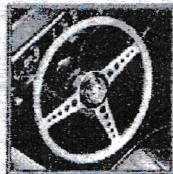
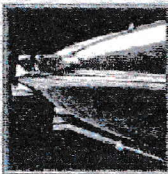
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DVJC WINTER BRUNCH

Sunday February 15, 2004

11am

The Desmond Great Valley

One Liberty Boulevard

Malvern, PA 19355

Located at Route 29 & 202



Featured Speaker: Michael Tate

Mike has a superb collection of model cars and extensive knowledge of Jaguar models in particular. Many of his cars are featured in Ian Cooling's masterpiece "Jaguar Collectibles".



Buffet brunch will include juices, coffee and tea,
Fruit, dry cereal and pastries
Scrambled eggs, bacon, sausage and potatoes

Price per person \$15.00

Reservations must be received before February 8.

For more information contact Kit Racette 215 646 6299 or kracette@comcast.net

Please make your check payable to DVJC and send it along with this form to Kit Racette, 6 Haycroft Drive, Spring House PA 19477

Number of people attending _____ @ \$15.00 per person

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Guest (s) _____

Phone Number _____

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THE PREZ SAYS, JANUARY 2004

We begin the New Year with high expectations for peace in the world. Hopefully you and your family had good holidays and ushered in the New Year in proper style. I am writing this portion of "The Prez Says" via my wife's grandparents' oil lamp as this latest snow storm in early December once again caused us to lose our power. From the sound of sirens down the valley I would guess an accident has wiped out a power pole. Along with the good news that Saddam Hussein was just captured I hope this is a changing point that will help the coalition troops in Iraq and save many lives.

HOLIDAY PARTY

Our Holiday Party was a very nice affair at the Whitemarsh Valley Country Club. The Club is set in wonderful surroundings and the elegant interior is perfect for a party. We enjoyed a very well prepared meal starting with drinks and hors d'oeuvres which gave the 78 attendees a chance to circulate and chat with members both old and new. This was followed by Capon Marsala or Poached Salmon and great desserts. The 30 mounted Hot Wheels Jaguar models I made for the club were distributed together with the prizes for the raffle chief amongst these being two CD's containing the contents of Steve Kennedy's new book "Jaguar The Classic Marque"; these having a commercial value of \$79.95 each. Well done the winners!!

Our founding President Frank Weikle sent his regrets. He does not live in the area and Hawaii is a long hike to DVJC territory. Congratulations to our club's oldest member Fred Mack who, incidentally, has one of the best club event attendance records this year. He usually shows up in his 1953 Jaguar XK 120 OTS but this year he came to the party in his new Dark Blue X-Type Jaguar which he purchased from our Purr advertiser, Dealer Phil-Penn. That was the safe way to get to the party over the ice in your new all wheel drive Jaguar, Fred! Best of driving to you and your new Jaguar. Bet you notice some differences to your XK120 you bought 50 years ago!!

The success of this event was entirely due to the planning, leadership and organization of Kit Racette. Thank you Kit! Also thanks to Kit's husband Paul who lined up the Jaguars in the parking lot for a photo moment. It had been intended that the cars be displayed on the course and seen from the dining room but the dismal, icy weather changed this plan.

Many thanks to co-editor Mike Tate for bringing along his collection of antique Jaguar Hood Mascots. These originated in the 1930's and one just never sees them available anywhere except when sometimes displayed on early Jaguars. Refer to page 6 of the

wonderful December 2003 issue of the Purr for more information. Mike has agreed to bring them, together with some of his Jaguar models to our February brunch.

2004 DUES

Steve Kress, our hardworking Treasurer completed all the bank work for the above Holiday Party and is now busy with all the Membership Renewals for 2004 which are due by the end of January. Remember that should both you and your partner wish to be members then for only \$5 over the basic membership you can enjoy dual membership. This means you can both vote, receive trophies, receive personal name tags with our club logos, stand for election, and have a say in club activities. What a deal! Please help Steve by sending in your dues now so he does not have to go through all the "Red Tape" to re-activate your membership once it has been discontinued. We say this every year but for some reason many members "delay". Not you, of course!!!!

A VOLUNTEER AREA COORDINATOR

Not too often do I get a call from someone in our club offering to help out. Well Sidney Clark made such a call recently. I have known Sid for a long time. He joined our club in 1967 and he has helped out judging our Concours for many years. He offered to help out as an Area Co-ordinator. The area co-ordinator idea was thought up by late President Emeritus Jack Sanft as a way to co-ordinate the club in local districts. Car pooling to long distance events or bad weather is a couple of ways this can help out. If you are in Sid's area, Willow Grove, and wish to let Sid know you are there, it is possible his being area co-ordinator could help you out.

CLUB SANCTIONS AND CONCOURS RULES

Our official D.V.J.C. club sanctions were all submitted to J.C.N.A in late November for 2004 events. Please refer to our 2004 calendar of events for the dates and put these dates into your diary now so you can participate.

In mid December the J.C.N.A Concours Rules Committee posted its proposed 2004 changes to our rule book. I have read this large volume of work. As you know, Pat and I will be delegates to the Annual General Meeting in California and will be voting for your best interests. I would like to hear from all Concours Championship Class 1A or 1B owners about the proposal to combine these separate classes into one class... I personally think "If it isn't broke, don't try to fix it." I do not own such a car but love them and have been allowed to work on several and also get behind the wheel of the Millings #858 SS 100. To lump the two groups into one class would discourage the present and future owner group from participating. We must realize that some of these cars will be changing hands to younger folks who love Jaguars. Those we don't lose overseas would

be more likely to remain in private garages and never to be seen at J.C.N.A events. Every Club and organization must have rules, and I feel the proposed rule changes to accommodate the new models are necessary. However rule changes that effect the first Jaguars built with no stated purpose for the change are better left alone.

When the owners pay their entrance fee they actually pay for their trophies and if they win, the club sponsoring the event doesn't lose a thing by giving out a trophy. (I get calls,

especially this past year, from winners who got substandard trophies substituted by some well meaning club Chairman who thinks their trophies are superior to the beautiful J.C.N.A engraved pewter assortment.)

If you have any feelings, pro or con on class 1 and you are an owner please send me a message so that when we go to the A.G.M we will know your feelings about the matter.

Don't put it off!!!

Happy Motoring

Kurt Rappold President

DVJC WEBSITE NEWS

Check out the new DVJC website -www.jcna.com/clubs/dvjc

Delaware Valley Jaguar Club

WELCOME TO THE OFFICIAL WEBSITE FOR THE **DVJC**

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THE CLUB FOR ALL JAGUAR LOVERS IN THE DELAWARE VALLEY - EAST PENNSYLVANIA, SOUTH NEW JERSEY, DELAWARE AND MARYLAND

The club has over 200 member families who own and drive (or aspire to owning) every mark of Jaguar from 1934 SS1 to the latest XJR. Each month we publish a newsletter in which our editors aim to keep you up to date with the latest Jaguar news, events in the club and adjacent clubs, cars for sale and those wanted, technical advice and tips to improve the

JCNA now offers the individual clubs the opportunity to have their own websites within the JCNA website. This makes it much easier for the clubs to keep their website up to date and saves us money too. The links between the sites also enables information re events and event results to be shared. Our newsletter is also available on this site as well as the calendar of club events. There is also a club forum for discussions and a site for images. We hope to make this a more interactive site for all our members.

EDITOR'S RAMBLINGS, JANUARY 2004

We are a little late with the first edition of 2004 but if we had been on time we could not have mentioned the very important news that Brittany Spears got married and divorced all in the space of two days! Thankfully there was no Jaguar involved. Just a pale green (not British Racing Green) stretch Limo. Co editor Kit Racette has been taking a well earned vacation and I have been confined to my bed with a heavy cold while taking delivery of two year-end grand daughters. Gabrielle arrived in Michigan December 19th and Ashley on December 23rd at Bryn Mawr Hospital. As I type this on January 7 she is still there.

So 2003 has receded taking with it the 50th anniversary of some of Jaguar's greatest achievements. First of all, production for the first time exceeded 10,000 cars. 5,493 of these cars came to North America! Also they made a pre-tax profit of over \$ 700,000. Can you believe that a short-sighted Government took 57% tax!! In 1953 it was not a question of how many cars you could sell but how many you could make. On the home market there was a long wait. Possibly the most important event of 50 years ago was the winning of the Le Mans 24 Hour Race by Hamilton and Rolt in the XK120C or "The C-Type" as it became known. The C also took second and fourth positions; all these cars being fitted with the revolutionary disc brakes which Jaguar had been developing with Dunlop. Stirling Moss won the 1953 Daily Express Saloon Car Race in MK VII LWK 343 and Ian Appleyard won the RAC Rally. In 1953 William Lyons bought himself a small boat for pleasure which he appropriately named Sea Type!

The Delaware Valley Jaguar Club closed 2003 with 219 families as members and 315 individual memberships. What would we do if you all turned up for a club event. What a party!

COMBINING CLASSES 1A & 1B

You will have read in the "Prez Says" that it has been proposed by the JCNA to combine Concours classes 1A & 1B into one class. This would mean that early marvels such as SS1 Tourers, Coupes, and Saloons and SS100's will be lumped together with 1½ and 2½ Liter Saloons and the Mk IV and Mk V range, (1927 – 1951!!). The logic for doing this escapes me. Those early cars are unique in their construction and cannot be compared to the later cars. I presume the reasoning is that not many come to shows. Well, neither do MK2 and Mk V11 so let's lump them together as well. At recent DVJC shows we have had three cars show up in class

1A and how good it is to see these historic Jaguars standing there flanked by rows of XKs and E-Types. They are certainly in a class on their own both from a construction point of view and visually. They are part of Jaguar's folk law which stands alone, never to be duplicated. Let us keep it that way and honor our history.

WANTED SLALOM SITE

Gerry Kunkle is heading up a club Slalom event which is scheduled to be held on July 24th. The only problem....we don't have a location. What we need is the following space:- Preferably a nice level area of unsealed asphalt (sealed makes it slick for racing) 230' in length and 130' in width. These are minimum requirements and obviously we can "fit" this minimum into a much larger area should that be all that can be found. So please think if you know of such an area which could be dedicated to our use and let Gerry know (610-861-0844).

Obviously the area has to be clear of all other activities.

Gerry has been invited by the Jaguar Touring Club to their Slalom event on June 19 to see how it's done and they have offered to bring the JTC equipment to our event and help us to set up. Gerry may call on one or two of us to go with him to the JTC event to get the sense of how to do it.

OIL SHORTAGE

Dick Michie sent me the following. "There are a lot of folks who can't understand how we came to have an oil shortage here in America. Well there is a very simple answer....Nobody bothered to check the oil. We just didn't know we were getting short. The reason for that is purely geographical. All our oil is in Alaska, Texas, California, and Oklahoma. All our dipsticks are in Washington D.C."

AUTOWEEK PRAISES THE XJS

In the December 22nd edition of the magazine Auto Week they devote a full page to the merits of the XJS. They like the XJS!! Here are some of the key paragraphs from this article:

"It replaced the E-Type, a car many consider the most beautiful sports car of all time." (Surely this merits the consideration by JCNA to lump all XJS' with E-Types at future Concours!) "The XJS was the last cat to have been influenced by Sir William Lyons, the visionary founder of Jaguar. The car had a 5.3 liter V 12 derived from an engine built for Jaguar's XJ13 Le Mans racer. (Editor note: The XJ 13, though it was designed for Le Mans, it never raced there.) An efficient

3.6 liter six-cylinder was offered in 1983. Out on the highway, the XJS is smooth as the QE2. At 80mph you're turning 2700 rpm in third gear. Twelve cylinder sound is really only noticeable at triple-digit speeds. When it's nailed from a stop it accelerates with authority...0 to 60 mph in 7 seconds with a top speed of 155mph. As accustomed as we've become to four and five speed automatics, the XJS three speed transmission and big torque are novel. It just doesn't shift that much when driven conservatively.

And it is conservative, like putting on a good suit. Pass the turbo tuners and Bavarian bombers with your nose in the air. This cat has 12 claws."

So once again another voice saying what a real Jaguar the XJS is. I love my V12 convertible. It's so smooooooth. If you have got some spare cash now is the time to get one. There are a few good ones about.



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AUCTION RESULTS

In Sports Car Magazine's February edition they feature a 1981 Lola T600 and come up with this wonderful description "This sucker is one big, low car with ground clearance that would scare a cockroach"!!! At H & H Classic Auctions in the UK a 1951 MK V drophead coup sold for \$3,760 over estimate for \$53,858. A 1937 SS Jaguar 1 ½ Litre Sports Sedan LHD with genuine mileage of 31,815 sold for a steal at \$15,260. At Bonhams Auction in Nurburgring, Germany a 1960 XK 150 3,8 liter drophead coupe with 71,738 miles Light green but in poor condition sold for \$46,000. A 1973 Etype S111 roadster. Red LHD 44,391km Condition 2 Sold at \$29,900 -a good buy! At Mecum Collector Car Auction a 1958 XK150 coupe; 5,668 miles; Condition 2; sold at \$24,413. This was deemed to be the best lot of the sale. A 1974 Etype S111 OTS 8,981 miles. Condition 3 sold for \$32,550.

Overall these prices were low. Perhaps they are end of season prices!

I look forward to seeing you at the many events organized for this year.

Michael Tate, Co-editor

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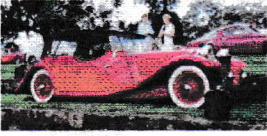
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FOR SALE: 1934 SS1 Tourer (Jaguar) Red/Tan leather. 16hp. Completely restored body and mechanicals. This forerunner to the SS100 is a very rare classic. Only 551 made. Winner at the Buckingham Concours 2002. 99.87 points at the JCNA Delaware Valley Club Concours. Invited to the Radnor Hunt Concours 2003. Price \$70,000. Call Mike 215-628-4961 mitate1414@cs.com

FOR SALE: 1986 XJ 6 Vanden Plas for parts or repair. Body and interior fair. Good transmission, suspension and rear end. Engine needs valve job. Must sell asap. \$1,000.00 or ????. Lorne Fritz. Danville, PA. Phone Days 570-275-5705

FOR SALE: 1938 SS 100 Replica built on a VW chassis. Fiberglass body. No top but frame is OK Price \$ 1400. If interested talk to Kurt 610 - 358 -4055 (NOV)



FOR SALE: 1989 Jaguar XJ6 Sedan, Beautiful Jet Black with Barley Interior, 92,000 miles. Very good condition. Recent inspection. Loaded. Second owner. \$5,500. Call 610-896-5555. Anthony (OCT)

FOR SALE 5 X Dayton 16" chrome wire wheels Jaguar approved. Can be used on XJ from year 99 thru 2003. Very good condition Asking \$500. Call Jim Brennan 609-882-0463 (OCT)

FOR SALE 4 X 15" Dayton chrome wire wheels. Just removed from a 1987 XJ6 Vanden Plas. In excellent condition \$800. Call Larry Office 302-658-1111 Home 302-654-7000 (OCT)



FOR SALE 1971 Etype Coupe. 31,000 original miles. Purchased from the Brenner collection in Houston 2 years ago. Mr Brenner frequently wins the concours d'Elegance in Carmel, CA and this car is of that quality. Un-restored-Only touch-up paint needed. Standard Shift. Sable Color. This quality car is listing for \$27,000 to \$28,000. This car is priced to sell at \$22,000. Contact George at 505-257-4080 or 505-937-3101 (OCT)

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E-TYPE STARTER REMOVAL

Paul Racette

The Manual is quite straightforward:

1. Disconnect the battery earth lead.
2. Disconnect and remove the transmitter unit from the top of the oil filter.
3. Disconnect the battery cable and solenoid switch cable from the starter motor.
4. Remove the distributor clamping plate retaining screw and withdraw the distributor.
5. Remove the two setscrews and lock washers securing the motor to the housing, gently bend away the carburetor drain pipes and remove the starter motor *through the chassis frame*.
6. The two setscrews are accessible from beneath the car or through an access panel in the right hand side of the gearbox tunnel. Remove the carpet to expose the panel.

Sounds pretty straightforward, doesn't it? Plan on at least a couple of hours for both removal and replacement! It took me approximately 5 hours in total.

What they don't tell you above is that I'll be darned if the setscrews are accessible from beneath the car. Even with a lift, which I don't have access to, I doubt if you can get at these from beneath. You have to go through the access panel. One setscrew (the bottom one) is easily accessed while I got at the top one from within the engine compartment, with lots of skinning of my left hand. Once you slide the starter along the chassis rail, which in itself is no easy task, there was no way it was coming out without removing the splashguard. Indeed, removal of the splashguard gives better access to the oil pressure transmitter unit and the distributor. In addition to the above, I had to remove the bolt holding the carburetor overflow pipes bracket from the oil filter mounting so the pipes would indeed move. I also had to remove the front carburetor return spring bracket which fouled the starter from sliding along the chassis frame rail.



My car is a 1967 4.2 liter FHC. The starter has a bracket at the back where there are 2 large bayonet connectors, one that goes to the solenoid and the other into the car's wiring loom. The positive lead from the battery and a lead to the solenoid also connect to a terminal on this bracket. This starter is quite large and very heavy! I brought it to a rebuilder and they diagnosed the problem as a faulty stator (field coil) in the starter. They could not however find a replacement. I remember that Mike Tate had the same problem and they had sent his to be rewound, at great cost!

On a hunch, I called Jim at British Racing Green in Delaware (302-368-1117). They have in the past been very helpful in finding difficult to source parts. Jim knows his stuff. He could not readily supply the stator but had a rebuilt unit for \$125.00---done! When I received the rebuilt unit, I got a much smaller unit only about two thirds the size of the original. The part number however was apparently for the 64 to 72 4.2 liter 'E' engines. As this unit, although it might have fit and worked fine, did not have the same wiring as the old one, I asked Jim if he had a match to my original one. Indeed he did so I picked it up. Another concern of mine is that the original starter has a spacer between it and the bell housing. Do we use this with the smaller replacement? All I needed was to put it back on and find there was a problem. Best to stay with the original, now that I had one.

When you do this job by yourself, it is very difficult to position the starter and get the setscrew to engage in the threads---more skinning of the left hand with some bible word recitation! Once engaged however, it goes together reasonably well. Getting the bottom setscrew to engage also required jiggling the starter, not easy when you're alone and inside the car. I used a spanner wedged under the starter to hold it up in position while I threaded the setscrew from inside. It was very gratifying to start the car after all of this!

After all of the above, I found that I had the exact same starter which had come off of a series 1 XJ6! Go figure!

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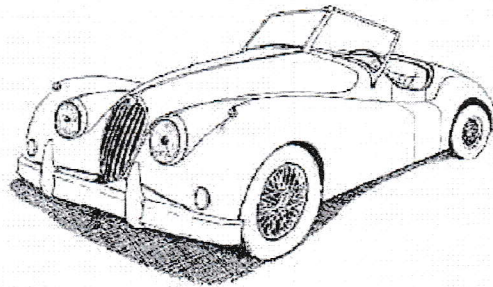
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