

# The Jaguar's Purr©

Is an official publication of  
**THE DELAWARE VALLEY JAGUAR CLUB**  
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**FEBRUARY 2004**

**JAGUAR MODEL PRESENTATION BY MIKE TATE  
FEBRUARY 15<sup>th</sup> AT THE DESMOND**





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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. Many of his cars are featured in Ian Cooling's book "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  
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

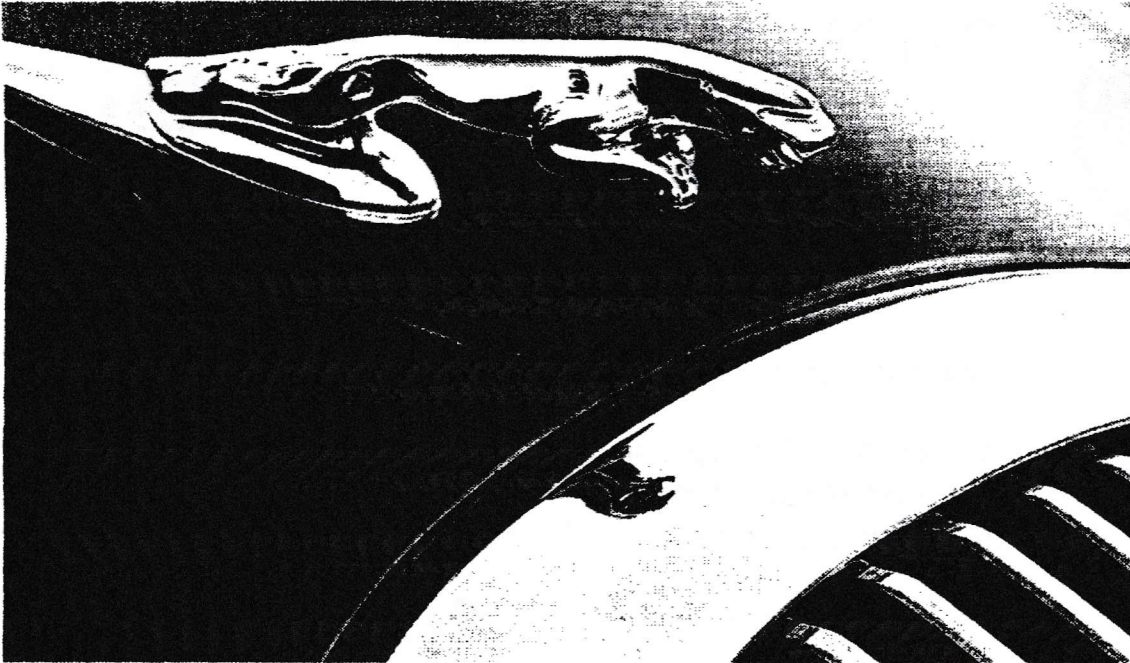
Number of people attending \_\_\_\_\_ @ \$15.00 per person  
Payment enclosed \_\_\_\_\_

Name \_\_\_\_\_

Guest \_\_\_\_\_

Phone Number \_\_\_\_\_

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## 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 Classic Cars Auction: America's largest indoor classic car event  
Over 1000 cars plus 750 booths and antiques. More info [www.acclassicars.com](http://www.acclassicars.com)
- MARCH 7 Formula One Grand Prix Melbourne Australia.
- MARCH 20 Ragtops & Roadsters "First Day of Spring Rally Tech Session. 9 am to 3 pm. Lunch  
provided. Reservations required 215-257-1202
- MAY 5-8 Rolls Royce Owners' Club Centennial Celebration of Rolls Royce's 100 years  
Gettysburg, PA. More Info from [rroc.hq@rroc.org](mailto:rroc.hq@rroc.org)
- MAY 8 Jaguar Auto Group, Spring Slalom. Venue to be announced.
- 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](mailto: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)
- JUNE 27 Jaguar Drivers of Long Island Concours
- AUGUST 7 Jaguar Auto Group, Summer Slalom. Venue to be announced.
- 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 12 Nation's Capital Jaguar Owners Club Concourse, Rockville MD
- SEPT 19 Hagley Car Show, DuPont Hagley Museum, Wilmington, DE
- OCT 17 HCCP Fall Meet, Newtown Square, PA
- OCT 23 Jaguar Touring Club, 6<sup>th</sup> Annual Jag-O-Lantern Slalom (JCNA Sanctioned)

## **PREZ SAYS- FEBRUARY**

### **BRUNCH AT THE DESMOND**

I hope many members will attend our winter Brunch at the "Desmond" on February 15<sup>th</sup>. Please bring the Jaguar if weather permits. The owner of the "Desmond" at Rt 29 and 202 (Great Valley) is a members of DVJC, recently recruited by dynamic Fred Mack. There is a giant super new Wawa just as you get off 202 at this intersection. After you go by the Wawa, just head north on Rt 29 and watch for the traffic light with "West Liberty Blvd" on your right. Turn right and "The Desmond" comes up quickly on the left. What a beautiful place for a Brunch. I am looking forward to hearing our Editor Mike Tate speak on his collection of rare Jaguar models. I also will have the fine work of Clara Saxton, Club Secretary, who typed up the minutes of our JCNA technical session pertaining to Judging so that all judges attending will be up to date on current and proposed rally rule changes. Any one interested in Concours Judging is also welcome to have one of our uploaded information packets which I am prepared to pass out at our Brunch. Thanks to Clara for an excellent piece of work putting this together for our next Concours on June 5<sup>th</sup>.

### **BARRETT-JACKSON AUCTION**

Now that winter is fully upon us I hope our membership is lucky enough to be in Florida, the Caribbean or Arizona. If you happened to be in Arizona last week maybe you attended the Barrett Jackson Auction in Scottsdale, AZ. We watched the auction here with great interest on Speed Vision Channel 62 on Comcast Cable TV. We saw only two Jaguars go off: a Black XK150 Coupe for \$50,000 and a 1964 E-type for \$40,000, I think. Allan De Cassiter said that the E-type's numbers did not match although it was a beauty. This goes to show you how important numbers are when sale is considered. Hopefully our members will remember to check this out as they go through negotiations for their Jaguars. The other cars auctioned off, mostly American, went for astronomical prices. How about a 1939 Lincoln Zephyr Hot Rod or a Caddy Powered Allard with racing history or two Mercedes Gull Wings? What an exciting time those bidders must have had.

### **ATLANTIC CITY CAR AUCTION**

This brings me up to our local Atlantic City Car Auction on February 28<sup>th</sup> at the Beautiful new convention center. I received the literature from G. Potter King Inc. Back in Jack Sanft's era we actually held a meeting there. Jack and Bernice brought wine and cheese. At one time we even chartered a bus for the club members to ride down there in. This year every member is on his own. Remember, if you wish to bid you must be a registered bidder. There will be 1000 vehicles on the floor every day and 700 booths in the flea market. The prices are usually a lot better than Barrett-Jackson so there is an incentive to go down for a visit as a spectator. The hours are Friday and Saturday 8:30 am to 9 pm, Sunday 9 am to 7 pm. We plan to make a day of it on Saturday and

### **Bob Cardin**

We have just learned from Kurt Rappold that club member Bob Cardin died from a heart attack on January 28<sup>th</sup>. Bob had been Kurt's navigator for the past five years in many rally events. Previously he had acted as navigator for DVJC Treasurer Steve Kress. Bob lived in North East Maryland and Kurt only enrolled him in the club in the autumn of last year so that he could receive a trophy from JCNA for his efforts in the 2003 rallies. We send our condolences to Bob's family and will report more fully in the March Purr.

hope to see you there. This is a good time to wear your Club Regalia - how about it?

Along with the auctions from Arizona, Speed Vision offered a show on Jaguar legends called "Designed for Victory" and a tape you could buy on this particular segment. I especially enjoyed the blue Ecurie Ecosse "D" type racer and later a member called about that blue color as he wants to paint his restoration XK140 the same color. Does any member out there know the color number for this race team? If so, please let me know.

### **CLASSIFIED ADVERTISEMENTS**

From time to time calls come into our home from people seeking Jaguars. Most seem to be people looking for their first Jaguar who don't want to pay the price of a new car but want something fairly new and trouble free. For those members who trade in their cars every couple of years, I would like to suggest you advertise in our Classified Ad section to sell your cars outright. I refer people who call me to our DVJC's Purr Classified section each time I get such a call. All you must do is state your price, mileage, car condition, and your name and phone number. These are the standards we agreed to years ago for a classified ad. Members may submit their ads for three free issues of the Purr. Nonpaid-up members must pay a \$10.00 per month fee to run an ad, another one of the many advantages of club membership.

### **JERRY SCHWARTZ XJ6 FOR SALE**

This week we received calls on several Jaguars. The Jerry/Carol Schwartz Series one XJ6 saloon is up for sale. This car was formerly owned by Dave and Atea McEral. Lou Ottaviano has done a lot of work on this car. The Schwartz 2+2 E-type was sold. I made an offer on it but missed it. Also a 1989 XJS convertible was called in with a blown V12 motor. I referred both deals to Kit so look for them in our classified section. Jerry is deceased and formerly was our V.P. Carol served as Club Secretary in the early 90's for five years. Jerry's memory was honored by the New Hope Auto Show Jaguar Best in Show, People's Choice and his son made the trophy presentation to the New Hope Show winner.

### **RAGTOPS AND ROADSTERS TECH SESSION**

You will notice in the Calendar of Events Ragtops and Roadsters will be sponsoring a Rally tech session and lunch March 20 from 9 am to 3 pm. Those of you who

have won rally trophies, please bring your trophy with you if you can attend. I will be speaking about rallies. Hopefully I can get my Great Race tapes from 1994 out where Dave Milling, Frank and Ralph Steinberg and I ran the cross country run in Dave's 1939 SS-100 Jaguar. I also plan to show the computerized route instructions as part of my piece of the program.

#### JCNA AWARDS PROGRAM

As Chairman of the J.C.N.A. Awards Program again this year I got the idea to utilize our fax machine to receive the work orders for people's awards. Since there are over 300 trophies our Phone / Fax may be

tied up from time to time. If you need to call us just "hang in there" until the message is over and leave a message. If I am working right there I will pick up right away. If I am not home your message will be answered promptly. I am actually doing the trophy physical work in Chester as it is too much to fit into our house.

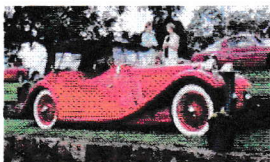
Hope you all can make it to the February 15<sup>th</sup> Brunch. Don't forget to "Re-up" for 2004 in DVJC.

Happy motoring,

Kurt Rappold, DVJC President.

### **CLASSIFIED ADVERTISEMENTS**

WANTED: XK 120 OTS. Recent frame-off professional restoration, authentically correct, high-point show car, matching numbers, mechanically perfect, rust-free, chrome wire wheels. E-mail: ron@schotland.com with details, photos and asking price, or call Ron at (609) 466-2021. (JAN)



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 [mjtate1414@cs.com](mailto:mjtate1414@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 (JAN)

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: 1951 XK120 OTS. Light Green with green interior. Rust free. New fuel tank, wheel cylinders and resleeved master cylinder. Recent original owner (80 years old) bought the car in 1952 and kept it in Trenton, NJ for all of its life. Price \$26,000. Call Stace 215-962-9480 (Feb)

FOR SALE: 1995 XJ6 in as-new condition with only 28,000 miles. Maroon with cream interior. Fully loaded with all features and everything works. \$9,000. Call Charles 215-333-7652 (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)

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## THE EDITOR'S RAMBLINGS FEBRUARY 2004

### FEBRUARY 15<sup>th</sup> BRUNCH AT THE DESMOND

I am just putting together what I hope will be an interesting outline of all the wonderful toys and models that have been manufactured over the years which represent every Jaguar ever made. They have been made in every imaginable product. White metal, plastic, glass, wood and even coal dust! I will bring with me as many examples as I can reasonably carry....I have over 1000 Jaguar models to choose from. I really hope we attract a good crowd and I will be watching that you don't spill scrambled egg on the exhibits!!

### HALF-SCALE D-TYPES TO PEDAL LE MANS

In the February Classic Cars magazine there is the following story. "Stunning half-scale Jaguar D-type pedal cars are set to race at Le Mans. French toy manufacturer Violetta intends to produce 87 aluminum-bodied vehicles to celebrate the 50<sup>th</sup> anniversary of the D-type's 1955 Le Mans 24 Hours victory. They will have their own race, for children only, at the 2005 race weekend.

The 6ft long vehicles are capable of 25mph and feature replica Dunlop Racing tires. Like Jaguar's version, the cars are engineered in England, as are the aluminum bodies. Long nose and XKSS variants are planned as each car carries a chassis number and paint scheme corresponding to the original's production run.

Short-nose Violetta D-types are priced at around \$35,000; an XKSS is slightly more at \$37,000." Who is going to bring one to the next Concours?

### PUT YOUR MONEY INTO CLASSIC METAL.

Also in Classic Cars Magazine they say "A leading Auction House urges us to put our money into Classic cars rather than the stock market". Auction House Coys say that there are now money making opportunities at both ends of the classic car market. The values of some vintage and classic sports cars have more than doubled in recent years. Investors who put their money into the stock market have seen the value of their portfolios drop by an average of 50%. Now, quite ordinary cars like the Ford Cortina Mk1 and the Golf GTi represent great investment opportunities. So it looks like our hobby is also a good nest egg....so when you're out there working on your car and those comments come that you're spending too much time on that car you can reply "Just working on our portfolio!"

### NEW JAGUAR MAGAZINE

Jaguar World Monthly is the premier magazine for our marque. This was first published as Jaguar Quarterly in the Autumn of 1988. Later this became a monthly publication which was titled "Jaguar World". Some time later a new magazine was introduced which claimed that it was not a rival but aimed more at the modern Jaguar. This was called "Jaguar Monthly". These two magazines later combined to become the current magazine "Jaguar World Monthly". See their web site [www.jaguar-world.com](http://www.jaguar-world.com). Now a new magazine aimed at Jaguar drivers,

owners and enthusiasts will be available from mid January. "Jaguar Heritage" is a monthly title published in collaboration with the Jaguar Daimler Heritage Trust. Twelve months subscription costs £44. Call 011 44 1442 866944 or e-mail [info@jaguarheritagemag.com](mailto:info@jaguarheritagemag.com) for more information.

### XJS DESTROYED IN FIRE

In the January Purr we featured an e-mail from member Rob Henderson which told us about his XJS being destroyed by fire. We asked Rob "what caused the fire?" and he responded with a fascinating description of events which we have included in this issue. Thank you, Rob. Good luck with your latest acquisition. Any help you require...just call.

### FORMULA 1 2004

The Formula 1 season starts March 7 with the Australian Grand Prix in Melbourne. This is followed by the Malaysian Race on March 21. The next race is at a new venue on April 4... The Bahrain Grand Prix. This will be held at the new International Circuit built in Bahrain.

Jaguar have introduced both a new driver and a new car for 2004. Poor Justin Wilson got dumped after a promising start mid way through last year. His replacement, Jaguar say, is based on ability. He is the unknown 20 year old Christian Klien. I am sure that the fact he brings with him a sponsorship from Red Bull for \$6 to \$10 million has nothing to do with it!!!!

Mark Webber and Christian proudly unveiled the 2004 challenger, the Jaguar R5 at the Circuit de Catalunya, Barcelona (Spain) on January 18<sup>th</sup>. Jaguar said "the R5 is the first car that we have been able to design completely from scratch with our new management structure in place and with our new philosophy of building on what we learned from last season." The debut was somewhat of a nightmare because, taking to the Barcelona track immediately after Sunday's launch, it wasn't long - approximately one lap - before the R5 returned to the Jaguar garage on the back of a truck after suffering a gearbox failure. A few hours later, with the problem apparently fixed, the car returned to the track, but only for half - a - dozen laps. They really do need to solve these problems before they go into action because the new rule introduced this year says they can only use one engine over a whole Grand Prix weekend. Previously an engine would last for 450-500km but now they have to survive for around 800km. This one change is going to be a real challenge for all the Grand Prix teams.



**JAGUAR SAYS R5 ISN'T RADICAL**  
Jaguar Racing managing director David Pritchett said the team's new F1 car, the R5, is evolutionary rather than revolutionary. He said a major focus was on reliability, and that the R5 is the first car Jaguar has been able to design completely from scratch.

The French Grand Prix at Magny- Cours which had been cancelled is now back on again. This means there will be 18 races this season for the first time in F1 history. This is one more than their maximum annual commitment. The question now is "if France is on, does that mean Bahrain will be off?". Bernie Ecclestone (Formula One Management principal) seemed to be setting the scene when he said "the Gulf Air Bahrain Grand Prix was under threat of cancellation due to the risk of terrorism". This seems to be paving the way to cancellation! Bernie also said "We're extremely serious about our commitment in the Middle East. We have a long term agreement with Bahrain, and we fully support its addition to the world championship". Note: he does not mention 2004.

It should be a wonderful Grand Prix season with new cars being introduced by top contenders. New rules are in place and everything is being done to try and ensure Ferrari don't win again. Put a more charitable way - they are trying to ensure the competition is more competitive. It should be fun.

#### RAGTOPS AND ROADSTERS RALLY TECH SESSION

In a separate notice in this edition Ragtops and Roadsters announce their "First Day of Spring Rally Tech Session". Note: one of the featured speakers is Wendel Green, Philadelphia Rally Chairman of the Sports Car Club of America. It is also hoped to have a Pro Rally Car on display. Lunch will be provided. You are urged to make a reservation. Space is limited and we are not the only club invited. Call for reservations 215-257-1202.

#### ZERO TO SIXTY

Jaguar's present range of cars can show a pretty clean pair of heels to most cars on the road just as you would expect. Here is a sample of 0 to 60 models

S-Type R 5.2 seconds; X-Type 3.0 liter 6.7 seconds; XJR 5.1 seconds; XK8 6.1 seconds. The surprise is that the much bigger XJR leaves the XK8 sports car standing and gets up to 100 in 12.1 seconds compared to 15.3 seconds but the XJR is Turbo Charged. But does it really matter, you ask??? The answer must be "yes" of course!

#### BARRETT-JACKSON AUCTION

What a spectacular! Fifteen hours of the four day Barrett-Jackson, Scottsdale auction on Speed Television January 21-25. This was their most successful auction ever. 185,000 people attended. 744 cars out of 762 that crossed the block sold which is a 98% sales success. Total revenue was \$38.5 million, up \$10 million from 2003! Surely all this reaffirmed the economic viability of investing in classic cars. Top sale was a 1938 Lincoln Zephyr V 12 Coupe Street Rod at an unbelievable \$432,000. Twenty eight Jaguars were sold covering all the XK range with a 1955 XK140 DHC fetching \$94,500, and a XK 120 DHC went to \$75,000 but did not sell! 16 E-types with a 1967 Roadster being top dog which sold for \$108,000 with all the other E's fetching top \$. Five XJS's brought good money with a 1990 XJS Convertible bringing \$20,520. A lonely 1985 XJ6 took \$5,184. The best moment for me was when what was unusually described as a "1935 Swallow SS 1 Two Door Open 4 place Tourer" sold for \$72,360. This is the same as my Tourer up for sale in the classifieds in this Purr. Snap it up. No buyer's premium!

See you at the Desmond...February 15

Michael Tate Co - Editor

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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, 2004.

If you have not yet renewed your membership, send this form along with your check to Steve Kress TODAY.

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

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

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

Home phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Email address \_\_\_\_\_

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? ( Check 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:

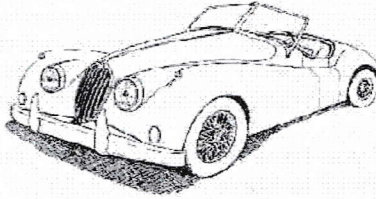
Option #1: One member – dues and joining fee \$40.00

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

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## **FIRST DAY OF SPRING RALLY TECH SESSION**

ATTENTION ALL BRITISH CAR ENTHUSIASTS!

Ragtops & Roadsters is pleased to announce that we will be hosting a "First Day of Spring Rally Tech Session", Saturday March 20, 2004. Our Tech Session will be held at our shop located at 203 South Fourth Street Perkasio, PA 18944 between the hours of 9 AM and 3 PM. Lunch will be provided. Please call ahead to reserve a seat as space is limited.

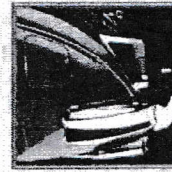
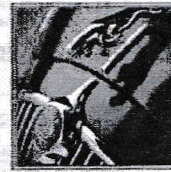
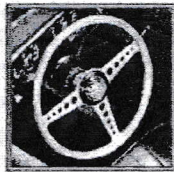
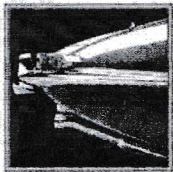
We will present a brief history of rallies, timing & scoring, and equipment used by drivers and navigators. We will have presentations from our local British Car Clubs, as well as the Philadelphia region of the Sports Car Club of America. Wendel Green, the Philadelphia Region Rally Chairman, is looking forward to sharing with us his 50 years of rally experience. We also hope to have a Pro Rally Car here on display!

We will also discuss the basics for novice drivers and navigators, then get into some advanced techniques and skills for those who have some rally experience. 2004 Rally Schedules will be available and we expect to show a few videos of some great vintage rallies!

Again, please call (215) 257-1202 ahead to reserve your seat as our space is limited. Hope to see you here!  
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## THE FIRE STORY FROM ROB HENDERSON

*In the January Purr we included a note from Rob Henderson about the loss of his car in a fire. Mike asked for the whole story and here is his contribution.*

My dream of owning a Jaguar became a reality in January of 2003 when I was finally able to buy a 1987 XJ6. It was in rough shape but what I could afford. Through the spring and summer I had so much fun working on the car I decided to look for an XJS on which to work.

I found an XJS in September that was really cheap. I bought it sight unseen but since it was so cheap I thought it will be worth the price (1976 built during first 30 days of production, green with black interior). I knew the car was not running so I had it shipped. The next problem was the gentleman who owned the storage yard would not release it until November because of construction on his lot. I waited from September until November to get my new project.

On a bright Sunday morning I left for church with great anticipation that my XJS was arriving later in the day. My sermon was probably better than usual that day (I am a pastor). You know how you build things up more and more the longer you wait. Well, in my mind I was going to be driving this beauty on Monday. As my wife and I came home from church we saw the car from down the street. My heart went pitty-pat. There it was.

Yep! There it was, a rusting pile of junk. Filthy inside and out sitting on my lawn, not in the driveway, on the lawn! I quickly changed my clothes and went out to see how bad it was. My worst fears were realized. The car must have been sitting outside for years. I raised the hood and immediately knew why it would not run - the engine was disassembled. The entire left side of the engine was piled in the trunk. The interior was not only filthy but ripped and torn everywhere. I had to move the car but my wife would not get in the XJS even to steer it. It was that bad.

Finally the car was in the garage and I could examine it better. Under the hood I found a bird's nest and what I believe to be at least two mouse nests. One of the nests was about 8 inches in diameter. There was straw and dead grass everywhere. Loose hoses and wire dangled where parts were supposed to be. I had not really worked under a hood for probably forty years. So, buy some books and get to work and make the best of it.

I found some great manuals such as Haynes and, of course Kirby Palm's book, and other resources at [www.Jag-lovers.com](http://www.Jag-lovers.com). The Jag forums proved very helpful. I even copied

photos of engines from cars for sale on E-Bay so I would know what it was supposed to look like. After days and nights of reading and trying to learn a whole new approach to auto repair, I was ready to begin. Tools in hand like a warrior heading off to war I entered my garage ready to do battle with that demon, TIME.

At first things went terribly. Finding parts was difficult until I used the "Book." Wow! It really is "Experience in a Book." I played with pieces of the engine while I waited to get parts. I actually had the engine together when my gaskets arrived. So, take it back apart and put the gaskets on and then back together. The whole process took several weeks to complete. In the mean time I began working on the interior: take everything out and clean it, fabricate a new floor for the driver's side, new door panels, new carpet, new ignition switch. Then the trunk needed cleaning after having engine parts thrown in it for who knows how long.

Finally all the parts were in hand and the engine back together. My heart jumped the first time the starter engaged and the engine turned over. It did not start. What now? OK! You need spark. I found a list for use on an XJ6 to find where the trouble with spark is. It works the same on the V12 as the 6. Starting at the plugs I worked back until I found spark. Then I worked forward until I got spark to the plugs (required new spark plugs, wires, distributor cap, and rotor). Anxiously I turned the key and again the starter turned the engine. It turned over real good but did not start.

OK! Next is fuel. I checked the #1 plug hole and it was dry. Next I checked the fuel filter, it was dry. Go to the fuel pump, no sound. The Manual tells how to check the pump and relays. After working for some time, and a good hammer, I was able to get the relay working and the fuel pump came alive. Back to the fuel filter, yes it was wet. Back to the driver's seat, and turn the key. It still would not start. I pulled the line off #3 injector and got fuel. According to the Manual the injectors must be stuck.

Now comes the fun part, getting the injectors working. I took what Kirby Palm wrote and expanded upon it. Here's what I did and it worked. I removed one injector and checked to see if it was working. With some help it started working on the bench so I assumed the injectors were stuck rather than bad. Here's how to check an injector: take a portable radio that uses a 9 volt battery and remove the battery connector with as much wire as you can get. Hook a 9 volt battery to the connector and touch the two leads to the connectors on the injector. You should be able to hear it click (I have a hearing problem but could still hear it click). If it does not click it is bad or stuck. Since an injector operates on

about 2 volts a good 12 volt jolt will sometimes get it working. I used a small 12 volt 3 amp battery charger to apply 12 volts direct to the injector connectors. Only touch it and back off. Do not leave in on or you can burn out the injector. On several I had to jolt it several time to get it loose. Keep checking with the 9 volt tester. Finally all 12 injectors were operating.

Back to the drivers seat! I know this is it. I open the garage door and get my papers to get the tags. I am going to start it and drive up the street to get my tags. It was like running onto the field at the Super Bowl. My heart was pounding, I was so proud of my accomplishment. Just wait until my wife sees me driving the pile of junk that now looks pretty good. My minds races as I fly down the street taking curves like it is on rails, listening to the roar of that V12. It's a Jag! My hand reaches for the key, I whisper a little prayer. The key turns, I hear the starter and the engine crank. It fires. It's running.

What's that smoke, turn it off. On the right side next to the firewall a small puff of smoke. I jump out of the car to see what is happening but now there are flames. My first instinct - cover the fire.



I shut the hood. What now? Oh, yeah 911. "I need a fire truck - my car is on fire in my garage." Why didn't I grab the fire extinguisher first? The flames are all around the hood, smoke is building. I read somewhere about a guy that opened the hood on an engine fire and got burned really bad. Why did I shut the hood? What now? Slow down and think. Get the XJ6 out. Go back and get something else, save as much as you can. NO! The smoke is too heavy, stay safe. Seconds seem like hours. Will they ever get here? Well, they finally arrived but it was too late for my XJS. It was toast.

The actual cause of the fire has not been determined but I believe that the fuel line under the car probably had rusted to the point that it could not hold the pressure. I have purchased an 87 XJS and the first thing I'm doing is having my mechanic check all the fuel lines. From the tank to the injectors. The 87 has its own set of problems but I am much more knowledgeable and cautious now. I hope to have it on the road by the end of January. I am still waiting to hear the roar of that V12 as I drive down the street.

Fortunately Rob still has two beautiful cars both 1987 beige with blue interiors



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Treasurer	Steve Kress	215-953-5227	jaguarsteve@comast.net
Directors	Charles Olson	215-757-2028	cjolsonll@msn.com
	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Editor	Mike Tate	215-628-4961	mjtate1414@cs.com
Co-Editor	Kit Racette	215-646-6299	kitracette@yahoo.com
Secretary	Clara Saxton	610-268-3641	sxtn2@aol.com
Advertising Activities	Kit Racette	215-646-6299	kitracette@yahoo.com
	Tom Murray	856-309-8450	Thomasmurrayadv@comcast.net
Membership	Tom Jones	856-338-1705	jonestr@umdnj.edu
	Ann B. Perry	610-388-2421	annsjag@aol.com
Photographer	Joe Federico	610-275-7752	
Concours	Kurt Rappold	610-358-4055	kprappoldxksp@snip.net
Head judge	Jeff Dement	610-798-1819	xfusionfd@aol.com
Technical Advisors	Jim Shields	215-643-0937	jim_s@prodigy.net
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