

# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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DECEMBER 2004



**"CHRISTMAS HOMECOMING 1940" by Bob Murray  
SS100 AND SPITFIRE**

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WISHING ALL OUR  
MEMBERS HAPPY  
HOLIDAYS AND SAFE  
DRIVING

See Page 14 for present ideas!!

## THE PREZ SAYS DECEMBER 2004

### THE PUMPKIN RALLY

It has been said, "Save the best for last." However, when rally master Bob Bryan announced we had raised enough money to contribute \$5000.00 to the Millsboro Fire Company I feel compelled to tell you folks about that first!!



Kurt "The Bobby"

Thirty three cars attended, ranging from a '29 Ford Speedster Great Racer from Louisiana to a brand new BMW Mini Sport from New York. We all paid an entrance fee and brought gift items which we auctioned off to generate the funds. The wonderful ladies from the Fire Company made us our breakfasts and dinners with donated food which saved everybody and was great eating. We had great hosted pit stops with treats and on Saturday a Methodist Church out in the country fed us a great lunch in their beautiful facility.

The weather was pleasant, cool with only a couple of little showers. Our Jaguars all seemed to be running normally. I had a strange electrical malfunction which I still haven't figured out and my horn started blowing every time I tried to steer the car. Tom Murray had a distributor rotor crack and luckily I had a spare in my trailer. I was pleased to see rookie rallyists Alex la Roche and Ana Johnson show up in their 1967 420 saloon and come in 6<sup>th</sup> and 7<sup>th</sup> place on Saturday and Sunday. They appear to be in 8<sup>th</sup> place for the JCNA rally contest for the National 2004 competition. This is all on the website if you care to check it out.



Steve and Betty Kress

Steve and Betty Kress took first place in the Jaguar category with 2min 23 seconds time penalty; Tom and Nancy Jones took second with 3min and 3 seconds and Kurt Rappold and Bob Brown captured third with 5 min and 29 seconds

just beating Mike Tate and Paul Racette by 4 seconds with 5min 33seconds. Tom Murray and Chris Jordan took 5<sup>th</sup> place with 8 min and 52 seconds, Alex and Ana got 6<sup>th</sup> with 10 minutes 16 seconds, Carl Enlow in his beautiful XK150 with Richard Olff got 7<sup>th</sup> with 10 minutes 50 seconds and Vice President Charles Olson and his daughter Chris got 8<sup>th</sup> with 16 minutes 38 seconds in their beautiful XJ6 Concours car.



Ana Johnson and Alex La Roche  
Receive their trophy from Miss Delaware

This area of Delaware is especially well suited to rallying as the back roads are well paved, have low traffic to contend with and they have a very worthwhile cause to support. I admire people who are workers, volunteering their time to support a worthwhile organization. Our next rally will be April 29, 30 and 31, 2005 in Binghamton, NY called "The Twin Tiers Rally". Of course, we are invited back to Millsboro in 2005 for the 5<sup>th</sup> Pumpkin Rally on October 28, 29 and 30. I have just filed the rally sanction requests with JCNA for these two 2005 DVJC rallies. Should you be interested in this type of Jaguar activity, please call me or speak to me about the details. If you are going to own a Jaguar and belong to this club, why not use it?

For those DVJC members who rallied this year and got at least two scores, we use your best two scores in seconds to determine your national score.

I have re-designed the trophy work order form and Kit typed it up. It is on the Web. As soon as the scores are final you can pull up the form, fill it in and I will send you your national trophy – very simple and efficient.

### LEATHER RESTORATION TECHNICAL SESSION

After our leather Restoration Technical Session in the Chester shop, 25 of our members walked away with a far better appreciation of leather maintenance. Actually since we all have fine leather seats, we all have a need to maintain our car hides at least twice a year, regardless if your Jaguar is a new one or vintage.

The last thing you want to do is treat your hides with any product containing silicones or waxes. The reason that the two ingredients should not be used is that they seal the pores in the hide and it will dry out, crack and harden.

During our recent trip to England we visited the Jaguar and Rolls Royce Leather shops. The English hides were gigantic due to being stretched, resulting in much thinner material which makes a leather maintenance program for your jaguars even more critical.



Jo-ann Price of Color Plus

Many thanks to Jo Ann and Bill Price who own "Color Plus" Leather Restoration. They came all the way from Milford, PA to do their presentation to DVJC. Also thank you to Kit and Paul Racette who saw their presentation and presented it to the Board for a club activity. It fit perfectly.

#### DIRECTORS' MEETING 4<sup>TH</sup> QUARTER

Our Club bylaws require a quarterly Board of Directors' meeting and it is always a joy to sit down with friends to conduct our process from a pre-arranged agenda. Each person on the Board gets a chance to report on their responsibilities in the Club. We even had past Club Director John Alexander attend as a visitor which is okay – we encourage any interested member to sit in on our open meetings. John even took away a job, the same job he did last year and that was to get the parking lot secured for us for the July Slalom at Garnet Valley High School. Last year we donated \$250.00 from our Ford Motor Co Sponsorship money to the new "Jaguar" snack stand and bathroom at the school football field.

The minutes you will receive in this issue will cover the details of our meeting.

#### BOARD OF DIRECTORS' ELECTION

Twelve years ago in 1992 "doesn't seem like that long ago", Steve Kress and I came on board and were elected following Jack Sanft and Tony Quintans. Steve will now move on to be Assistant Treasurer. Chris Jordan has agreed to take on the Treasurer's job and is up for election. Steve will assist her transition to this job. We wish to thank Steve Kress and his wife Betty for their donation of many hours of time and effort for the good of the Club. Steve will still be around, I'm sure, as he is an avid enthusiast who participates in almost every event regardless if it is a rally, a slalom or the concours and all social events and tech sessions. He and Betty have hosted many many Club

swim parties, tech sessions and directors' meetings in their lovely home in Holland, PA "Swallow Road". Thanks Steve and Betty. I might add that we presently have a nice safe bank account balance of over \$6,700 as reported by Steve.

Clara Saxton who succeeded Carmela Linsalata in 1999 has served six years as secretary. Clara did her job well and has also been very active as a Club member, assisting in Club events such as registration at rallies and concours and keeping track of scores at our first slalom. All of her minutes are typed and delivered the next day. I really appreciate all the time and effort Clara has put in for the good of our Club. Thank you very much. Please welcome Ann Perry to the job of Club Secretary. Ann drives her "S" type coupe to concours, rallies and slaloms and has been our Membership Retention person ever since the position was created in 1993.

At our Saturday tech session an award was made for the longest distance driven. It was won by Jack Kissel who came all the way from Hazelton, PA.

#### HOLIDAY PARTY

We are looking for donations for door prizes so please bring Jaguar related door prizes either from your local dealer, the service center or your private collection. See you there!

#### VISIT TO DR SIMEONE'S CAR COLLECTION

Our Saturday morning visit to Dr Simeone's wonderful car collection in south Philadelphia was a joy for those of us from DVJC that attended. We appreciate Dave Hutchison and Mike Wolf conspiring together to have us invited to Dr Simone's great collection. More on this tour from our Editor Mike Tate who was also there!

I will mention that DVJC presented a "D" type Jaguar, mounted on a white mount with engraved words of appreciation from our club.

#### HOLIDAY GREETINGS

The Club Officers and staff wish all a Happy New Year and wonderful Holiday Season. Let's give thanks for each other's health and safety during the upcoming year of 2005. Let us remember our freedom and appreciate the young men, especially our own former Vice President SSgt Jeff Dement, who are over in Iraq serving every hour to preserve and make other folks free too!!

Happy Motoring, Kurt Rappold  
President, DVJC



## EDITOR'S RAMBLINGS DECEMBER 2004

### THE CLUB YEAR

It has been a good year for the club and its members. Perhaps one of the best. This must be because we have a great team of participating Directors and some volunteers who have organized a series of popular events. These include Tech sessions, tours, lunches, a number of visits to interesting locations, rallies, a slalom, shows, concours etc. Of course, these would have not been successful without your enthusiastic participation. If anyone has any good ideas for events in 2005 please let us know. We do like making changes to keep our activities interesting.

### FORMULA ONE

The ill fated Jaguar Formula 1 Racing Team has been sold to Red Bull Racing Team. The owner of Red Bull, Dietrich Mateschitz, completed the buyout on November 15. It is said they plan to give driver Christian Klien a second year as a driver. Nicky Lauda has said they should give the second seat to David Coulthard who left Williams at the end of the season. The source of that recommendation is probably the kiss of death for David. Dietrich Mateschitz is an Austrian billionaire who is listed by Forbes as the 406<sup>th</sup> richest person and he owned 64% of Sauber until 2002. It is said he is determined to establish a drivers' team of 3 to 6 Americans which makes great sense to ensure the sport's popularity in this country.

I reported in the November Purr that the F1 race for 2005 in Britain was in great danger of being dropped. This created outrage. (Not that I reported it but that it was going!!) The result is that the F1 teams got together and came to a cost cutting deal which appears to have saved both the British & French Grand Prix.

### THE RARE EXPERIENCE OF DR SIMEONE'S REMARKABLE CAR COLLECTION.

What a day it was. The sun was shining on South Street Saturday, November 13. Filled with Lox and bagel from the top local deli Paul

Racette & I met the 40 lucky participants at the appointed time of 11:50am (I believe twice that number applied to come but the attendance was limited to 40.) The cars are housed on two floors of an old warehouse. Over 40 cars in all and said to be valued at over \$100 million. Nicely spaced out to give them room, and sitting on white pebbles round the outer walls, the first thing that hits your eye as you enter is a yellow 1966 GT40 MK11 Le Mans winner. We were called to order and told that we would be introduced to each car with a short briefing. It turned out that the speaker was Dr Simeone himself.



So began this remarkable experience. Every car is special and has some history. They are not displayed as over restored, pampered Pebble Beach Concours exhibits. They are natural and just as they were in their prime. The cars were mixed, with the very unusual standing with the very familiar. Dr Simeone obviously loved the old red Alfa Romeos. There were a number of them. There is a 1933 Squire Roadster which is the only survivor of only three made. This British car can be credited with being the template for the SS100, early MG's, Morgans and others. A barn find in Canada and just cleaned up is the 1921 Vauxhall 30/98 Velox Tourer. It has an aluminium bonnet! The 1936 Le Mans winning Aston Martin. A 1930 Du Pont Speedster, a 1922 Paige Daytona, a 1912 National Semi-Racing Roadster, a 1928 Stutz Boat Tail, a 1938 BMW 328, a 1927 Bentley Three Liter E Tourer Red Label, a 1926 Kissel 8.75 Speedster, another GT



40 and on and on. There were two Gull Wing Mercedes one of which was his Father's who advised him when he was a boy and started collecting cars: "If you only have \$1 left spend it on an old car". For Jaguar buffs there was a 3 ½ liter 1938 SS Jaguar restored some 30 years ago and silver painted C-Type & D-Type standing side by side. Perhaps the star of the show came at the very end of our tour looking a bit lost and alone. This was Dr Simeone's Mother's unrestored and shabby Austin America which looked to me very much like a 1930's Austin Swallow.

I asked Dr Simeone how he maintained all the cars. He said he does not like to put the cars up on stands and any flat spots on tyres go when you run them. The worse thing for a car is for gas to turn to treacle and he therefore uses Stable. He removes the battery. He takes each car for a good ride twice a year up the I95 North. So - stand in South Street on a weekend and you may well see him. He did say that he does not attract much attention and the Police say "There goes that crazy doctor." However, when he went out in a very noisy Alfa sometime ago with Jay Leno, that caused a real stir in South Street.

Thank you, Dr Simeone. It was a unique experience. Also our thanks to Dave Hutchinson of the Delaware Valley Triumph Club for organizing the event and to Mike Wolf for co-ordinating with our club.

Michael Tate  
Co-Editor



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## A JOUST AT THE GLEN BY EF ADNOPOZ



Ef in his E-type Jaguar

On a bright, Wednesday morning, my friend from Denver and I cruised down to Watkins Glen from my place in Keuka Lake so that I could show him the old and new track; he is a Harley enthusiast. While circling the outer rim of the empty facilities, we noticed a ticket and general information office and entered. After chatting with the young lady, she gave me a small brochure about certain days set aside for a spin around the new track for "guys like you". I didn't think it was showing! Anyway it turned out that Friday was one of those days.

After giving the Jag (E-type) a quick clean (to help reduce the drag coefficient) and checking all the levels and tire pressures, we returned at the appointed time of 11:00am. Upon approaching the main gate, we were told to drive to the small building with a smoke stack near 3 grandstands and wait. It appeared we were the only ones there for this "event". We paid the \$25.00 for our three laps on the 6.5 mile course and tried to find the small building with a smoke stack; drove around the grandstands for a while, returned to the gate for clarification because we couldn't find the meeting place and learned that it was the rest room building between some grandstands....I thought the meeting place would be some sort of wood and leather lounge with trophy cases, photos, Neiman Marcus prints and cool people sitting around reflecting on their vintage or new sports cars. Somehow the rest room building didn't meet the criteria.

Hanging around in the empty grandstands for around 20 minutes, we watched a BMW Club tool around the track with a Mini mixed in and doing quite well, by the way! Eventually, a Hemi powered blue Dodge SUV with a red light on top and marked "Security" pulled up. We went over to meet him at the track entrance.

"I guess you're the only one" said the estimated 70 year old (and there is nothing wrong with

that) slightly built, silver haired uniformed driver over the static of his radio. "I'm going to take you in the race lane so keep up." "I promise not to pass you," I said with a grin. "Don't worry you won't" without a grin.

The track emptied of the pompous, BMW wanna bees. The blue SUV flicked on his red, blinking light, we pulled onto the empty track and he took charge. We immediately hit around 60 MPH and I began to push him a bit. Noticing my intensity and thirst for a joust, he raised the bar and eased into speeds that can not be mentioned in this journal. Unfortunately, absolutely no one in the stands to watch our "duel" or witness the elegant form of a sneering E-Type slide seamlessly through the course.

The joy of the track is its variety of hills and interesting turns although I certainly do not speak from experience. The E-Type, with its recent Cloverleaf rebuilt engine, performed well and seemed happier after pushing the RPM's and moving through the gears at high revs. After resting the car during lunch everything was at level. "All was well." It was a great experience.

Footnote: I am aware that Clubs rent the track but I don't know the criteria. If some folks are interested, I will look into it. While the 3 laps experience was excellent, I am not sure it is worth the 5 hour drive for just this. However, there are the beautiful Seneca and Keuka Lake areas with its many vineyards for wine tasting and just sheer joy of many open roads through some beautiful country and other interesting stops which warrant a 2 or 3 day visit.

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## DVJC MINUTES OF THE DIRECTORS' MEETING

### NOVEMBER 6, 2004

The meeting was held at Two Wheeled Heaven in Chester, PA, due to the graciousness of Sandrose Trophies and President Kurt Rappold.

The minutes of the previous meeting were accepted as printed in the Purr.

Treasurer Steve Kress reported that our bank balance at this time is \$6,829.69 and reiterated that this would not be the case except for the fine work done by Mike Tate and Kit Racette in producing electronic correspondence which minimizes the postage expenses for the distribution of the Purr. He also reported that there might be a problem with the lag time in payments received by way of Pay Pal. Steve then reminded the body that it was time to send out invoices for next year's membership dues. A motion was passed to do so before December 4, 2004. Over the course of the meeting it was determined that it could be accomplished in a mailing by Kit Racette which would cover the dues, the Holiday party reservation form and the election ballots which needed to be disseminated. Ballots are to be returned to Mike Tate for tabulation.

Vice President Charlie Olsen reported that he felt our Club was functioning well and that he was looking forward to another great year in 2005.

Director Tom Murray reported that he would like to pursue Club participation in the British Invasion event in Stowe, Vermont for next year.

Director Jerry Kunkle reported that he would be participating in the Jaguar Championship event next year. He was asked to submit some information on the event for the Purr. Jerry also indicated that he would like to have a copy of the Club's financial statement, since he is sometimes called upon to vote on things which are paid from the treasury.

President Kurt reported that the digital camera which the club had partially funded was now broken and that it would not be possible for Joe Frederico to provide digital photos with it. The Directors felt that Joe's previous method of using a standard 35MM camera had always been fine and they would not expect him to undertake any additional personal expense for the electronic advantage. It was also felt that electronic gathering of information from other members was making it possible to have a great deal more photos to include in the Purr than was previously possible. Our thanks to Joe for all his fine efforts.

Apparel Chairman Tom Murray will bring all residual apparel items to the Holiday party. He

will also check into producing patches, stickers, and hats at the Directors' request.

Purr Editors Mike Tate and Kit Racette reported that they would be willing to continue in these capacities for a while longer. This announcement was met with great pleasure.

President Kurt said that he would like to have a new, updated membership roster. Kit Racette volunteered to produce the mailing label list which would correlate to all current members. These are to be provided to vendors who support our organization and advertise in the Purr.

President Kurt solicited a new Chairperson for the Concourse event in June. Charlie Olsen accepted the post. A motion was passed that next year's event be at the Rancocas Indian Reservation again.

Old Business: Tom Murray volunteered to revise the DVJC Application form.

New Business: Nominations for Election for the coming term are:

President – E. Kurt Rappold

Vice President – Charles Olsen

Co-treasurers– Chris Jordan (with Steve Kress as her co-chair/advisor)

Secretary – Ann Perry

Director – Tom Murray

Director – Gerry Kunkle

The meeting was called to intermission, during which time we had a tech session produced by the talented miracle workers of Color-Plus Leather Restoration. Their products were thoroughly explained and demonstrated to us and were available to sample and purchase at the session. The results are nothing short of astounding. For those who were unable to attend, you can contact them at (570)686-3158 and a real, live person will help you. Several members reported having already used their services and/or products with very favorable results. Our great appreciation to these fine folks for coming a very long distance to demonstrate their techniques, products and mostly their very impressive knowledge to us.

When the Director's meeting reconvened, we discussed the forthcoming Holiday party. President Kurt asked for volunteers to canvas their local Jaguar dealerships for items to be presented as door prizes at the party. Five dealerships are being covered. If anyone wants to volunteer to approach Philpenn or Jaguar of Wilmington, please let Kurt know. Further discussions took place regarding specific items



for that event and trophies in general. The Directors noted that some awards which were supposed to come from the national organization had not been received and that someone needs to follow up with them on those issues. Exactly who is to follow up was not articulated.

A calendar of events, such as it is known at this time, will be provided in the Purr.

A preliminary recap of the events covered for 2005 is as follows:

JAN	Desmond?
FEB	Atlantic City Car Auction
MAR	AGM (Orlando) and a rally or touring event
APR	Rally Twin Tiers, Binghampton, NY
MAY	Moland House?
JUN	Concourse
JUL	Slalom
AUG	Tour/picnic, car shows
SEP	Buckingham, British Invasion, car shows
OCT	Rally in Millsboro
NOV	Tech session
DEC	Holiday Party

There being no further business to come before the Directors, the meeting was adjourned.

Respectfully submitted,  
Clara Saxton  
Secretary



More photos from Dr Simeone's collection  
Photos courtesy of Tom Murray

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# It's Never Too Early To Pursue Your Passion

By Alex A. LaRoche, DVJC

My Passion (otherwise known as obsession) for Jag-U-ars started when I was two years old and my Dad gave me a Matchbox SS100.



My First Jaguar which started it all 27 years ago.

I've been told by my Mom that upon receiving it I promptly placed it on my bookshelf to display. I told everybody that the car was too nice to be used as a toy. As the years passed my Dad, who loved cars more than anybody else I know, continued to find Jaguar models and other Jaguar memorabilia for my collection. When I was five we found a Brass Leaper, which was immediately mounted on a block of wood and added to my collection.

Three years ago when I moved into my own house my collection had grown to approximately 200 model cars along with other Jaguar memorabilia. One of the bedrooms in my house is now known as the Jaguar room. However, my garage had an empty bay.

While this 'problem' is possible only for a novice Jaguar lover, I started to look for something unique with which to fill the garage. In my quest for a 1975 Jaguar I spoke with many different Jaguar owners from around the country. I learned they are rare due to a limited production year for Jaguar. Several XJ6 and XJ6C models slipped through my fingers, as they do not last very long on the open market.

I continued to find Mark X and/or 420G models, but the lines of the car did not appeal to me. I felt those models appeared to be bulging at the seams and looked as if they had been run over.

It wasn't until six months later when I had my first look at a 420 Saloon which resembles a Mark X/420G without the bulged appearance. It was purple and for sale by someone in Philadelphia, PA. Not being fond of the color I decided to look into locating another 420. I soon learned that this model was made exclusively for the US market in 1967 and only 973 cars were imported. The search became much more interesting, as few 420s remain on the road today. Eventually I found a cream colored one in Tallahassee and an Opalescent Silver Gray one in New Orleans. That one immediately caught my attention and I decided to purchase it. I spoke with the mechanic, who had been working on the car for the last three years, as well as

another JCNA member, who verified the mechanics skills and morals.

Almost a month passed while I located a transport company I could trust to bring the car from New Orleans to snowy Pennsylvania. It arrived in mid January on an enclosed transport along with the purple Porsche SUV show car, on route from the Chicago Auto show to the New York Auto Show. In order for my first Jaguar to be delivered, a 2004 Porsche, 75<sup>th</sup> Anniversary Corvette and a 386 Ferrari had to be unloaded first. There was quite a crowd eager to see



My First Jaguar arrives in Pennsylvania

those three unique cars unloaded from the trailer. And then there was my 1967 Jaguar. Even though she was filthy on the outside, she looked stylish and graceful while sitting on the hydraulic lift of the transport trailer. Initially the crowd had no idea what type of car it was until the leaper was visible from the ground. After a quick inspection, I jumped in and drove away in my first Jaguar.

Every Jaguar enthusiast will tell you that once you have one, you'll need a second, third and fourth toy. Jaguars tend to get lonely and quickly require a garage-mate to join them during the long winter months in Pennsylvania.

My hunt for a 1975 Jaguar continued and this time it did not take long. I found exactly what I was looking for sitting in a garage in Chicago. The car had not been driven in three years and required a lot of work to get it back on the road. Within two weeks my project car arrived and forced me to park my daily car on the driveway. Initially the 1975 XJ12C received a lot of attention. Within weeks I had the engine unseized, a new battery installed, the transmission flushed and the breaks bled, so that the car could be driven to and from the gas station. Once the car was driven for five miles it became apparent that the seals had disintegrated during the time that the car stood idle in Chicago. The seals of the four carburetors and the fuel pump seal had vanished so the car proceeded to lose all its gasoline over the garage floor.



My 1975 XJ12C Project Car awaiting its own garage

Up to this point I had done all the labor without a manual. I realized I needed one and soon discovered that all the Jaguar manuals for this car show it as having fuel injectors and no carburetors. Jaguar was supposed to switch from carburetors to fuel injectors in the 1975 Jaguar model year, but somehow my car was equipped with 4 carburetors. The rest of the summer I searched for a manual that pertained to my car.

While searching for the manuals I once again had some free time on the weekends, which I spent getting involved in Car Shows and DVJC. At every DVJC event I attended I was exposed to the beauty of many different XKE (a.k.a. E-type) models that our club members bring out every chance they get.

During my travels to Boston for a Fall Weekend trip last year, I noticed a cute E-Type 2+2 parked on the side of the road. Naturally I had to walk over and take a closer look and the owner of the car soon appeared behind me. I complimented him on his car and told him that I have been infatuated with Jaguars for many years.



1969 XKE (E-Type) 2+2

He had inherited the car from his deceased God-Father three years before, and had been using it to take the family out for ice cream during the summer months and for the annual fall trip to Cape Cod. Eventually he inquired, "Would you like the car and what do you think its worth?"

The next day, after a call to my insurance company, I drove the car 300 miles with no license plate from Boston to Pennsylvania. The journey began as a slow and cautious drive in the right lane of the Mass-Pike. Gradually the speed increased and I moved from the right lane into the center and eventually into the left lane. The final stretch of highway on I-80 with its sharp turn heading through the Delaware Water Gap proved how well this car still handles. It performed flawlessly and enjoyed having its legs truly stretched for the first time in many years.



Kit Racette, Alex LaRoche and Mike Tate at the Delaware Valley Jaguar Club Concourse, June 6, 2004

I no longer have the problem of an empty garage bay but now have three Jaguars in a two car garage. With some heavy pushing and the help of my car dollies I have access to my two 'drivers' on a regular basis. My garage expansion project is underway and my XJ12C is looking forward to having its very own garage bay. In the new space the body can be removed from the chassis and the real work can start.



The garage expansion project

I drive both of my running Jaguars on a regular basis. These cars were designed to be driven and love to be on the open road. I was very blessed and fortunate to have found these two cars in such great condition. The previous owners were honest and I was able to buy all three cars at bargain prices.

Being an engineer I have to say that Jaguars have always fascinated me. Their stylish bodies and their incredible engine design ingenuity separate these cars from all others. Their highly recognizable and often copied body styles have redefined much of the luxury car industry for over 60 years. The XK engine showed the world its dominance in the 1950's when it propelled Jaguar to winning the majority of the Le Mans races. The replacement XJ engine has continued to make Jaguar one of the finest machines on the road today.

The passion for these cars must have started from the time I received that first SS100 model 27 years ago. Today I look at the same SS100 model and it still has I would like to add a quick thanks to the members of would like to add a quick thanks to the members of I I the same effect on me. These cars, whether in model size or full size, are truly technical works of art.

I would like to add a quick thanks to the members of DVJC and JCNA for your support, guidance and friendship.



My two running Jaguars posing for the camera

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## **2004 Annual Awards Procedure Change**

Beginning immediately, the Annual Awards Committee will institute the following new procedure for determining all information regarding annual competition awards.

On 12-01-04, from final standings posted on [jcna.com](http://jcna.com), the awards committee will determine the recipients and all trophy information for year end North American awards, for all JCNA competition programs.

This makes it the entrant's responsibility to determine the correctness of all information that may pertain to his/her 2004 year end award, PRIOR TO THAT DATE.

Those final standings and information such as: winning scores, spelling of the entrant's name(s), JCNA NUMBERS, etc., should be double checked and errors reported to the competition chair of the respective program. They are as follows:

Concours: Bill Streitenberger, [jagginarnd@juno.com](mailto:jagginarnd@juno.com),  
 Rally: Brian Blackwell, [blackwbq@msn.com](mailto:blackwbq@msn.com),  
 Slalom: Steve Weinstein, [srw\\_jags@yahoo.com](mailto:srw_jags@yahoo.com).

Complete contact info for them is on the next to last page of the Jaguar Journal under "JCNA COMMITTEES AND MEMBER SERVICES".

A form for this purpose is available at: [www.jcna.com/standings](http://www.jcna.com/standings).

The results can be easily checked at that site using your computer and possibly some help from a grandchild, if needed, at any time after posting of results from the last competition you entered.

(See [www.jcna.com/standings](http://www.jcna.com/standings), and the July/Aug Journal article on p. 22)

This simplifies the process of determining the correct information, eliminating the time-consuming, expensive, and burdensome procedure of having to contact all 300 winners individually.

Your 2004 award will reflect info exactly as posted to standings of [jcna.com](http://jcna.com) by the event chairs, unless YOU initiate corrections prior to 12-01-04. Remember, JCNA numbers must be included for scores to be eligible!

Congratulations to all winners of the JCNA's three competition programs!

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Since most early Jaguars used SU carburetors, this article seemed like it would be of interest to the club members. It gives a little history and a review of the principles of operation. Many people have sworn at them but people also swear by them. The difference is usually the condition of the gaskets and throttle shaft seals. In principle, the SU is elegantly simple and once set up correctly should perform beautifully for years, but it seems there are just too many adjustments for unfamiliar users to play with. Thanks is given to Octane Magazine, August 2004 and the author, Simon Goldsworthy. Enjoy!

### THE SU CARBURETTOR -----GREAT IDEAS FROM THE WORLD OF THE AUTOMOBILE

Constant depression isn't usually something considered desirable, but in the world of carburetors it was a holy grail. The SU carburetor is a great British success story. Invented by George Herbert Skinner and patented by him as far back as 1906, the SU remained in production for the best part of 100 years and provided the mix that kept literally millions of cars on the move.

Like all the best ideas, the SU carburetor is simple. Not quite as simple as the very first carburetors though, it has to be said. They were little more than petrol-soaked wicks that the air flowed across, and you could make a working one out of an old tobacco tin and a piece of rope. This was adequate when engines idled at 400rpm and red-lined at 1500. But as the operating range of engines grew, something with more variation was needed.

There were two ways to approach the problem. One was to create a carburetor with a series of jets and air passageways so that as the engine speed increased, more and more of them were brought into the game. This is the fixed jet carburetor (like most in the US), essentially a series of tiny little carbs, each a single speed device adding to the fuel flow and adjusting the mix in a series of steps, rather like piling up a sequence of building blocks. Most of them (early ones) were updraft, partly because this was convenient with side valve heads and partly because they were so unreliable, it was worth fighting gravity just in case they flooded. Then at least the excess fuel dropped to the floor rather than into the engine.

But our Herbert realized that if he could increase the size of the carburetor throat as the engine speed increased, then the extra air being flowed would pass through a wider gap and so remain at a constant speed. And if it remained at a constant speed, then the depression (vacuum) sucking fuel out of the jet would be constant too. At a stroke, Herbert could do away with the multiple air correction devices of fixed jet carburetors and concentrate on the fuel side alone.

His first attempt wasn't a huge success. Making the upper half of the carburetor throat into a movable piston did indeed keep the depression constant. But being stuck with just one size of jet meant that he

could select a big jet that ran rich at low speed or a small jet that ran lean at high speed, or a compromise that did neither job well.

And then came the brainwave. Skinner hung a tapered needle from the piston into the jet below. Now, with the engine at idle and the piston down low, the needle filled most of the jet to give a small opening. But when the piston lifted, the needle drew out of the jet to create a bigger hole. Just like Oaf's Variomatic transmission, it gave stepless changes, but in the SU's case through a huge range of effective jet sizes.

To raise the piston automatically to suit the engine's requirements at that moment, Skinner ran a pipe from the inlet manifold to some small leather bellows on the carburetor. That way, as the throttle was opened and the engine sucked in more air, it also sucked air out of the bellows and forced them to contract. And attached to these bellows and pulled by them was the carburetor piston. The bellows were soon replaced by a dash pot that was a closely-machined fit over the piston, and the definitive SU shape was born.

The needles functioned like a primitive ECU, but instead of reprogramming a computer to change performance characteristics all you had to do was fit a needle with a different profile. Fine tuning to suit individual engine types was taken care of by varying the strength of a spring over the piston.

There were refinements and detail developments over the years - oil dampening was added in 1938, for example, because cars were being tuned to run leaner and slowing the piston down richened the mix when drivers floored the accelerator - but the basic design endured because it worked so well. By keeping the air-flow high at all times, an SU-type (or constant depression) carburetor can control the mixture more accurately than any fixed-jet device can hope to. They are particularly efficient in the midrange and that's why SU-equipped cars are generally so economical. A set of multiple SUs is easier to keep tuned too - instead of forcing air down a series of tiny passages where minute differences have a magnified effect, the big SU passageway can tolerate minor differences between individual carburetors almost with impunity.

The SU's heyday coincided with the golden era of British car production, an early 1950s model with the single-bolt float chamber being perhaps the all-time greatest combination of simplicity, robustness and performance. After the 1960s, changes were made and complications were added, more to keep pace with ever-tightening emissions regulations than to produce a better carburetor. Even so, they still lasted as original equipment right through to 1999 on another great British success story. But there was a catch: the last 'car' factory equipped with SUs was the three-wheeled Reliant Robin which, by a quirk of UK law, was classified as a motorcycle. And motorcycles weren't tested for emissions.

And the SU name? It stands for 'Skinner's Union'.

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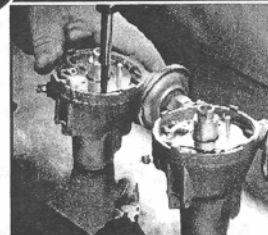
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