

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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MARCH 2005

DVJC IS CELEBRATING ITS 40th YEAR AS A JAGUAR CAR CLUB!!!



Four DVJC Presidents were at the Winter Brunch at the Desmond on February 13th
From left to right Dr. Rudy Horwitz, Kurt Rappold, Frank Weikel and Larry Schear

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UPCOMING DVJC EVENTS

- April 10 Cherry Blossom Festival, Media, PA. Car Show organized by Historical Car Club. DVJC members' cars would be on display 9am to 1pm. Call Kurt for information.
- April 17 Board of Directors meeting at the home of Steve and Betty Kress.
- April 29 to May 1 DVJC New York Road Rally, in conjunction with the Northeast Rally Club. More information regarding this event is available in this issue of the Purr along with an application form. This event is sanctioned by JCNA.
- June 4 DVJC Concours d'Elegance, Rankokas Indian Reservation, Mt Holly, NJ. This event is sanctioned by JCNA.
- July 30 Tentative date for the DVJC Slalom. This was a wonderful success in 2004 and we hope to repeat the event at the same venue. It is sanctioned by JCNA. We will confirm the date asap.
- August 21 Tentative date for a luncheon on the Moshulu. More information soon.
- September 14-16 British Invasion in Stowe, Vermont. Tom Murray is working on an organized trip to this event including hotel reservations. If you are interested in participating contact Tom at jagmanred@comcast.net. More info soon.
- October 28 – 30 DVJC Pumpkin Rally, in conjunction with the Northeast Rally Club. The Rally begins in Millsboro, DE. This event is sanctioned by JCNA.

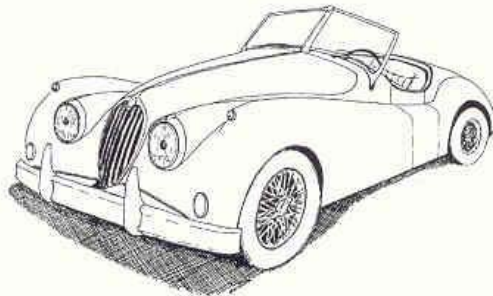
Steve Kress and Charlie Olson are starting to form a group to travel to the NY Road Rally in Binghamton NY on Friday, April 29th around 9AM. All those interested in traveling with them please contact them at the following coordinates:

Charlie cjolson11@msn.com 215-757-2028

Steve jaguarsteve@comcast.net 215-953-5227.

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THE PREZ SAYS

CLUB DEVELOPMENT

At the January meeting of the club officers (see the Minutes of the meeting in this Purr) it was agreed that the club would benefit by adding a young, vigorous, Jaguar enthusiast as Club Development Officer. Key objectives of this appointment would be to provide direction to the club officers on the activity requirements of younger members plus helping in recruiting the younger owners of new previously owned XK8's, X and S Types. Alex LaRoche, who recently provided an article for the Purr outlining his early passion & enthusiasm for Jaguars and his work with his 420G, E-type, and XJ12C, has accepted the opportunity. We look forward to working with Alex and we all realize that the life blood of the club lies in its younger members.



Alex LaRoche with his girlfriend Ana Johnson receiving their trophy at their first Rally.

THE FUZZY JAG STORY

One of our Founding Jaguar Club members called me recently to relate how his Jag survived a hurricane's direct hit with no damage and I recalled what our black XK120 coupe looked like the night after "Donna" struck our home in Florida in 1960. We had just got married and the night the storm came out of the Gulf our car was garaged. I wasn't particularly impressed with our garage, especially with the unknown power of the winds, so I moved the car way out onto the lawn, away from any trees. During the storm we had water squirting in from a small crack in the glass window on the back of the house. We got hit from all sides as the night wore on. In the morning we had no water or electricity. A tree had been blown down and thrown inside our garage which did not fall down and our shiny black Jaguar was coated with 1/4" long blades of grass actually stuck straight into the paint giving it a fuzzy coating. Without water I had to drive 9 miles to town to get some 'city' water to wash the fuzz off and even then it only really came off with a wax job. We went on to self maintain the car for another 18 years. We eventually re-painted it the original white cream color and sold it with only 35,000 miles on it to our friend in JCNA Tom Palis who has now restored it in red. It presently resides

in Florida along with Tom's solid wheel roadster. Ours was a "M" model which means it had 9-1 compression, dual straight pipe exhausts and painted wire wheels. The car could do 120 mph in a heart beat. It holds 14 quarts of oil. I was still finding rice in the car from our wedding 18 years later. I know the car went to a good home and to this day Tom still keeps me apprised of its excellent condition.

BRUNCH AT THE DESMOND

It was perfect weather for our 2005 Winter Brunch at the Desmond Hotel in Great Valley on Sunday February 13th. All the organizing and planning done by Kit Racette paid off as everything worked like clockwork. We all need to thank the Racette's for the great job! Thanks, Paul and Kit! A very thoughtful idea, since the next day was Valentine's Day, Kit brought nice little heart shaped candies. Our grand son Danny made 18 "Jaguar Leaper" center prices in his high school wood shop class. Thanks, Danny. We plan to have the leapers available for future occasions for the Club when center pieces are needed. Thanks also to Frank Weikel for his special effort to attend all the way from Virginia with his 43 year collection of Jaguar memorabilia. Frank is our Founding President from 1965 and still attends meetings. This was very thoughtful of Frank to offer his collection of books, model Jaguars, photographs, sales brochures and other rare memorabilia to DVJC first. Thank you and we appreciate it, not too often do we see so much Jaguar history in one spot and available at reasonable prices. I missed seeing the very first issues available of the Jaguar Journal. I have collected them ever since I joined – see why I need a warehouse??

A note of appreciate also goes out to member, owner and restorer Ron Musselman for bringing this month's mystery Jaguar parts to our meeting. Nobody guessed the E type rear Girling shock absorber dust cover, I must admit, never seeing that part, as it was only installed on early 3.8 E-types.



Ron Musselman

Of course, Michael Smyth, the President and CEO of Great Britains, took the prize for his talk on the future of our beloved Jaguars. He has a lot of insight as to what we are doing right and wrong. I liked his notion that Jaguar owns beauty! That has to be how we stay in business by production of beautiful cars which are reliable. I would welcome Michael back any time and the simple fact that he showed up on our turf says a lot. In my 40 years as a DVJC member I never saw a Jaguar distributor show up to talk to our group as Michael did.



Michael Smyth with Michael Tate who invited the President of Great Britains to speak to us.

I especially wanted him to walk away from our meeting/brunch with the knowledge that the 55 or so members present represented only about 25% of our club membership and owned many classic, interesting Jaguars so I asked each member to disclose not only what they drove to the Brunch but what they have stashed at home in their garages. Even Past President Larry Schear was driving a late model XK8, good for him! He was the second President after Frank Weikel in 1965, for a 2 year term. Dr Rudy Horwitz, another past president who was at the Brunch, usually drives an XK but now lives in California. He visited Pat and I aboard the Queen Mary last year. He survived two terms as President in the late 70's, early 80's. I've been around since 1992 after Jack Sanft's 10 year term and before that we had Sid Levin followed by Dick Michie who is still active in the Club. Before Sid we had Bob Perna who is still alive but not active in our Club at this time. After Larry's term Bart Kaminski was President for a while also.

Please keep Club Photographer Joe Federico and long time member JoAnne Poinard in your prayers. Joe has been sick since the first of the year and he is home now. JoAnne is in Jefferson Hospital at the moment.

I received 17 requests for name badges at this event which is a joy to me because people are new and proud of the Club. I will mail these out once they are made.

MEMBERSHIP RENEWALS

To all the members and advertisers who we have yet to hear from for 2005, please be aware that your subscription is about to run out. As much as the Board of Directors would like to send you your "Jaguar Purr", your "Jaguar Journal" and your copy of "Jaguar", we cannot continue to do this. If you have lost your membership renewal form or advertisers cost sheet, just call me at 610-358-4055 and Pat or I will send you your renewal paper work. We value your membership. It is the best value in Philly, the "most bang for your buck" you will ever get.

Happy motoring,

Kurt Rappold, President DVJC



UBS Financial Services Presents Motor Cars Under the Stars with Dalí to benefit United Cerebral Palsy.

Spring is in the air and beauty abounds on the Parkway. It is the perfect landscape for one of Philadelphia's premier outdoor automobile events. On Monday, May 2, 2005 *Motor Cars Under the Stars with Dalí* will take place at the Philadelphia Museum of Art. Featuring 24 rare, collector automobiles along with eight modern day classics from Jaguar & Land Rover on the East Terrace of the art museum, as well as a private showing of the only American exhibition of the Salvador Dalí centennial retrospective, this early spring, evening event has something for everyone. Presented by UBS Financial Services and sponsored by the Jaguar & Land Rover dealers of the Delaware Valley, the affair also offers guests hors d'oeuvres and drinks on the East Terrace, open bar and an array of sumptuous gourmet food stations in the museum's Great Stair Hall.

Tickets are \$250 per person. For ticket information & volunteer opportunities contact: Willa Kravitz at (215)248-7609

EDITOR'S RAMBLINGS

REASONS FOR CAR ACCIDENTS

I saw the following on my computer: "The top 15 driving distractions causing accidents." No - cell phones are not number one....it is not even in the top five. The following is from a study conducted by the Virginia Department of Motor Vehicles and Virginia Commonwealth University in Richmond. More than 2,700 crash scenes and 4500 drivers were studied.

1. Rubbernecking (looking at a crash, vehicle, roadside incident, or traffic). 16%
2. Driver fatigue. 12%
3. Looking at the scenery or landmarks 10%
4. Passenger or child distraction. 9%
5. Adjusting radio or changing CD or tape. 7%
6. Cell phone. 5%
7. Eyes not on the road. 4.5%
8. Not paying attention, daydreaming. 4%
9. Eating or drinking. 4%
10. Adjusting vehicle controls. 4%
11. Weather conditions. 2%
12. Unknown. 2%
13. Insect, animal, or object entering or striking vehicle. 2%
14. Document, book, map, directions, or newspaper. 2%
15. Medical or emotional impairment. 2%

Fascinating Facts:

- * Fully 62 % of the crashes involving driver distraction occurred in rural areas.
- * Top distractions in rural areas were driver fatigue, insects, animals and unrestrained pets.
- * Top distractions in urban areas were rubbernecking, traffic, other vehicles, and cell phones.

PAY ATTENTION OUT THERE!!!

50 YEARS AGO



Mk 1

The Mk 1 2.4 Saloon was introduced in 1955 and manufactured until replaced by the Mk 2 in 1959. You see very few Mk 1's these days, even in Europe, where the Mk 2 is very popular. Many people find it difficult to identify the difference between the two cars. Early Mk 1 models are fitted with the narrow oval radiator grille with 8 thick vanes and rear wing valances/spats which completely enclosed early steel wheels. Later Mk1's were fitted with

the wide oval radiator grille with 16 thin-vanes and arched rear wing valances/spats fitted on later steel wheels and all wire wheel models.



Mk 1

There are two very easy ways to identify the Mk1. First from the rear a small rear window and the very narrow rear end which could cause it to "break away" with disastrous results. The real give away is from the front with vertically mounted oval turn indicators on the wings plus there are no side lamp nacelles fitted to the tops of the front wings. The metal round the windows in the doors is body colored. Other Jags have chrome.



Mk 2

The changes made with the Mk 2 were dynamite and introduced a car that was to become an icon which eventually caused it to be called the "Greatest Jaguar Saloon". As we stated last month the prices of Mk2's in the USA have been steadily increasing without anyone noticing

MARK V11 AGAIN

Suddenly Mk V11's are in the news. This was extracted by our UK correspondent PGT from Hemming's Motor News:-



"1953 JAGUAR

Thanks to American engineering, Jaguar's early MK V11 sedan sported an optional Borg-Warner automatic transmission for those lazy continental drivers who desired reliable

comfort. Still, the troublesome Lucas electricals remained, which must have been the cause of this stately saloon's demise – that or the unavailability of British car parts in its hometown of Billings, Montana. Body repair on the front fender – oops we meant wing! – is a positive sign for a rosy future, we hope.”

FORMULA ONE 2005 SCHEDULE

The Formula One season starts in March with Red Bull replacing the Jaguar team. Red Bull purchased the Jaguar team. This is the third ownership as the Jaguar team originated with the purchase of Jackie Stewart's team. Hopefully third time lucky! There are 19 races this year with Turkey and China as new venues. Broadcasting is spread between SPEED and CBS.

There are a number of major changes this year. Just like golf where they tinkered with the courses to make them Tiger proof, Formula 1 have got some major new rules to tame Michael Schumacher and Ferrari. Here they are:-

ENGINES: The 3.0-liter V10 engines must last two full race weekends (approximately 800 miles), as opposed to one race weekend in 2004. Drivers who require an engine change for any reason will start the race 10 places lower than they qualified, and must use the replacement engine until the end of the next event. If the change occurs between the first round qualifying and the race, the driver will start from the back of the grid. However, a driver who fails to finish the first of two races may start the second race with a new engine without penalty.

TIRES: Tires must last from qualifying to the end of each race. As in 2004, drivers will choose from two tire compounds after Friday practice, but they will only be allocated three sets thereafter: one for Saturday practice, one for qualifying and the race, and one in case of a puncture or damage. Each car previously had seven sets available for qualifying and the race. Drivers therefore must manage their rubber throughout an event in order to be competitive late in the race. If a team changes a tire, it may not refuel the car during the pit stop.

AERODYNAMICS: As part of a package intended to reduce overall downforce by up to 30%, the most noticeable change concerns front wings, now 1.968 inches higher than in 2004. Rear wings move forward 5.905 inches, while the rear aerodynamic diffuser height is

limited to 4.921 inches. The changes are intended to slow the cars down and promote more passing by allowing drivers to follow each other more closely, due to less reliance on aerodynamic grip.

QUALIFYING: This will take place over two sessions, the first on Saturday and the second on the day of the race, Sunday. In 2004 both sessions took place on Saturday, with only minutes in between. Single – lap qualifying remains, but the grid will be determined by an aggregate of both timed sessions, rather than just driver's fastest lap from the second session.

These changes should make for some exciting racing but I would not bet on Schumacher doing it again.

DATES / TV TIME (NOTE See complete schedule at autoweek.com)

March 5	Australia	Speed	9.30 pm
	Repeat	March 6	12.30 pm
March 19	Malaysia	Speed	1.30 am
	Repeat		12.30 pm
April 3	Bahrain	Speed	7 am
April 24	San Marino	CBS	To be announced
May 8	Spain	CBS	To be announced
May 22	Monaco	Speed	7.30 am
May 29	Europe (Nuburgring)	CBS	To be announced
June 12	Canada	CBS	To be announced
June 19	United States	Speed	1.30 pm
July 3	France	Speed	7.30 am
July 10	Great Britain	Speed	7.30 am
July 24	Germany	Speed	7.30 am
July 31	Hungary	Speed	7.30 am
Aug 21	Turkey	Speed	7.30 am
Sept 4	Italy	Speed	7.30 am
Sept 11	Belgium	Speed	7.30 am
Sept 25	Brazil	Speed	12.30 pm
Oct 8	Japan	Speed	1.00 am
Oct 15	China	Speed	1.30 am

MICHAEL TATE, CO-EDITOR

Eddie's

Est 1963

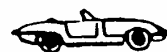
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April 8th – April 17th 2005



**CAR SHOWS- Sundays April 10TH AND 17TH
9AM TO 1PM**

Organized by Historical Car Club

Dash Plaques to first 100 participants

Trophies to be awarded

Historical Car Club of PA- April 10th and 17th

Delaware Valley Jaguar Club- April 10th

Delaware County Corvette Club- April 17th

Mopar Club- April 17th

**The Rotary Club of Media is the Benefactor of the
Cherry Blossom Festival**



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For information contact Bob at 610-613-9009

DVJC MEMBERS AT THE WINTER BRUNCH
FEBRUARY 13, 2005



Jay Timbers



Larry & Diana Schear



Richard Rosen



Craig Cohen



Jim & Mickey Kilrain



Glen Davis



William & Carol Smith



Dr Burton & Ruth Weiss



Fred Mack



Ron & Trudi Musselman



Paul & Kit Racette



Mike & Mo Tate

Photos thanks to Brian Craig.

MEMO FROM THE 2005 Challenge Championship Committee

NOT JUST ANOTHER CAR SHOW

Is the 2005 Challenge Championship, Sept 21 - 26 at the Chateau Elan, to be just another JCNA concours? Not by a long shot! It is a Jaguar enthusiast's dream vacation, organized by JCNA volunteers for one purpose only; your enjoyment!

The Challenge Championship, held only on the odd-numbered years, is so elaborate an event that our volunteers needed that extra year in between, just to rest up! That extra year has given you plenty of time to prepare your Jaguar and arrange your schedule, while we planned your vacation.

Many directors, volunteers, and a local JCNA affiliate are dedicating hundreds of hours making sure that those who attend will be royally entertained, totally immersed in "Gone With The Wind's" Old South, and challenged to demonstrate pride in their personal piece of the Marque, by attending this event with a Jaguar! Additionally, an appreciative group of JCNA's friends will provide physical and financial support, without which this incredible event might not be possible.

Here on the Chateau's 3,500 acres in northern Georgia, you will be presented with resort amenities, opportunities for sightseeing, competition in all three of the JCNA's competition programs, and interaction

with like-minded Jaguar enthusiasts from all over North America. Most of the above can be enjoyed, without having to leave the environment of this world class resort.

2005 marks the anniversaries of two significant Jaguar introductions. Thirty years have passed since the introduction of the XJS, Jaguar's longest running model. With so many produced and now being restored, the XJS should be present in large numbers.

Seventy years have passed since introduction of the SS 90, the first Jaguar sports car sensation. Hopefully the Challenge Championship will attract a few, and their first cousins, the SS 100s and SS1 Tourers to display and compete for awards in class one of JCNA's (24) classes. Magnificent all, Jaguars, old and new, will be on display for four days, touring, showing, rallying, and slaloming for our enjoyment.

Register now, as this venue is so popular in the fall, that there is intense competition for hotel space. Here is the link from which you can find all information about the 2005 Challenge Championship, make hotel reservations, and view the resort's facilities.

Challenge Championship information:
www.jcna.com/jcc

The Challenge Championship is conducted with only one objective; your enjoyment!

Don't miss it!

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CALENDAR OF EVENTS

March 31 - April 3, 2005	JCNA Annual General Meeting, Maitland, FL.
May 21, 9 am to 4 pm	Ragtops and Roadsters "Open House", Perkasio, PA.
May 28, 2005	Delaware Valley Triumph Club British Car show at Hope Lodge.
June 3 & 4, 2005	Empire Division Jaguar Club High Performance Driving Event Lime Rock Race Park, Lime Rock, CT.
June 11, 2005	Jaguar Club of Southern New England Slalom, Berlin, CT.
June 12, 2005	Jaguar Club of Southern New England Concours, Berlin, CT.
June 18, 2005	11th Concours d'Elegance of the Eastern United States in aid of the Burn Prevention Foundation, Bethlehem, PA.
July 10, 2005	"The British Invade Gettysburg", a British Car & Motorcycle Show Organized by LANCO MG Club. Information Ralph_eriksen@yahoo.com
July 23, 2005	Jaguar Club of Pittsburgh Concours, Dawson, PA.
August 13, 2005	Jaguar Association of New England Concours, Worcester, MA.
August 13, 2005	Delaware Valley Classic MG Chapter British Car Day at Pennypacker Mills.
August 28, 2005	"Taste of Britain", British Car and Motorcycle Show organized by LANCO MG Club, at Rothsville, PA. Information Ralph_eriksen@yahoo.com
September 10, 2005	Nation's Capital Jaguar Owners Club Concours, Rockville, MD.
September 11, 2005	Buckingham Auto Show, Buckingham, PA.
September 21, 2005	JCNA Challenge Championship, Chateau Elan, Braselton, GA.

If you know other dates for events, please inform the editors so they can be included in this list.

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MINUTES OF THE ANNUAL MEETING OF THE BOARD OF DIRECTORS, JANUARY 30, 2005

Present: Chris Jordan, Tom Jones, Steve Kress, Gerry Kunkle, Tom Murray, Charlie Olson, Ann Perry, Kurt Rappold, Kit Racette, Bob Steig, Mike Tate

The meeting was called to order at 1:15PM by President Kurt Rappold. The minutes of the November 6, 2004 meeting were approved. Kurt thanked Kit and Paul Racette for hosting the meeting.

Chris Jordan, Treasurer, gave the financial report. The report shows that the club currently has \$11,131.23 in the club account at Citizens Bank. Membership fees are being collected and at the end of February, \$20 dues, per membership, are to be paid to the Jaguar Clubs of North America. A budget for the 2005 club year will be drawn up by Chris Jordan and Tom Murray, with Gerry Kunkle serving as advisor, and will be presented at the next Director's Meeting.

1. MEMBERSHIP. Chris reported that there are 130 paid memberships, including both family and individual memberships. A note will be placed in the February newsletter, The Purr, that membership will terminate at the end of February and that those in arrears will no longer receive the monthly publication. Tom Murray passed around a copy of the revised membership form, which was enthusiastically received by the Directors. They will be distributed at DVJC events.
2. MEMBERSHIP RETENTION. Tom and Chris will send a letter to all 2004 members who have not yet renewed their membership to encourage renewal.
3. EDITORIAL REPORT. Kurt thanked Kit Racette and Mike Tate for the excellent job they have done creating the newsletter, The Purr. We are always in need of text for the newsletter. We will ask if any of the advertisers, especially the restorers would contribute tech articles. We also encourage younger members of the club to contribute as it is important for club development that all members' interests are being met. Mike Tate proposed that we approach Alex LaRoche to join the officers as "Club Development Member". This was seconded by Ann Perry and enthusiastically passed.
4. FUND RAISERS. Mike Tate showed a sample monthly calendar that had been prepared by Kit and Paul Racette as Mike's Christmas gift. Each month illustrated one of the Jaguars that Mike had owned. It was suggested that we could publish a calendar with photos of the 2005 winners of the Concours d'Elegance. A motion was made by Kurt that we develop the calendar for sale at our December 2005 luncheon. The motion was seconded by Kit and was carried.
5. ADVERTISING. Kit reported that advertising in The Purr is quite successful and reminded us that the best way to thank our advertisers is to take our

business to them. We will consider additional options for advertising, possibly a 1/6 page offering and also "business cards".

6. APPAREL. Tom Murray is currently pursuing ideas for a DVJC hat and a lapel pin.
7. PHOTOGRAPHY. No Report.
8. WEBSITE. The DVJC encourages the membership to suggest what to include on the website to best serve the interests of the club. One suggestion is to publish photographs of the Concours winners. The website is open to all and a wonderful publicity tool to encourage additional members. However, the website is also a service to the membership and therefore should it be available to members only using a password? Kit said she would contact the JCNA webmaster for feedback.
9. CONCOURS. Charlie Olson is Chairman of the 2005 Concours to be held at the Rankokas Indian Reservation in Mt. Holly, NJ. The date is June 4 with the rain date of June 5, 2005. The event has been sanctioned by the JCNA. A donation will be made to the reservation. All DVJC members are encouraged to participate both as an exhibitor and committee member. Judges' training and seminars will be offered. Suggestions were made for future possible concours locations, Newlin Mills Park and Garnet Valley High School are two possibilities. We may also wish to invite another enthusiasts' club to join us: The British Car Club of New Jersey, JANE, and both the Pittsburgh and Washington D.C. Jaguar Clubs may be considered.
10. RALLY. Two Rallies will be offered this year. The Spring Rally will be held April 29, 30 and May 1 in Binghamton, NY and the 2005 PUMPKIN RUN in Millsboro, DE October 28-30. Both are JCNA Sanctioned. Charlie Olson and Kurt Rappold can be contacted for more information.
11. SLALOM. Charlie Olson and Gerry Kunkle will co-chair the event scheduled for July 30, 2005. The location to be announced.
12. EVENT PLANNING. Tom Murray and Tom Jones reported on the many events scheduled and available to club members. These events can be viewed on our website or in The Purr. Additional suggestions for club activities are a luncheon on the Moshulu, a three-masted ship located at the Philadelphia waterfront, a package deal to Stowe VT in September for the Annual British Invasion, and a Covered Bridge Tour in the fall...
13. PUBLICITY FLYERS: Tom Murray showed samples of flyers and "business cards" that could be used to introduce our club to potential members. The material was positively received and a motion was made by Charlie Olson that we order 1000 of each.

The motion was seconded by Steve Kress and passed by the Directors.

14. APPLICATION FOR SPONSORSHIP. Charlie Olson volunteered to take responsibility of getting the necessary paperwork to the JCNA in time for the Annual General Meeting in March. The application is necessary for us to apply for a \$1,000 grant from Ford. The money would be earmarked for club financial donations, an example would be the Rankokas Reservation.
15. EXPENDITURES. Tom Murray made a motion which was seconded by Tom Jones that the DVJC cover the cost of sending Kurt Rappold and Mike Tate to the AGM in Orlando FL. The motion passed. Gerry Kunkle made a motion which was seconded by Mike Tate that we authorize \$1,100 for trophies to be awarded at the Concours. (Actual cost for 2005 is only \$350 due to the recycling of unused 2004 trophies.)
16. FRED HORNER AWARD. Kurt reminded the club that any member is eligible to apply for the Fred Horner Award. Qualifications are that the individual participates in three Concours, 2 Rallies

and a Slalom and that the same car be used for all events. Kurt explained the JCNA scoring system for rally times and noted that the JCNA awards trophies for the top three scores. Ten of the top 11 teams were DVJC teams. Kurt made a motion that the DVJC provide additional trophies for 7 of the top teams making 10 teams eligible for trophies. After discussion the motion failed as it was decided to follow the current JCNA rule and that only the top three teams would receive trophies.

17. 40TH YEAR OF THE DVJC 2005: Kurt reminded the membership that the year 2005 marks the 40th Anniversary of the Delaware Valley Jaguar Club. 2005 is also the 30th anniversary year of the introduction of the XJ-S.
18. APRIL DIRECTOR'S MEETING. Steve and Betty Kress will host the meeting on April 17, 2005.

Respectfully submitted,

Ann B. Perry
Secretary

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Early Jaguar V8 Engines

Article submitted by the Tech Advisor Jim Shields from Florida

The Jaguar V8 engine has proven to be a wonderfully smooth, powerful and generally reliable engine. However, the early versions up to model year 2000 did have occasional problems with the Nikasil-coated cylinder bores. Since these exciting vehicles are now on the market at very attractive prices, we should all be aware of the potential for trouble. The following article has been taken from the May 2004 issue of Jaguar World Monthly magazine and explains this problem, how to identify which vehicles are involved and how to prevent it from happening to your car.

The truth about Nikasil

We have received quite a lot of correspondence over the last year or so regarding the failure of Jaguar engines that use the Nikasil -coated aluminum bores rather than conventional steel liners. We have covered different aspects of this problem within articles on the affected cars, but feel that now it would be beneficial to lay the facts (so far as we have been able to ascertain) on the table and give you an honest, balanced view of the situation - without the scare-mongering, secrecy or false claims that seem to have pervaded the industry recently.

What is Nikasil?

Nikasil is a special coating that can prevent wear when applied to aluminum. It allows an aluminum engine to be built without need of steel liners for the pistons to run in, thus saving both cost and weight.

What goes wrong?

Unfortunately, conditions out in the real world are not as predictable as those on the test bed. Several unrelated factors combine to break down the coating and cause a loss of compression, which eventually results in an engine that will spin over freely but never develop enough compression to start.

Why does this happen?

Nikasil and sulphur do not go well together. Unfortunately, all petrol contains some sulphur, although the amount is slowly being reduced, and the fuel from a respected company will usually contain less than that from a discount.

The corrosive effects of the sulphur are compounded by an injection fault that causes over-fueling if the car is stopped and re-started before the end of the warm-up cycle, as when closing a gate or the garage door, for example. Similarly, regular short journeys, where the engine fails to warm-up fully, will expose the bores to more sulphur than is healthy for them.

Which cars are affected?

XK and XJ 4.0 and 3.2 cars built prior to the 2000 Model Year. (The production of 2000 MY commenced during the last quarter of 1999). No S-Types were ever fitted with a Nikasil engine regardless of build date. Affected cars will have a six-digit figure at the end of the VIN number. Cars with steel liners will have a five-digit

number preceded by a letter, F or G for the XJ, and A for the XK (S-type numbers are preceded by L or M).

What can be done?

There is no way to repair a Nikasil block, so, unfortunately, a terminally damaged engine will have to be replaced. The first time an engine fails to start, the problem can temporarily be overcome by pouring a small amount of oil down each bore, and then the problem may not re-occur for several months, particularly if it is run on quality fuel and always warmed up fully. This, however, is only a temporary fix to postpone the inevitable.

How can the problem be confirmed?

All Jaguar main dealers, and an increasing number of independent specialists, will have a device that measures the volume of crankcase blow-by; that's the amount of air and fuel that is leaking past the piston rings and venting through the breather pipe back to the intake tract. The amount of oil in the tract will be a reasonable indication of whether there is a problem.

What is Jaguar doing about it?

More than many other manufacturers would. In fact a number of engines have been replaced under warranty within the service schedule and before the owner reported a fault. Jaguar has also considered claims for vehicles out of factory warranty up to 100,000 miles so long as there is a main dealer service history.

How do I know if an engine has been replaced?

In addition to a change in engine number noted in the paper work, replacement engines will have a green label affixed to the engine block that is visible from above, behind the right-hand cylinder head.

Are any other car manufacturers affected?

Yes, BMW has suffered the same problems with its mid to late 90's V8 engines.

What can be done to preserve an original engine?

Use good quality 97 octane fuel (such as Shell Optimax or BP Ultimate). Never switch the engine off until it has fully warmed up (this can take 10-15 minutes in cold weather) and avoid short trips where possible. It should be noted that these are sensible measures for any vehicle, and not just Jaguars, regardless of engine type.





Is the V8 a bad engine?

Not necessarily. With the exception of the Nikasil problem and a tendency for the timing chain tensioners to lose their plastic slippers (a rattle should warn of the problem long before terminal damage occurs), the only potential fault of note is where the plastic water pump can sometimes shed its impeller vanes and, if the water gauge is ignored, allow the engine to overheat.

The basic layout and design is good, combining power with commendable fuel economy and light weight, and there is every reason to believe that later versions (particularly the 4.2 liter) will match the reputation for reliability enjoyed by the previous AJ6/16 engine family.

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