

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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December, 2011

www.jcna.com/clubs/dvjc

HAPPY HOLIDAYS

FROM THE DELAWARE VALLEY JAGUAR CLUB



Delaware Valley Jaguar Club members attended the annual Holiday Party and business meeting at the White-marsh Valley Country Club on Sunday, December 4, 2011.



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DVJC OFFICERS INFORMATION

President	Charles Olson	215-757-2028	cwolson29@comcast.net
Vice President	Michael Tate	610-827-7763	mjtate1414@verizon.net
Treasurer	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Secretary	Clara Saxton	484-390-0310	sxtn2@aol.com
Directors	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
	Mike Wolf	610-964-1104	mwolf@boenninginc.com
Director of Membership	Ann Perry	610-388-2421	annsjag@aol.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Roving Reporter	Mike Tate	610-827-7763	mjtate1414@verizon.net
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Awards	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Concours Chair	Charles Olson	215-757-2028	cwolson29@comcast.net
Head Judge	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Photographer	Joe Federico	610-275-7752	
Technical Advisors	Jim Shields	215-643-0937	jim_s1@verizon.net
	Steve Kress	215-953-5227	jaguarsteve@verizon.net
	Ken Ruocco	609-497-2333	kjagnutguinness@aol.com
Club Historian	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Club Merchandise	Tom Murray	856-809-0202	jagmanred@comcast.net

AREA COORDINATORS

Chairman	Michael Tate	610-827-7763	mjtate1414@verizon.net
Bucks & Montgomery County	Charles Olson	215-757-2028	cwolson29@comcast.net
Delaware County	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
Lehigh County	Gerry Kunkle	610-861-0844	agkunkle@aol.com
Philadelphia County	Brian Craig	215-483-5861	bhc166@aol.com
Regional States: Delaware	Kurt Rappold	610-358-4055	kprappoldxksp@verizon.net
New Jersey	Rich Rosen	856-428-4290	richsusanrosen@verizon.net
Pennsylvania	Charles Olson	215-757-2028	cwolson29@comcast.net

Upcoming DVJC Events

January 8, 2012

**Lights Out at Winterthur Museum and Gardens
Winterthur, Delaware (see page 12)**

Contact: Ann Perry, annsjag@aol.com

May 18—20, 2012

**Penn—York Rally
Beach Lake, PA**

Contact: Kurt Rappold, kprappoldxksp@verizon.net

June 2, 2012

**DVJC Annual Concours d'Elegance
Oakbourne Mansion, Westtown, PA**

Contact: Charles Olson, cwolson29@comcast.net

Upcoming Other Events

Dec. 10, 2011

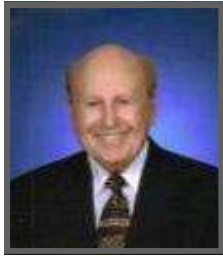
**Carz N Toyz Toy Run
Cherry Hill, NJ**

Scott Hause 610-952-6562

Feb. 24—26, 2012

**Atlantic City Classic Car Show and Auction
Atlantic City, NJ**

www.acclassiccars.com



The Prez Sez *December 2011*

On Sunday December 4,th forty of our members attended our **Annual Holiday Party** in the Weidner Room of the Whitemarsh Valley Country Club. Our DVJC Banner hung by the fireplace adjacent to our banner, "Welcome to DVJC", provided the perfect ambiance for recognizing the winning members of events in 2011, culminating a successful year!

The weather was almost summerlike, which encouraged most of the members to arrive in their Jaguars, Including one convertible with its top down! Our traditional Chicken Box yielded a measly seven dollars! The result of those with one excuse or another **not** to drive their Jags on such a marvelous day in December, had to forfeit a one dollar penalty! Of course the main purpose of the Chicken Box is for each member to introduce themselves and mention the type of Jaguar ownership they drove, or left at home. The proceeds are then deposited in our DVJC bank account by our Treasurer Gerry Kunkle, who drove his '97 XK8 convertible with his top up!

During dessert a **Presentation** was made describing the various ornaments of Jaguar memorabilia, collected by **Kurt Rappold** and **Mike Tate**. Most of the items were designed to be attached to the leading edge of the Bonnet to identify and define the "spirit" of the vehicle. **Mike Tate** gave an interesting presentation, describing the evolution of the design of the "leaper," via his large collection, showing the history of development. **Kurt** added comment to his collection of brightly polished ornaments, which were more attractive presented without the "patina."

The **awards presentation** followed, to recognize the winners in our Sanctioned Events for 2011, that were attending the Party. I feel it's an important tradition to have the winners recognized displaying their winning trophy to publicize their accomplishments and perhaps inspire participation for other members. The photos of the Trophy Winners are published in this issue.

Last Year I initiated a special award called "**The Presidents Trophy**" for those persons whose time, efforts and talent should be recognized. This year the trophy went to **Brian and Pauline Craig** inscribed "**Awarded to Brian and Pauline Craig in recognition of their and effort as Editor of the Jaguar's Purr and Webmaster of the DVJC.**" It also was awarded for their participation and support in all 2011 Sanctioned Events.

A **Raffle** was conducted and tickets were sold by **Irena Merluzzi, Ann Perry and Pauline Craig**, at the start of the party. The beautifully decorated baskets by **Pauline Craig** and items donated by **Ann Perry** were placed on a table to stimulate ticket sales as the attendees inspected the items to be raffled off. The tickets sold had a companion stub, to be attached to each item. The winning tickets were drawn by Fred Mack and the winning numbers were attached to each raffle item. While other activities were taking place, the ticket owners were invited to

match up their ticket to the corresponding one found on the Raffle item to be a winner.

Following the raffle a **live auction** was conducted by Ann Perry of the various books and items donated by the members. Mike Tate donated a book called "**Jaguar Scrapbook**" authored by Philip Porter and was sold for 130 dollars! Another excellent resource book donated by Gerry Kunkle, written by Stephen Kennedy called "**Jaguar The Classic Marque**", is a fully illustrated description covering every Jaguar model manufactured. I have one and I can attest to its value as an outstanding resource item. The book sold for over 100 dollars. Other items of lesser value were sold, which brought the total amount raised for the Auction close to **500 dollars!** I really appreciated the effort of **Ann Perry** as the auctioneer and **Kurt Rappold** as the auction recorder. Of course, thanks to our members that purchased the items to make this one of our most successful auctions.

The Presidents Closing Remarks:

I wish to Thank **Pauline Craig** as our Party Coordinator for a great job well done! Also **Brian Craig**, for his photography recording the event, supported by our photographer, **Joe Federico**.

Early renewals of membership has been requested this year by the JCNA and Ann Perry made a special appeal to encourage those to write a check for her today.

The **Concours** this year will be held at the **Oakbourne Mansion** on June 2nd in conjunction with the DVTC Cars of England.

An **appeal for volunteers** from our club to help park the spectator vehicles, is an essential obligation and perhaps can be utilized by those bringing their "Display Only" Jaguars. Gerry Kunkle is the contact and coordinator of this group.

Judging classes will be held to ensure re-certification of those requiring it. Most all current Judges will need re-certification.

Elections will be held for our **entire Officer Staff** and an opportunity to be placed on November ballot will be offered to any of our members.

In conclusion, I wish you all -

Merry Christmas, Happy Holidays and a healthy New Year!

Be Courteous, Drive Safely, and Have Fun

At your service,

President Charles Olson

2011 DVJC Award Winners



2011 Concours "Championship" winners Steve Kress, Alex LaRoche, Mike Tate, Kurt Rappold and Brian Craig.



2011 Concours "Driven" winners Ann Perry, Fred Mack and Robert Costello.



2011 Buckingham Car Show winner Noe LaFramboise.



2011 Slalom participants Mike Tate, Charles Olson, Fred Mack, Steve Kress, Kurt Rappold and Gary Tate.



2011 E-Type Extravaganza participants Kurt Rappold, Steve Kress, Tom Jones, and Al D'Orio.



2011 Rally participants Kurt Rappold, Steve and Betty Kress, Brian and Pauline Craig, Tom and Nancy Jones.



Charles Olson presenting the 2011 President's Award to Brian and Pauline Craig.



Roving Reporter - December 2011

By Michael Tate

ONE LAST WORD

It has been an historic year for Jaguar as under the leadership of the TATA Conglomerate they have gone from strength to strength with the introduction of two prize winning concept cars..the C-X75 and the C-X16, the announcement of a superb range of Jaguars for 2012 and the promise of a two seat sports car for 2013... the new XE-type? The announcement of a new engine factory which will add 1,000 new employees and the recent announcement on November 10 that they will expand their workforce by over 25% at their UK West Midlands site in Solihull. This means the addition of a further 1,000 jobs and is part of a multi-billion \$ investment in new product creation. Putting their words into action they also launched a national print and radio advertisements looking for production operators and skilled trades people. (If you are interested they say these jobs are "well paid with great benefits". Also Solihull is a great place to live...I wonder if Sheila Dring still lives there?) Also during the unveiling of the C-X16 at the Frankfurt motor show they unveiled their new corporate logo. This shows the letters "J L R " in futuristic type with the words directly underneath "JAGUAR LAND ROVER " It looks modern and aggressive.

But now with December closing in it must be the last word on the 50th anniversary of the most beautiful car ever made - the E-type! As we all know there has been celebrations world- wide including our own gathering at the Desmond Hotel. I have Brian Craig's photo of the E Types gathered there framed on my study wall to remind me. So everything that can be said has been said. Looking for inspiration I purchased at auction a copy of the May 1962 "Jaguar Journal and Daimler Digest" the house magazine of Jaguars Cars Ltd. The front cover shows a picture of the new Coventry Cathedral. I recall the German bombers coming over every night in the early 1940's and destroying the original. The site is still there with the ruins. The new cathedral is a worthy successor. Interestingly Jaguar made Wing Tips in Coventry for the Spitfire fighter plane during this time.

Included in the magazines pages is "Sir William Lyons' Annual Report." After praising the Financial results he talks of product success so perhaps I can use these early words from the Sir William as my last words. Under the heading :-

"E" TYPE ANNOUNCEMENT---CONTINUED SUCCESS OF MARK 2 MODELS

He says:- "Perhaps the most memorable event during the

year under review was the introduction of the "E" Type Grand Touring models at the Geneva Show. Few cars have been received with such acclaim and from the outset they have captured the imagination not only of the motorist, but the public at large in a manner that has seldom – if ever – been experienced before. The appeal of the car lies in its unique combination of performance, braking and handling which provide a high degree of safety, coupled with standards of smoothness, silence and docility which, hitherto, have been obtainable only in luxury saloons (sedans). I need hardly add that our production programme (program) for these models has had to be increased continuously, and even now the demand is taxing our production capacity to the utmost. These new models, together with the outstanding and continued success of the Mark 2 range, have been the major factors in achieving the results I have just outlined." AMEN. These are the early words of Sir William and the last words to cement the 50 years of the amazing "E" Type. I believe it would be appropriate to say that Sir William would be amazed at the celebrations that have taken place 50 years after the introduction. But would he be amazed? I can hear him saying "I am not surprised"

Interestingly the magazine from which I extracted the quotation above also has a number of other interesting items two of which are"-

It gives a detailed account that Daimler helped to build the first tanks ever to be used in the Great War (WW 1) with photos of a 1931 Lanchester armoured (Armored) car and the Daimler "Little Willie" tank

2 Japanese Cars for Australia. Australia is to import large shipments of Japanese cars, probably starting with 5,000 Datsuns. The government of New Zealand is considering following suite. (MJT comment "Little did we realize that this was the start of an invasion!!)

Before I leave the E-type we must also remember that it is 40 years of the V12 engine as it was in 1971 that the V12 was launched in the Series 3 E-type. The engine that was utilized was in twin –cam format as the quad cam of the racing engine proved to be too complex for large scale production and the low end performance was inadequate for day to day use. I enjoyed the V12 in an E-type , an XJS and an XJ. It perhaps is the smoothest of Jaguar engines. It won both Daytona and Le Mans.

Another anniversary in 2011 is the 20 years of the XJ 220 Supercar. I would love to drive one but driving reports say

Roving Reporter - December 2011 (continued)

that even at 20 years old the car is still magnificent. Of course the run up to the launch was full of drama with punters rushing to place their \$75,000 deposit for the purchase price of \$470,000. You can buy a good one now for some \$190,000. They said they would build 350 of them and in a flash they had orders for 1,600. As Jaguar changed the specifications so the cancellations poured in. Finally in the end about 260 were produced & found homes. An excellent book by Philip Porter was written on the full history of the car. One copy of this book was sold at auction recently for \$936.00. You can have my copy for \$850.00! First come first served

AGGRESSIVELY INTO 2012

Everything has happened at top speed in Jaguar in 2011 but it is evident that they intend the pace will be maintained in 2012. Evidence of this intent is seen in the aggressive advertising they are placing in many motor magazines. An example is the November 28 Autoweek in which appears a

six page spread extolling the virtues of the brand and, in turn, the specifics of each car. The leading page asks the question "Who you calling Quaint?" Then answers the question. I have never seen such aggressive advertising from Jaguar.

The Empire Strikes Back.

TIRE SHAVING

Brian Craig has written a superb article for this issue on a club visit to K & T Vintage Sports Cars in Allentown on November 12. They say you learn something every day. I had never heard of "Tire Shaving" before this visit. IF you want to get rid of tire balancing then read Brian's words.

The festive season is fast approaching so I wish you a Happy and Joyous Christmas or the same for any other festival you celebrate.



Mike Tate displaying the latest "Leaper" during his presentation at the 2011 Annual Holiday Party about Jaguar's "Leapers", "Growlers", and his impressive collection of the items.



Mike Tate showing his 2010 First Place Heritage Award for his continuing "Roving Reporter" columns in *The Jaguar's Purr*.

A Tale Of Two Cats

By: Steve Cutcliffe

A few issues back our editor Brian Craig asked members for stories about their Jaguars, thinking they might be of interest to other members of the Club. I am fortunate enough to be the current curator for two quite different Jaguars—a 1993, 6 cylinder, XJS and a 1971, 6 cylinder, E-type. What follows is, with possible apologies necessary to Charles Dickens, the story of how these two cats came to reside in the two bays of my garage.

The story actually begins in 1964. Imagine a high school graduation day followed by a party at a classmate's summer cottage. Further imagine that one of my more fortunate classmates showed up with an obviously fairly new E-type—a graduation present perhaps? Pause to envision me driving the family 1959 tan and salmon, two-toned Plymouth station wagon—yup, the one with the fins. So, it should come as no real surprise that when I was offered a ride in the Jaguar, I was hooked for life. An unhappy aside—upon returning from our brief ride, my classmate nicked a tree with the passenger-side corner of that lovely bonnet. I never did learn what that repair must have cost, but surely a lot.

College years brought with them exposure to a roommate's two different MGs—roadster and GT—and another classmate's XK-140. But even the XK's C-type head was not enough to cloud the E-type vision. Of course, that vision was pretty unrealistic at that time, at least for me. What was somewhat more realistic was what turned out to be an already pretty worn out 1963, pea-green MGB that I drove to Texas in 1970 to complete my two-year stint as an Army draftee. Alas, it never made the return trip, having suffered what was, for me at least, an irreparable innards failure. Next came a series of entirely forgettable late 1950s to mid-1960s, graduate school clunkers, each more ungainly than the last. Although the E-type dream had receded due to financial exigencies, it lingered on only to be refueled shortly after starting to work full time. There on the street one sunny, late spring day was a former, about -to-graduate student of mine. He was washing a bright yellow Series III 2+2 coupe in preparation for its sale, as he anticipated working in the Big Apple where he would not need or want the car. In response to the obvious question, he said for \$5,000 it could be mine. Having nothing like that amount of ready cash, and knowing no bank and certainly not my father would ever lend me such a sum for an utterly “unpractical” car—remember he of the family station wagon, I was forced to say no thanks.

Now that I was working, I could afford to set aside small amounts in what I came to think of as the Jaguar Fund. Unfortunately every time the fund had accumulated something of a positive balance, a check of available

E-types revealed that even the entry level had also gone up, often considerably well beyond the fund's balance.

Now fast forward nearly 30 more years to about 2004. A new house with garage, a better job and financial picture, an aging (think rust) 1982 Fiat 2000 Spyder, and a subscription to Hemmings Motor News got me following car prices and local newspaper ads. E-types at one end of my Jaguar age bracket and early XK8s at the other end both seemed financially out of reach; however, an attractive, red, effectively all original, 1993 XJS with not quite 55,000 miles did sound feasible. There were no objections from my wife Barbara, who only asked if it was really a car I liked. In response to my probably somewhat plaintive reply that it was not the E-type I really wanted, she said, “well, just think of it as your ‘starter Jag,’” a phrase that we have subsequently oft repeated, if only in partial jest. In the seven years I have owned the XJS, I have only had to replace the rear brakes and purchase a new battery. With just over 57,000 miles now, it is obvious that I do not drive the car very much.



After several years of ownership Barbara and I decided to join the DVJC. It has been a very enjoyable experience, although my participation in the club's largely Saturday-scheduled events has been curtailed by a long standing tee time commitment with my local golf group. About two years ago, I again began to accelerate the E-type search. Somewhat to my surprise one month, *The Jaguar's Purr* carried an ad for a 1971 Series II OTS. The price seemed right for a good driver with seemingly no mechanical issues, a nicely redone black interior, and a contrasting darker primrose exterior. Named Daisy by the previous two owners, I thought I could not do much better at the asking price than to add this flower to the fleet. So, following a successful and fairly lengthy test drive, I agreed to buy my second cat. A week later I handed over a check, signed the paper work, and drove Daisy home.

The driving experience of the two cars could not be much different, as DVJC members will knowingly recognize. The earlier E-type with its flowing lines is clearly

A Tale Of Two Cats (continued)

race-derived in design and feel, overall smaller and much tighter in terms of cockpit space, especially for a six-footer, and the more serious driver's car. The newer XJS is far less a sports car but rather more in the grand touring style. It is somewhat larger, far roomier, much smoother and a real joy to drive, especially on the highway, where I feel like I could drive to the coast, the west coast, and back with nary a complaint. To date I have somewhat less confidence in Daisy, although I always park it with a bigger smile on my face. Soon after her arrival, I replaced the front brakes and naively thought I was home "free." Unfortunately, a periodic and hard-to-track-down whiff of something hot burning off the engine, or more accurately the transmission, which had not previously revealed itself on the test drive nor on the hour plus trek home, turned out to be the start of leaking main seals. Read this as an expensive repair as both the engine and the transmission had to come out. This repair along with other work done at the same time, including a replacement of largely un-muffled straight pipes with a stock exhaust system, made the otherwise seemingly good deal on the purchase just more of a fair deal. That said, except for an unexpected ignition failure and resulting replacement, the car has actually been running well for the

first full season I have now owned and had it on the road.

At some point in its past the original carburetors were converted to the three SU-set up of the previous Series I cars. It also sports pre-safety era knock-offs. Repainted in yellow from what appears to have been originally Willow Green, the exterior has been further touched up in various places such that at some point I would like to consider repainting it. The wheels could stand replacement or re-chroming as they are showing rust. Otherwise, the only upgrade I have made was to replace the all-back steering wheel with a wooden Moto-Lita, which has dramatically brightened up the interior. I still need to find a complementary wooden shift knob. With 34,000 on the odometer, which almost surely means 134,000, this car is everything I could have hoped for in an affordable, drivable, 40-year old E-type, a 40 year+ dream come true, if you will.



Now my only desire is to find an interested buyer who would like to take over as curator for my nice, all original 1993 XJS, so that my patient wife Barbara can have her bay of the garage back once again.



WIRE WHEELS FOR SALE

4 brand new Dayton bolt on stainless spoke wire wheels shod with Yokohama Avid P4 tyres complete with Lug Nuts and Jaguar centers .Will fit XJS or XJ6. Cost \$2500 but iwill sell for \$1500.00 Contact Ken Ruocco DVJC @KJAGNUTGUINNESS@AOL.COM

JAGUARS STORM “BRITS”

By: Glenn Davis

The 15th annual Brits at the Village British car and bike show took place on October 8, 2011 at Peddlers Village in rural Lahaska, Pennsylvania. This show is hosted by the Philadelphia MG Club, Inc. The pre dawn launch from West Grove in an open car was decidedly cold, but I got to see the sun come up. The attendees were later blessed with perfect British car weather as the sun shone throughout the day and the temperature warmed to the mid-60s. Virtually all British marques were represented including Austin Healey, Mini Cooper, Triumph, Morgan, Morris Minor, Rolls Royce, TVR, and of course, Morris Garage. There was a strong showing of Jaguars, including old and more modern.

The featured auto this year was the MG Midget in honor of its 50 year anniversary. There were a total of 175 cars at the show. This event involves a ballot among the participants that selects the best cars in each class, as well as, among others, a best car in show. Nearby Peddler's Village affords the opportunity for dining and shopping as an added attraction to the car show. Numerous shoppers took a time out to view the many British cars on display. The beautiful XK 120 owned by Stan Loose won both best in class

for the Jaguar marque and overall best in show. The fantastic condition of the car warranted both awards. A 1958 XK 150 owned by Paul Merluzzi was awarded second in class and 3rd place was taken by the 1974 Series III E-Type coupe owned by Richard Rosen. All of the above described winners in the Jaguar class are DVJC members. Congratulations!

The best MG of the show was awarded to Jason Urban for his rare 1935 MG P Type/Lester. DVJC member Glenn Davis took first in class with his 1972 MGB. The awards were presented by Larry Macy of the Philadelphia MG Club, Inc.

A raffle “auction” was conducted during the course of the event resulting in British car accessories and memorabilia being awarded to the lucky winners.

As always, it was a well organized and well planned event that provided the participants with the opportunity to enjoy their cars and the public the opportunity to view these remarkable historical artifacts of motor-ing.



Larry Macy holding the award for Paul Merluzzi's 1958 XK 150.



Stan Loose with his XK 120.



Rich Rosen and his 1974 E-Type receiving the award from Larry Macy.



DVJC member Glenn Davis and his 1972 MGB receiving the award from Larry Macy.



"LIGHT'S OUT"

January 8, 2012



Plan on joining the DVJC for the 3rd Annual "Light's Out" event. 2012's trip will visit the Winterthur Museum located on Rt. 52 in Greenville (Wilmington), DE. On this last day of the season we will tour Henry Francis du Pont's dazzling home decorated in holiday style. Plan to arrive at the museum's Visitor Center for lunch (on your own) at 12:30pm. After lunch we will enjoy a guided tour of the holiday displays. Our tour is scheduled for 2:00pm. Cost will be \$15.00 per person, which is a group rate for 15 or more. Included with your ticket is admission to the blockbuster exhibition "Paint, Pattern & People: Furniture of Southeastern Pennsylvania, 1725-1850." Parking is off road and secure. Please use the form below to reserve your spot for this unique trip to an earlier America.

Name(s)_____

Phone Number:_____ E-mail:_____

No. of Persons attending @ \$15.00 per person_____

Payment enclosed (Make Checks out to DVJC)

Mail to: Ann Perry, PO Box 163, Mendenhall PA 19357

Tech Session at K & T Vintage Sports Cars

By: Brian Craig

I'm not a big fan of wire wheels so the tech session at K & T Vintage Autos on November 12th wasn't a big attraction to me. I decided to attend so I could do three of my favorite things, take photos, drive my Jaguar and spend time with good friends from the club. Also, after visiting the K & T Vintage Sports Car Web site (www.ktvintagecars.com) I thought it would be interesting to view some of their restoration projects in progress. As it turned out it was a productive day and thoroughly enjoyable.

Several of us met at the Holiday Inn just off the Lansdale exit of the Pennsylvania Turnpike. Four Jaguars, two Triumphs, and a Sunbeam Tiger convoyed some back roads to the K & T facility. It was an ideal day for a drive and the roads were marvelous. DVJC member Bob DeLucia led the way in his TR6 and I played Tail End Charlie. Bob did an excellent job of keeping track of the herd. He only had to pull over three times to keep us all together for the hour long ride. There was a moment of adventure when we all tried staying together on a cloverleaf ramp of Rt. 22. Whew!! We got plenty of admiring stares as the all British car ensemble paraded along the route.

On arrival at K & T we were warmly greeted by other attendees and the staff led by Ken Beck. Approximately 25 members of DVJC and the Triumph Club were present. After taking some time to view the facility and the project vehicles we were directed to a separate building for the presentation. Here we saw some stored vehicles including a magnificent MG TD restoration that appeared better than new. Ken Beck then gathered us in a room for his presentation.

Ken started by giving us a brief history of how he came to be drawn to British sports cars and some of his racing experience. Then he got down to business. What he had to say went way beyond wire wheels. I will try to summarize some of the information with an apology up front for doing an inadequate job. So much excellent information was provided I just couldn't grasp it all.

Most of the information provided centered on the vibration a driver feels when the wheels are turning. While wheel balance is important it is much more complicated than a couple weights compensating for the imperfections of the wheel and tire. One thing Ken pointed out was some people place all the weights on the inside of the wheel for the sake of appearance. This is the area of the wheel with the most flex and may result in an improperly balanced assembly.

More interesting to me was the fact that older wheels, especially those on British sports cars, are not hub centered but are lug centered. This becomes important when the shop

doing a tire replacement uses the cones of the balancing machine to center on the hub opening of the wheel. Although the wheel and tire come off the machine seemingly balanced they will vibrate on the car because the wheel wasn't truly centered when the balancing occurred. K & T has fabricated a number of plates with different lug patterns to properly center the wheel when doing this work.

Ken further explained that their experience has shown much of the vibration is caused by the tire not being perfectly round while in contact with the road surface. This is caused by a number of factors including imperfections in the manufacture of the tire, wear patterns caused by different drive configurations (all wheel drive, front wheel drive, etc.), flat spots resulting from storage, and wear from improper alignment or balancing. K & T has a machine that shaves surface rubber off the tire to correct this condition. Ken explained their experience has shown that once a wheel is shown to be true and the tire properly seated this process will solve most vibration problems. The wheel is not balanced until the tire is shaved as the amount of tire material removed from high spots changes the overall balance of the assembly.

Ken did discuss some aspects of wire wheels although most of the discussion applied to wheels and tires in general. There were some interesting points made during this discussion.

K & T has been presented with a number of wire wheels people found at auctions, yard sales, garage sales, etc., that seemed to be a good deal. Restoring many of these wheels to a true condition can be expensive as the current labor rate of \$75 per hour applies to the repair of the wheel. Many of these wheels are badly distorted, painted wire wheels tend to have rust at the adjustment nipples and often break while being adjusted, and frequently the replacement of a broken spoke requires the removal of several surrounding spokes so a new one can be threaded in. The chrome spokes are generally less troublesome as they are made from stainless steel. Ken estimated there are approximately 500 spoke shapes and sizes with which they have to deal. In the end a bargain wheel may be more costly to repair than the purchase of a new wire wheel. Some of these wheels also present a challenge for their balancing and rubber shaving equipment as the inside surfaces are not machined and, therefore, do not mount flat against their equipment. They have adapters to correct these problems.

There was also an interesting discussion about inner tube tires.

K & T experienced several problems with inner tubes being punctured without an obvious cause. Investigation revealed the holes were caused by the inspection label on

Tech Session at K & T Vintage Sports Cars (cont'd.)

the inside of the actual tire wearing through the inner tube. These inspection labels are applied through a process that makes them difficult to remove. The most effective method they found was to wire brush the labels off. Ken showed a photo of the site of a leak on an inner tube where there was a distinguishable pattern. He then displayed the inspection label on the inside of the tire and the pattern was clearly that of the label. They have not experienced any inner tube leaks caused by the nipple junctions in the center recess of the wheels. Another interesting tip came here. When they don't have the protective band for that recess they use gaffer's tape to do the job. It is easy to work with, does the job effectively, and does not leave the adhesive residue of duct tape.

The other important point about inner tubes was the size. It is important to have the proper size inner tube for the tire. Inner tubes that are too large result in a fold that eventually wears and causes a leak. Inner tubes are usually sized for several different size tires. Their best advice is to get an inner tube on the smaller end of the recommended size. It will expand adequately to fill the inside of the tire and will not result in the dreaded fold.

Once this presentation was completed K & T kindly provided lunch. We then moved over to the main garage to see a demonstration of the tire shaving machine.

One of the cars in the garage was a TR6 with severe vibration problems. The wheels with mounted tires had been removed and the wheels checked to make sure they were undamaged and true. They were found to be in good condition. Ken placed one of the wheels on the shaving machine and gave it a spin. It was visibly apparent the tire was not perfectly round. The high and low spots could be clearly observed. Also, once the tire stopped spinning the tire always stopped at the same place with a heavy spot at the bottom. Ken then demonstrated how the machine worked, a relatively simple mechanical process. A template was used to determine the tire contour. The machine was then set to provide that contour during the shaving process. The cutting blade was set at the center of the tread at the tire's lowest spot, the tire was set in motion by a motor in the machine, and the tire tread was cut from the center to an outside edge to prevent the blade from chopping up or feathering the tire edge. The blade was again placed in the tire center and cut to the opposite edge of the tire. This process was repeated several times taking just a small amount of rubber off the high spots of the tire. Once the procedure was completed the tire was spun freely and it was evident the tire was now uniformly round. It was also evident there had been a transformation in the wheel and tire as it did not seek a particular place to stop spinning. The tire could be stopped at any point and would stay stationary. Ken was confident that once the other tires underwent the same procedure the vibration problem would be solved. Ken also informed us the balancing takes place after this procedure as the high spots can require 3 to 4

ounces of weights to counterbalance while a tire having undergone this process usually needs a minor balancing adjustment.

Many thanks to Ken Beck and K & T Vintage Sports Cars for an enlightening and informative tech session. Everyone present learned something. I learned more than most. Appreciation is also extended to Mike Wolf for arranging this tech session, to Bob DeLucia for his leading the caravan, to all the DVJC members who attended as well as our friends from the Triumph Club who helped boost the attendance.

Again, my apologies for the totally inadequate description of this experience. I hate to use a worn out expression but you had to be there to appreciate it. If you have an opportunity to attend a future tech session please give it serious consideration. Regardless of the topic you are going to come away with valuable information.

Space precludes a description of the cars in the K & T garage being restored, serviced, or stored. To see some of them please feel free to visit the K & T Tech Session album at www.picasaweb.google.com/bcsphotos95.



Ken Beck explaining the finer points of wire wheels, wheel balancing, and wheel dynamics.

Ken Beck demonstrating the tire shaving machine and process.



An attentive audience at the tech session at K & T Vintage Sports Cars.

Technical Revelation, "Ethanol Myths"

By: Kurt Rappold, President Emeritus

Recently I was laid up for some minor surgery and had some free time to "really read" my daily newspaper. Usually I speed read it whilst Regis and Kathy Lee rant on their daily routine. On this particular day I was focused on the obit section as a friend had passed on and I was searching for his story and photo. I found it and promptly "snipped it" out to save.

Looking through the rest of the paper I noted "No Phantom" by Falk, must have missed it as we always used the first word over 6 or more letters to build our daily code matrix, another story - later.

I wound up in the auto's for sales section which by the way was very small and much to my amazement found an old "soon to be classic" Jaguar advertized. I've worked on older V-12's and always thought about owning one, some lady in Cherry Hill, N. J. gave me the whole "guts" out of one which was an XJ12C before her husband gave the body to his church youth group to redo. The body which eventually got lost. So I have mucho drive line parts in triplicate.

I bought the XJS V12 Coupe HE for a ridiculously low amount, thinking this thing with 12 cylinders is going to suck gas like a litter of 12 little pigs. I should be looking for a cute little stamped out (4) cylinder car that almost runs on air, so what! Any how the XJS had sat in this guys driveway which his Rolls and 57 Bentley were all snuggled up in a living room type garage for 5 years. The car struggled to get up on my trailer leaving a puddle of oil on my trailer deck. Once home I called my mate as trophy girl presenter for AGM Ann Perry as my car is a 'dead' ringer for Ann's JXJ Coupe except ours has a sun roof.

The purpose of the call was to determine which fuel this V-12 monster must run on. Ann 's XJS runs on regular 87 octane is the recommended fuel. So, I was pleased with that.

After several "trial and error" sessions with a car that had sat 5 years with an empty tank I finally got it to run by installing a new fuel filter and (2) new fuel system relay's.

I had several thought s about the matter of ethanol E10 gasoline. The fact the left over gas was over 5 years old and the tank was basically outside and empty for the same period.

I subscribe to Boat U.S. for boats insurance and as a member receive their monthly magazine. In the December issue is the best review of ethanol gasoline I have read and wish to "pass it along, by Bob Adrianne editor it covers #1 Myth - Loss of Octane; #2 Myth - Attraction of Water and #3 Myth - Phase separation. I highly recommend all of our JCNA Club members in N.A. to become familiar with this article as water - condensation in your gas tank is not a good thing and can be prevented. With the knowledge you will gain by reading this article the main point is to always keep your tank full, that way water droplets cannot form inside the walls of your fuel tank. You can read the article at: <http://www.boatus.com/magazine/2011/december/ethanol.asp>

Best wishes to all for a beautiful holiday season and for a Happy healthy New Year 2012. Have fun with your Jaguar.



Tom Jones wanted it made clear that, although he passed along this photo, this is NOT his XJ6 at the Pumpkin Run Rally after missing a "look sharp" instruction. Nancy kept him out of the woods the entire time.



Kurt Rappold passed along this photo of the 1956 XK 140 that was advertised in last month's *The Jaguar's Purr*. It sold at auction for \$62,000.



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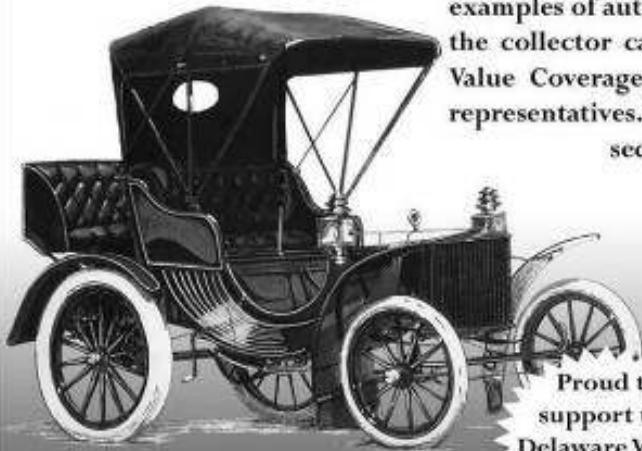
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Delaware Valley Jaguar Club's vendor is offering some great prices on club merchandise, just in time for the holiday giving season. Most items can be seen in the following pages. Check these out.

ITEM	SIZE	QUAN	ORIG PRICE	SALE PRICE
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	L	1	39.95	30.00
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Golf Shirt White	XXL	1	26.50	10.00
Sueded crew fleece with V-notch - Tan	S	3	28.50	15.00
	M	2	28.50	15.00
	L	3	28.50	15.00
	XL	5	28.50	15.00
	XXL	4	33.50	15.00
Sueded crew fleece with V-notch - Green	XL	1	28.50	15.00
	XXL	3	33.50	15.00
Denim Light Weight	M	1	28.50	15.00
	L	3	28.50	15.00
	XL	3	28.50	15.00
Lee Button Down Shirt - Natural	M	4	28.50	15.00
	L	4	28.50	15.00
	XL	5	28.50	15.00
Lee Button Down Shirt - Green	M	2	28.50	15.00
	L	1	28.50	15.00
Solid Camp Chairs		12	28.95	19.95
Mesh Camp Chairs		6	28.95	19.95
Hat - Low profile, soft lining, velcro closure, pre-curved bill		48	7.00	5.00
Hat - Cotton twill sandwich cap, silver buckle and grommet		9	7.00	5.00

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	L	4	5.00	3.00
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Ultraclub 8536 Pique Golf Shirt

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Colors: White w/Green Trim

Price: S-XL: \$22.00 XXL: \$26.50 3XL: \$28.50 4XL: \$30.50



Lee (83062)

Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle

Colors: Stone, Moss

Price: M-XL: \$28.50 XXL: \$33.50



Lee Mens (71808)

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Colors: Jaguar green

Price: \$7.00

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