

Oct. 1986

## PRESIDENTS MESSAGE

My sincerest thanks to first V.P. Joe Richards for his, as usual, masterful job in handling the CARS OF ENGLAND SHOW at the Morgan Log House in Lansdale on September 27th. While it rained on our parade Joe was there, big and strong, all the way from Wilmington for the brain trust planning meeting and the show that followed, waving the DVJC banner for all to see. ( our newsletter editor, Dave, not wishing to drive or show his precious XK 150 DHC in the heavy rain nevertheless drove out to Lansdale in his Eldorado in order to deliver the show paraphernalia to Joe.)

As you all know the planned after the show dinner meeting had to be cancelled at the last minute due to lack of response by both members and guests. This was the very first time in my term as your president that such drastic action had to be taken. Bernice and I were forced to be out of town on that particular weekend due to pressing business commitments. This, however, should in no way affect your supporting the club and its activities. Joe Richards had the situation well in hand and was fully prepared to chair an interesting and informative meeting for our members. Even though Joe had recently undergone minor surgery he did not fail the club members and took on the responsibility of this task. No fellow members we did not let you down. You let your officers down by failing to respond regarding reservations for the dinner at the interesting restaurant that we had chosen.

Now for the October meeting, this one on short noyice. The meeting will be held at B.J.Oliver's, 77th. & City Line Ave., Phila. PA on on October 19th. Good food and drink will be in abundance. Lots of Jaguar info to catch up on and most important of all this will be the night that we appoint a slate of officer CANDIDATES who will lead your club over the next two years. A most important meeting from many aspects. To coin a phrase often inserted by our newsletter editor "COME ON OUT - PARTICIPATE"

Jack Sanft

## WELCOME - NEW MEMBER

Ken Church  
1964 XKE Rdstr.

R.Bruce Heppenstall, M.D.  
Carol A. Heppenstall  
1959 XK 150 DHC  
1985 Vanden Plas

Don L. Hinman  
1956 XK 140 Rdstr.

Richard Jensen  
Janet Jensen  
1964 XKE Rdstr.

Alfred B. Parsons  
1936 SS 100 Rdstr.

Michael A. Wolf  
1979 XJ6 Sedan

## NEWS ~ JAGUAR CARS INC. ~ Leonia, N.J.

The beautiful new 1987 models (4) are now in dealers showrooms. Stop by and drool. Record sales for both August and September.

Total Jaguar sales<sup>USA</sup> in the first three quarters of 1986 stand at 17,388, a record for the period, 31.1 percent ahead of the previous record of 13,265 set in January through September, 1985.

Our thanks to Secretments Designer Club

### E-TYPE STARTER REMOVAL MADE EASY

By John Laucher

During the course of restoring my 1963 E-Type roadster, it became necessary to remove the starter. A quick look at its location was all I needed to realize that I don't have a tool that can reach the two bolts which hold the starter to the bell housing. I recalled having read something about a quick and easy fix in E/MAG Magazine, so I did a literature search. Well, that guy had a Series II car, but I felt that the principle was valid — so I adapted his procedure.

You need to drill two holes through the firewall, directly behind the nuts of the bolts that hold the works together. I did a lot of measuring and eyeballing, and when I thought I had it right, I drilled a couple of 1/8" diameter holes to check on location. I poked a wire through the holes to check their alignment, then used a hole saw to cut the access holes. The hole saw only needs to be big enough to clear the socket — about 3/4" will do. Then, a 9/16" socket on a long extension will reach the nuts. The bolts won't turn because they fit snugly against the starter housing, which holds the head in place. Once the bolts are removed, the starter is easily taken out through the bottom. Access to the starter is greatly improved if you remove the brake vacuum tank, which is in the way.

Replacing the starter is simply a reversal of the procedure I've outlined. However, you'll find that although the bolts won't turn when in place, getting them in place ain't easy. This task is made easier by a procedure that I worked out; I wish I could take credit for the idea, but I got it from Bruce Brown. The idea is to fasten the two bolts together by welding them to a curved rod (I used 1/4" diameter steel rod, bent into a semi-circle). The rod is welded to the heads of the bolts after being bent into a curve that will accommodate the outside diameter of the starter housing. I bent the rod into a curve, put the two bolts into their respective holes, then welded the rod to the bolt heads. In this way, the starter housing served as a jig, maintaining the proper spacing of the bolts.

All you have to do is place the starter in its hole in the bell housing, slip the welded-to-the-curved-rod bolts into place, and, from the inside, place each nut in the socket, poke it through the firewall, and — if you've drilled the holes right — the nuts will zip right onto the bolts, and the job is done. (Note: since I'm a two-finger typist, it took me longer to write this than it did to replace the starter!)

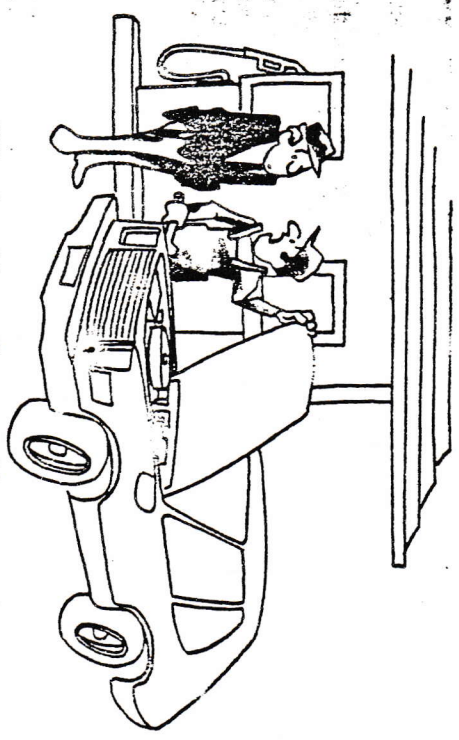
The top hole can be filled with a plug such as radio nuts use; they're available in various sizes from places such as Radio Shack. The bottom hole, however, is on a curve in the firewall, and will have to be patched with a piece of sheet metal, cut to size and pop-riveted in place. All this is hardly noticeable; on the engine side, it's way down in the bowels, and on the inside, it's covered with carpeting.

Keeping in mind that Jaguars made in those days varied in sometimes strange ways, even in the same year of manufacture, I'd recommend that you measure everything very carefully. If you use this system, check the location of the holes, as I did, with 1/8" test holes. Then, if they're not in the right place (poke a wire through, and see), you can plug the small holes with a pop rivet.

### A DASH IN YOUR POT

Everybody knows that SU cars need oil — you just undo the knob on top (brass on early ones, plastic on later examples) and pour the stuff in. The trouble is, any old oil won't do — it must be thin, 20 or even 10 grade. Banging in the old multigrade isn't really the correct thing to do, because although the car will still work, you could be losing 2mpg or so and have the edge taken off the car's acceleration as well. So take the trouble to buy a little of the correct oil, or, if you can't get straight 20, dilute 30 grade 50-50 with 3-in-1. Well worth taking a little trouble over.

Our thanks to  
The JAGUAR'S CLUB  
Action's Carpetel  
JCC!



"There's nothing really wrong with your car, sir. It just has a bad attitude."

# OCTOBER MEETING

DATE: SUNDAY OCTOBER 19<sup>TH</sup>, 1986

TIME: 5:30 PM, COCK TAIL / (CASH BAR), 6:30 PM, DINNER

PLACE: B. J. OLIVER'S - 77<sup>TH</sup> & CITY LINE AVE., PHILA., PA.

COST: \$12.95 - INCLUDING TAX & GRATUITIES.  
(COMPLETE DINNER)

CHOICE OF

FLOUNDER FRANCAISE

OR

PRIME RIB

GUEST SPEAKER: MR. MARTY SNYDER, DIRECTOR  
DELAWARE VALLEY TRIUMPHS. SUBJECT  
SURE TO PLEASE ALL DVJC MEMBERS & GUESTS.  
QUESTION & ANSWER SESSION TO FOLLOW.

## NOTE:

This is an important meeting. The time to nominate your slate of officers to lead your club for the next two years. Let's all give this important subject some thought and make sure that you are present in order to get your favorite candidate on the slate of persons to be elected at our most important November meeting.

## ADVANCE NOTICE

November 16th. (Sunday) - Dinner Meeting at the Ritz Restaurant  
( Formerly Stacy's Pub )  
ELECTION OF OFFICERS \* DVJC

December 13th. (Saturday) - Christmas Spectacular - Details later.

IMPORTANT! RSVP Regarding all three meetings if possible  
to Bernice Sanft, 1742 Green Valley Road, Havertown, PA 19083

(215) 449 - 9616

COME ON OUT -

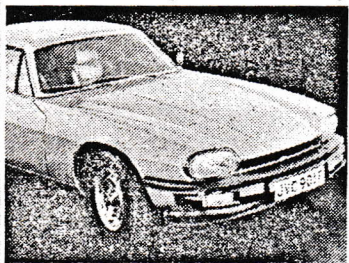
PARTICIPATE

*(Our thanks to Henry Sanft)*

By **DEREK CLONTZ**  
He might have asked for a priest, a bottle of booze or a spectacular meal, but when a Texas cancer victim uttered his last request, he asked for a car parts catalogue!

And not just any catalogue, either. It had to be the \$6 Jaguar book from XK's Unlimited, in San Luis Obispo, Calif.

"I assume he was some kind of car buff," said Donna Kubasak, a bookkeeper at the mail-order firm. "People like that really



RACY: Jaguar XJ-S

# Cancer man's last request: Car parts catalogue

get kind of fanatic about autos sometimes. Even the tiny details."

Miss Kubasak refused to identify the man other than to say he was 42 years old and hailed from Austin, Tex.

By a near tragic twist of fate, she added, he almost didn't get the parts book in time.

A backlog at the company's printer caused the delay. The seconds, minutes and hours ticked into days. And with the dying man's time running out, his wife dialed Miss Kubasak direct to demand an immediate mailing.

"I told her I'd be glad to send

one free of charge for the delay," she said.

And that was the end of it until a letter from the woman arrived at XK's.

According to Miss Kubasak, it was a thank you note that read: "The catalogue arrived the day be-

fore he died. It brought a smile to his face."

Whether or not the tragic man owned a fancy Jaguar — or ordered any parts or accessories from his cherished wish book — is not known. A new Jaguar sells for about \$32,000.

## The Scene


*In Philadelphia and its suburbs*



Special to The Inquirer / IRA JOFFE

Are you sick? Now who would put a message like that on the back of a license plate? A doctor, perhaps. A doctor who drives around in a Jaguar XLS with a license plate "RU SICK" on the back, perhaps. Now, are you sick?

### JAGUAR



**STAINLESS STEEL EXHAUST SYSTEMS**

XK120	\$279	XJ6	\$379
XK140	\$319	XJ12	\$449
XK150	\$319	XJS	\$469
XKE6	\$369	plus	
XKE12	\$349	shipping	

SILENCERS ONLY  
ALSO AVAILABLE

### DICK AMES

608 FT. WILLIAMS PKWY.  
ALEXANDRIA, VA 22304  
703/370-3097

# WANTS & OFFERS

Oct. 1986

1959 T-Bird Convertible, White, Rare Car, One Owner, V.G. Cond., Fact. Air, New Wide White Walls & Top. 62,000 miles. \$13,000. Bob (215)477-6922

Sale: 1969 XKE Coupe, 4 speed, Air, Restored.

Also: 1949 MK V Salon, RHD, Restored. Has PF 770's, New Wide Whites.

All tools & runs well. Looking for offers: Barry Batezel, 1014 Creswood Rd., Phila. PA 19115. (215)934-7288

✓ 1967 420 Sedan, Wire Wheels, Fact. Air, New Paint. Must Sell \$10,000  
Jack (215)449-9616

✓ Vandenplas Princess, 4 liter R., 4 door, Looks like Rolls, Grand Shape, \$10,000. Jack (215)449-9616

✓ 1963 Rover 4 Door Sedan, 3 liter, Just imported from England, 34,200 original miles. Excellent Interior, Automatic, Sacrifice \$7,500.  
Jack (215)449-9616

✓ 1960 MK 1X, Very Strong Runner, Excellent Body, Wide White Walls, Black over Maroon. Sacrifice \$6,000. Jack (215)449-9616

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**CAR O FARE Ltd.**  
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Chestnut Hill, Pennsylvania 19118  
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## New Jaguar Parts

### Stainless Steel Exhaust

LIFETIME GUARANTEE  
made in England; to original specifications

XK120 "M" system .....	\$335
XK140 XK150 twin system .....	335
XKE 1 early (long resonators) .....	345
XKE 1 late (short resonators) .....	345
XKE 2 (wide resonator pipes) .....	354
V12 E doesn't include 4-out tailpipe 345 Chrome plated steel, 4-outlet pipe for above V12 system .....	42
XJ6 1 short wheel base .....	355

steel clamps included with all sys.

### Chrome Trim Parts

XKE's rear conv. top chrome trim .....	94
XKE's chrome trim for sill .....	28
XKE's 2+2 chrome trim for sill .....	32
XKE's chrome bonnet pull handle .....	28
XKE's ext. door handles .....	89
XKE's coupe & 2+2 hatch sup. rod .....	29
XKE 1 motif bar .....	65
XKE 1 motif bar extension .....	30
XKE 2 motif bar .....	89
XKE 2 headlight chrome eyebrow .....	62
XKE conv. chrome top latch .....	31
XKE conv. 4 chrome "J" hooks to attach convertible top env. ....	24
XJ6, 12 series 1 hub caps .....	28
XK's & Early Sedans hub caps .....	23
XK Hub cap emblem for above .....	6
MK5 XK120 coupe int. door handle .....	28
XK120 boot lock/handle .....	69
XK140 DHC ext door handle .....	40
Leaping Jaguar .....	small 32, large 42

### Miscellaneous Parts

XKE 1 front turn/park light .....	\$89
XKE 2, 3 & XJ's front turn/park light .....	62
XK140, 150 & Sedan front turn light .....	59
XK's front park light unit .....	48
XK's turn signal relay .....	89
XK's 4-fuse box with cover .....	50
Spark plug wire conduit .....	20
XK's flexible oil breather hose .....	24
XKE 1 gromet for air cleaner .....	14
XK120 gromet for rear bumper .....	5
XK140, 150 large gromet for hardura mat in boot .....	5
Point screwdriver for tool kit .....	6
Tire valve extractor original plastic .....	1

### Mechanical Specials

Clutch disk original (not rebuilt) .....	28
XK120 motor mounts .....	11
XK's drive shaft U-joint .....	19
XKE's brake or clutch float switch .....	20
XKE half shaft U-joint .....	24
XKE steering col U-joint .....	29
XKE motor mounts (original) .....	12
V12 clutch/slave cyl. flex hose .....	21
XKE2 Zenith duplex choke cable .....	35
XKE1, 2 brake caliper kit .....	36

### Gift Items

XK120 hood badge, style belt buckle .....	9
XKE horn button, style belt buckle .....	9
XKE style key ring pewter .....	4
Jaguar silver plated key chain .....	13
Genesis of a V12 sales brochure with acetate overlays of engine .....	20

The parts listed above are a small sample of the items I have in stock for JAGUARS. My inventory includes thousands of new, used and reconditioned mechanical, electrical, wiring, sheet metal parts covering most models from the XK's of the early 50's to the early XJ6's.

If you are starting a restoration, I'll be happy to look over a list of the parts you might need, and quote prices on the parts, if available.

I also polish SU carburetors, cam covers, etc. (prices on request)

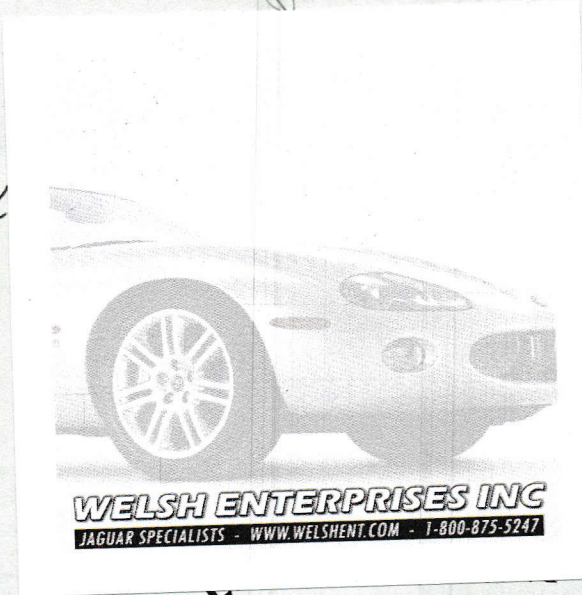
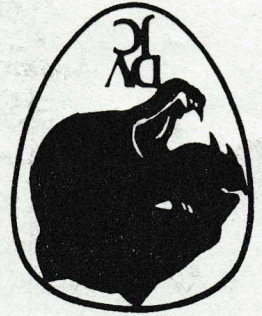
### JOHN FARRELL

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Club





330 Kenmore Road, Merion Station

David C. Campbell, Editor

DELAWARE VALLEY JAGUAR CLUB

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CLASS



# DELAWARE VALLEY JAGUAR CLUB

## 1985-86



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