

PRESIDENT'S MESSAGE

Nov. 1987

Another grand and glorious fall fell upon DVJC. This time, however it did not lack the active participation of fellow DVJC members who want more out of their club than just receiving our newsletter.

From the fascinating trip to White Post Virginia (of which you will read more about in this newsletter) to our trip to the Mack Truck World Headquarters, in Allentown, Pa. (to hear Jaguar's very own Malcolm Oliver) to the successful car show and flea market sponsored by the Germantown Lions Club and hosted by the Philadelphia College of Textiles and Science and to be capped by our very own Road Rally on November the 8th. and then to be topped off with our first Italian Brunch replete with Fashion Show and mystery speaker, November 22nd. Sounds like a bunch of winners to me.

El Presidente is hard at work formulating committees for the upcoming Annual General Meeting to be held here in March, '89. Needless to say a great deal of work and planning will be required to make this AGM the greatest event of the decade (a commitment I personally made to the delegates at the AGM in San Diego, March of '87.). If each club member would volunteer to assist by serving on a committee it would make life a lot easier for El Presidente and insure its success. So without further delay make an early New Years resolution to become active in DVJC and help to boost your club to First Place in the country.

From a club which was wrongly placed on suspension by JCNA to the top club in the country is quite a jump, but entirely possible. Also pleased be advised that DVJC's suspension has been lifted and all DVJC members will once again be receiving their Jaguar Journal (as well as the back issue you missed). I also feel certain that JCNA will not single out each and every club member and mail to them a notice of this reinstatement (as they did when placing our club on suspension). I for one, do not know the significance of these much wasted dollars and if anyone out there (including you folks at JCNA) has a reasonable explanation won't you please come forward at this time. My final comment on this is that it sure did not show esprit de corps or much comradery when a simple phone call to El Presidente or our secretary-treasurers the Johnston's could and would have prevented the entire matter from taking place. Amen. Now on to bigger and better things.

Jack Sanft

MYSTERY OF THE YEAR

Much speculation, by your board of directors, has been spent on the extreme success and growth of the Empire Division (which was almost insolvent a number of months ago) which now numbers just under 200 members.

Our hats are off (including this Campbell's) to club director Charles Mac Donald and his entire staff for not only their dynamic growth but for a much improved club newsletter the "Headlight".

D.C.C.

RACING NEWS ~ JAGUAR

Nov. 1987

TWO WORLD TITLES IN TWO WEEKS ! JAGUAR has won its first-ever World Championship. At the New Nurburgring on 30 August, the Silk Cut Jaguar Team beat all the Porsches and the Kouros Sauber-Mercedes to win the German 1000 km race and make certain of overall victory in the 1987 World Championship for Group C sports-prototypes. Two weeks later, on 13 September an even more dominant, and tactical, success was achieved in the pouring rain at nearby Spa-Francorchamps where the TWR-prepared Jaguar V12-powered XJR-8s came in first and second-very nearly snatching third right at the end.

The Silk Cut Jaguar XJR-8 scored its 8th win of the 10-race series in Japan on Sunday, September 27, giving drivers John Watson and Jan Lammers their third trip to the winners' circle this year. The Silk Cut-sponsored TWR team had already clinched the World Sportscar Championship at Spa on September 13.

NEWS - JAGUAR

Leonia, N.J., October 14, 1987 -- Jaguar Cars, the Coventry based luxury car manufacturer announced today that production of its luxury sedan and high performance sports cars during the first nine months of 1987 reached 35,087 units - an all-time record for the company and 14% up on the corresponding period last year. Jaguar's worldwide sales during the same period totalled a record 35,319 cars - 18% ahead of last year.

~ WELCOME NEW MEMBERS ~

Larry S. Bernstein
1971 XKE V12 111 2+2

Edward & Elaine Gilvey
1967 XKE 2+2

Bradley G. Haberly
1974 XJ6 Sedan

Karl Jacobson

Jeff Lotman
1965 XKE Rdstr.

Harold & Virginia Mc Crabb
1953 XK 120

David L. Milling
1937 SS-100 OTS
1971 XKE Rdstr
1982 XJ-S
1987 Daimler 3.6 Sedan

Kirk & Marilyn White
1952 XK 120 Rdstr
1953 XK 120 Rdstr

DECEMBER 12TH - SATURDAY (MARK YOUR CALENDAR)

* ANNUAL CHRISTMAS BASH *

LILLY LANGTRY'S - VALLEY FORGE
SITDOWN DINNER & 1½ HOUR FLOOR SHOW
(CHOICE OF MENU - DEC. NEWSLETTER)

* 30.00 PER PERSON - ALL INCLUSIVE

R.S.V.P. - BERNICE JANFT.

NOVEMBER - BRUNCH MEETING

DATE: /UNDAY NOVEMBER 22ND 1987

TIME: 12:00 NOON

PLACE: EMILIO'S - 6521 HAVERFORD AVE.

PHILA. PA. - FREE PARKING, NEXT DOOR .

COST: \$12.00 PER PERSON - ALL INCLUSIVE .RSVP

PROGRAM:

PLEASE ↗

BRUNCH - LAVISH MENU - SOMETHING FOR EVERYONE .

FASHION SHOW - INFORMAL MODELING BY
PUBLIC IMAGE & LAFAYETTE HILLS
(FASHIONS AVAILABLE FOR PURCHASE)

GUEST SPEAKER: BOB SONNEN of WOOD EXCEL
SUBJECT - WOOD FINISHING

HOW TO GET TO EMILIO'S

From center city (and those coming over the bridge from New Jersey) West on Walnut Street to dead end at Cobbs Creek, turn right, this will become 63rd. St. as you pass Market St. north on 63rd. to Haverford Ave. approx 1/2 mi., turn left on Haverford find Emilio's at 6521.

From N.E. Phila.- Find your way to City Line (route 1) go west on City Line to 63rd. St. which is just past the hump in the road over the P.R.R. Overbrook Station. 63rd is on left side only - does not cross City Line. Left on 63rd. south to Haverford, approx 1 mi., Right turn on to Haverford, find Emilio's at 6521.

From N. and N.W.- Find City Line (route 1). Haverford Ave crosses City Line approx 1/2 mile west of Lancaster Ave (route 30) and approx 1 mile east of West Chester Pike (route 3). South on Haverford Ave. to Emilio's at 6521.

To: Bernice Sanft, 1742 Green Valley Rd., Havertown Pa. 19083

Enclosed is my check in the amount of \$ _____, Kindly make reservations for _____ persons at \$12.00 each.

BRUNCH

NOV. 22ND

Name: _____

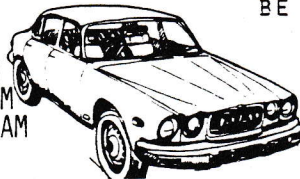
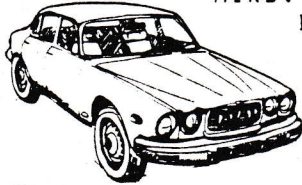
Address: _____

RSVP

ANNOUNCING DVJC'S AUTUMN ROAD RALLY, NOVEMBER 8TH, 1987

A ROAD RALLY IS A GAME PLAYED IN CARS REQUIRING A KEEN NAVIGATOR, A DUTIFUL DRIVER, A SENSE OF ADVENTURE, AND A COMPETITIVE SPIRIT.

THIS RALLY WILL BE A SCENIC, UNTIMED, FUN DRIVE, SUITABLE FOR A SUNDAY OUTING, AND WITH THE NOVICE RALLYIST IN MIND. HOWEVER, WE ARE INCLUDING ENOUGH DIRECTIONS, DISTRACTIONS, QUESTIONS AND BRAIN TEASERS TO INVOLVE COMPULSIVE "TYPE-As" AND GAMES PLAYERS IN A CHALLENGING COMPETITION. WHICHEVER WAY YOU CHOOSE TO PLAY IT, IT SHOULD BE A MEMORABLE AND FUN AFTERNOON.



TIME
REGISTRATION OPENS 10:00 AM
DRIVERS' MEETING 10:30 AM
FIRST CAR OFF AT 11:01 AM

START
SOUTH JERSEY MEDICAL CENTER
ROUTE 70 (1/4 MILE WEST OF ROUTE 295, FIVE MINUTES FROM THE BEN FRANKLIN BRIDGE) CHERRY HILL, NEW JERSEY

THIS LOW PRESSURE EXCURSION IS DESIGNED TO START THE CLUB "ON THE ROAD" TO MORE SERIOUS TIME, SPEED AND DISTANCE RALLIES, WHICH ARE SCHEDULED TO BECOME JCNA NATIONALLY SANCTIONED EVENTS, WITH POINTS AWARDED FOR NATIONAL STANDINGS!



FINISH
WE WILL FINISH AT AN INFORMAL CHERRY HILL RESTAURANT NEAR PHILADELPHIA FOR SUPPER AND A QUICK CLUB MEETING WHILE SCORES ARE TALLIED. TROPHIES WILL BE AWARDED AND THE MYSTERIES OF THE EVENT EXPLAINED.

FEES
\$ 8 PER CAR FOR DVJC MEMBERS AND THEIR GUESTS WHO ARE PRE-REGISTERED BY MAIL PRIOR TO NOVEMBER 4, 1987. YOU MAY DRIVE JAGUARS OR ANY OTHER MARQUE, AND PARTICIPANTS DO NOT HAVE TO BE CLUB MEMBERS!

\$10 PER CAR MORNING OF THE RALLY

FREE TO CARS AND/OR DRIVERS AND/OR NAVIGATORS WHO PARTICIPATED AT OUR ATCO EVENT THIS SUMMER, AS A MAKE-UP COURSE FOR THE GYMKHANA WHICH HAD TO BE CANCELLED DUE TO THE WEATHER

PLEASE NOTE THAT CARS SHOULD HAVE AT LEAST TWO PEOPLE, BUT NO MORE THAN TWO ADULTS OVER 10 YEARS OLD TO BE ELIGIBLE FOR TROPHIES. CARS WITH MORE THAN TWO SETS OF EYES OVER 10 YEARS OLD MAY RUN THE EVENT AND WILL PROBABLY HAVE A GREAT TIME, BUT ARE NOT ELIGIBLE FOR AWARDS.

FOR MORE INFORMATION, PLEASE TELEPHONE MILT PERRY AT 215-885-2252.

REGISTRATION FORM / DETACH AND MAIL TO : JOE & MARY ELLEN JOHNSTON,
5621 CHESTNUT AVE., PENNSAUKEN NJ 08109

<u>DRIVER</u>	<u>NAVIGATOR</u>
NAME: _____	_____
ADDRESS: _____	(IF DIFFERENT)
TELEPHONE: _____	_____
CAR: _____	_____
(YEAR)* (MAKE AND MODEL)	(COLOR) (LICENSE PLATE)



T-Talk



The Delaware Valley Classic Chapter

Founded 1970

September 1987

DVC - POOL PARTY

KING OF THE CATS OUTDOES HIMSELF!!!!

When our own Jaguar mogul, Jack Swift, offered his services last fall at the Chapter's annual meeting, no one could foresee the extent to which Jack and the Delaware Valley Jaguar Club would transform our "bring-your-own basket" pool party into the elegant summer lawn luncheon he and Bernice created.

On that cold November night in West Conshohocken, the idea of inviting the Jags to the annual DVC pool party seemed simple enough. Even when Jack suggested the DVJ provide the food, we figured they would bring the burgers and we'd set up the keg. Well! Under the hundred year old sycamores in the back of the Bartel's colonial era home, Jack and Bernice, with the help of visiting son and daughter, erected a tablecloth-bedecked buffet the likes of which revelled the finest of horse country weddings. Among salads and appetizers of all sorts were Indian delicacies, cheeses and fruits, a barrel of Maryland hardshell crabs - with hammers, hamburgers, hot dogs, steamed corn on the cob, and on and on.... Everything was nicely protected from the wildlife by delicate lacey "platter tents." Jack and others from the Jaguar Club took turns at the grill while the rest of us tried to put a dent in the endless supply of victuals and later desserts..

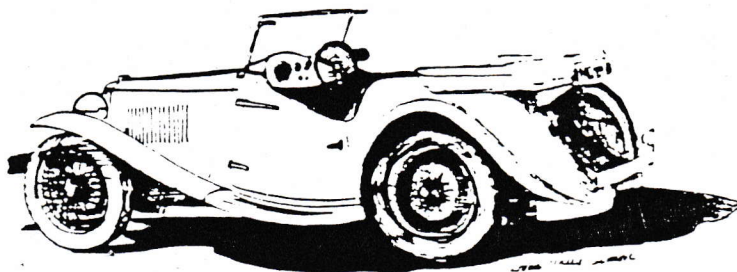
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Of course, the setting is just perfect for splendor in the grass. Shady lawn, woods, the Bartel's delightful pool, and a line up of cars to dazzle the eye. Arranged beneath the stand of trees were seven TD's, two TC's, a TF, a 1933 MG L-Type 6 cylinder ohc roadster and a B-GT. The Jags were represented by four E-types, a beautiful XK120 drophead, two saloons and an overwhelming 1928 Bentley 4.5 litre open touring car similar to the machine that ran LeMans that year. Furthermore, invited guests from the Delaware Valley Triumphs showed up with a pristine TR250, a 3, a 6, and a Spitfire.

Just so you don't conclude that if your T is not on the road you will be out of place at a DVC event, the entire front yard was full of Detroit iron, riceburners, a couple of vans and a motorhome! Estimates are over 90 people enjoyed the perfect weather, epicurean cuisine, and unexpected raffle concocted by Jaguar Jack as a finale!

Many thanks to Jack and Bernice and the Jaguar folks for their splendid fete, to Mike and Doris for again offering their beautiful home, and to the members who came out for the best pool party yet.

.....Jorn Deikis



VIRGINIA WEEKEND

What has 40 legs, likes a "cat" for a pet and enjoyed an Indian Summer Weekend in Virginia recently? Well It's the 20 members and friends of DVJC who had a **SUPER** time at White Post, Virginia the weekend of October 17th.

The weekend's festivities had something for everybody. Over 700 cars on display, air show with sky divers, hot air balloons, arts and crafts, music, fireworks and tours of White Post automobile restoration facilities were only some of the activities to be enjoyed. All types of automobiles: new cars, street rods, domestic and foreign antiques, and classics were shown. (Jaguars were well represented.) When was the last time you saw a mint condition 1928 Franklin, 1936 Packard or a 1937 Talbot Lago? If you didn't fall in love with several cars during this show, you could not call yourself a "car buff".

When you get the chance, ask Jack and Bernice what the speed limit is on Route 95; check with Joe and MaryEllen about those puffs of smoke coming from their exhausts when a new Mustang GTO was about to pass them. Ask Joe and Edna to show you pictures of their restored Fire Engine (no significance I'm told between a Jaguar and Fire Engine in the same driveway). Ask George and Joanne how a relative and friend made out with Miss Virginia. See how Bruce and Vicki did getting on and off the hay wagon with his broken foot and crutches (tripped over an air hose?); and ask Dave and Atea how they enjoyed their barbecue dinner Saturday afternoon.

What a shame more of our members didn't take the opportunity to enjoy this weekend. It was **FUN!**

When a friendly gas station attendant said "Ya'll come back next year," it wasn't too difficult to say that we probably would!

Kenneth and Mary Helig

"The Group 44's Jaguar"

Racing has come to an end and the DVJC had a great opportunity to review its many accomplishments with Bob Tullius Group 44's leader. It was an engineers walk in the clouds to see the clean well equipped facilities at Group 44's headquarters. Since Jaguar had recently dropped its financial support for "Group 44 Racing", we had the good luck to see the entire shop facility without restrictions. Jack Sanft did his usual good job of arranging the shop tour during the White Post Virginia Week end Oct. 16, 17 & 18.

It was a real treat to see all the equipment you dream about when you work on your Jaguar: A wrist pin bushing machine- a boring mill- heat treat furnace for installing valve seat inserts- lathes- milling machine. You name it and the machine shop had it. The fabrication shop was equipped with all the tooling to fabricate a race car frame and body. All the equipment was clean neatly arranged on a spotless floor.

We could examine several test engines setting in the engine room. The unusual starting motor and timing drive system under development was of special interest. A 9000 RPM engine needs some special TLC and design that our production V12's don't have or get in everyday driving.

We normally think of setting the engine of a vehicle in the chassis frame but the 44's racing body is hung off the engine block. The racer will not stand alone without the engine. It was a great experience to see the many novel designs put in place to make a competitive racing machine.

I sure hope Jaguar has another race program in mind that will be as thrilling to Jaguar enthusiast as the Group 44 has been the last several years. Our thanks to Bob Tullius for an informative interesting morning at their Winchester, VA. facility and to Jack for arranging the tour.

Joe Richards

NOTE:

Our very own Bernard Havard has invited the club to hold a meeting at the Walnut Street Theater. LETS HAVE SOME INPUT!

Jack

TECHNICAL TIPS OF GOLD BY BARRY GOLDMAN

TIMING CHAIN NOISE

As we all know, our Jaguars are 4 cycle internal combustion engine powered vehicles. This means that the pistons move up and down twice for each revolution of the cams that open and close the intake and exhaust valves. To assure that the piston does not interfere with the valves, the movement of the piston and crankshaft (at the bottom of the engine) is used to move the camshafts that open and close the valves. Some engines use directly meshing gears of different diameters; others use toothed belts driven by toothed gears of different diameters; some use a single roller chain (it looks like a double bicycle chain) and toothed gears; and others like the Jaguar use two roller chains connected by an intermediate idler gear. The ratio of the toothed gears to one another determine the rotation speed of the cam with relation to the crankshaft rotation.

When new, the chains mesh firmly and cleanly with the various toothed gears and spring (in older 3.4's) or hydraulic tensioners as well as an eccentric mounted idler to take up a very modest amount of slack. As the engine runs wear occurs on the gear teeth as well as stretching of the chains. The tensioners press against the lower chain to absorb the extra length and the upper eccentric may be repositioned to reduce the upper slack. As the stretching and wearing occurs, the chains will start to flex and vibrate. To eliminate or reduce this vibration and hence noise, dampers made of nylon or other slippery plastic material ride parallel to and just touching the chains at various locations in their path. With use these nylon dampers wear and take on the shape of the chain and allow excessive movement.

When your smooth, quiet Jag engine changes its sound from a "PURR" to a growl and this sound comes from the front of the engine, suspect worn dampers and/or stretched chains. However, double check that if your car has riveted fan blades, make certain that they are tight. If not the resultant rattle may sound like the chains. There is no easy fix to stretched or worn timing gear. The engine must be opened to remove and change the parts.

The following is a short summary of the steps to do a gear change; of course it is necessary to use the service manual to do it without chance of damage;

1) Remove the head; when I have done this job, I detached the down pipes at the flanges, detached only the cooling hoses at the rear of the block feeding the heater and at the thermostat housing, disconnected the throttle linkage and choke wire, tach lead as well. Don't forget the oil feed line to the head at the rear next to the firewall. Then the entire head including the carbs and manifolds may be lifted. Once the head is off the engine, you may wish to decarbonise; a procedure whereby the carbon is scraped from the combustion chambers and from the heads of the pistons. This cleaning prevents flakes from dropping off and clogging piston rings, etc., as well as eliminating a source of pinging and running on or dieseling.

2) Remove the vibration damper pulley.

3) Though it is a good idea to drain the oil because it is bound to become polluted, the pan need not be totally removed. Loosen all bolts around the pan. Remove all side bolts leaving those at the rear and front. Replace the front bolts with one's that are 1½ to 2 inches long. Further loosen the rear bolts and pry down the pan. It will drop enough to allow the front oil seal to be removed and allow the pan to be left in position, greatly easing assembly.

4) Remove fan, water pump and timing case cover. This is straight forward but be sure to note which bolt goes where because there are a variety of lengths. Once the covers are removed all the timing gear is visible. Replacement parts are available for all the components (some may require a little digging). It is a good idea to replace all the parts since the wear is cumulative.

To reduce wear on the vibration dampers I thought to try something other than the nylon blocks that are used. I looked for a product that is resilient like the nylon but has greater resistance to abraision. Such a material does exist and is often used as a bearing material. This product, TEFLON, is available as sheets and may be cut to fit the mounting pieces with an ordinary saw. Rivets are used to attach the TEFLON to the mounting pieces. (Be certain to deeply countersink the rivet heads.)

5) Replacement of both the chains and all gear will assure quiet operation of the timing gear on reassembly.

6) It is of vital importance to follow the manual's procedure for reassembly of the timing gear, special clamps are necessary to lock the cams into the exact TDC (Top Dead Center) position when fitting the head to the engine. Of course cleanliness is imperative, especially where gasketed surfaces meet. I always use a NON-Hardening gasket compound such as Permatex 3 to provide a good seal but allow dis-assembly without undue work.

Regarding tools: XK 120's and early 140's may have a mix of BSF, Whitworth, and American sizes. If you find a socket that is too loose, AT ALL COST AVOID USING IT. Sometime a metric size will work and fit snugly. Also, when heavy torque is required try to use a 6 point socket rather than 12 point since there is greater contact between bolt head and socket.

The job is not of beginners. However a skilled home mechanic can do the job. If you have any question, please feel free to contact me.

Barry Goldman 516 766 7150

*Submitted by Barry Goldman
of Jaguar Drivers Club*

EDITORS NOTE

Thank you Barry for taking the time to share your expertise with us.

Do you have something of interest to our club members regarding their beloved Jaguars and how to care for them? If you would be so kind as to write a description of your experience it would be deeply appreciated. Your newsletter can be much more informative and useful to all if everyone contributes. Please contact Richard Piken if you would like to help.

I am happy to pass the job of Editor on for this upcoming year . It has been a challenge for me mainly because I am not well versed in the workings of any automobile, much less our beautiful Jags. While I have been Editor I have felt that the newsletter was lacking in its technical information. Hopefully, with the aid of our members the next editor will have more input on the technical aspects of owning a Jaguar. Our club can only be as strong, interesting and informative as its active members. It is of utmost importance that each member try to show his or her support. You may not be able to attend all of the meetings or outings, but possibly you could submit an article to the newsletter about your experience with your car and its idiosyncrasies. We can all help make our club better in our own individual ways. Pitch in , it will be appreciated and you'll enjoy your club more too !

IN APPRECIATION

I would like to convey my appreciation to Bill Terry of Terry's Jaguar Parts, not only for being one of the sponsors for our 1987 Concours and for his very generous gifts for our raffle table, but also for the establishment of a commercial status account for Delaware Valley Jaguar Club Members. This will entitle a DVJC member to a 15% discount on most items listed in their parts manual.

Any DVJC member interested please contact me for particulars.

Bruce A. Roberts
Concours Chairman

(TERRY'S JAGUAR PARTS - 117 E. Smith St., Benton, Ill, 62812)
Orders only 800-851-9438
or info. 618-439-4990

SPECIAL OFFER: Haynes Publications, Inc., are making a special offer of 20% discount with any Jaguar Club members' prepaid order. Included in this newsletter is a copy of their flyer highlighting all the titles currently marketed. Their card order form is reproduced below. All orders should clearly list the code: JCA 1087-1. The handling costs should be figured on the full retail price.

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*Must be paid by check or money order.
Foreign orders must be drafted on U.S. funds.*

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JAGUAR PROJECT XJ40



JAGUAR PROJECT XJ40: The Inside Story of the New XJ6

Philip Porter

When the dust wraps were pulled back at the 1986 Motor Show, Jaguar's new XJ6 met immediate public acceptance and praise. But if slick PR and razzmatazz made the birth look easy, it was an illusion: Project XJ40, "Jaguar's worst-kept secret," had a gestation that was long, nerve-racking and difficult and more than once threatened with tragedy.

Following the heels of the XJ6's launch, *Jaguar Project XJ40* tells publicly, for the first time, the full story of the car's inception and development. Because much of it is in the words of the key men at Jaguar it is truly the inside story of the Coventry company's make-or-break new car.

With a foreword by British Prime Minister Margaret Thatcher.

192 pages; 8 1/2 x 11; 16 pages of color, 250 illustrations in all; hardbound; \$24.95
0 85429 597 6 — F597

JAGUAR SPORTS RACING AND WORKS COMPETITION CARS FROM 1954 ON

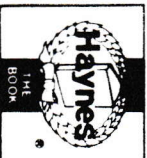
Andrew Whyte

The long-awaited second volume of Andrew Whyte's definitive history of Jaguar in motorsport is, at last, here, and if the first volume was a masterpiece then volume 2 is a blockbuster! Starting at the height of victory with the legendary D-Type at Le Mans and ending with the modern company's return to international racing, volume 2 tells the fascinating and involved story of Jaguar. Boasting a full 640 pages and over 1,000 photos and illustrations throughout, here is the complete and unparalleled story of a racing legend!

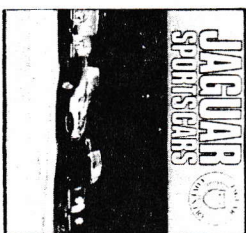
640 pages; 8 1/2 x 10 1/4; 16 pages color; 1,000 photos and illustrations in all; hardbound \$59.95
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Haynes is the undisputed international leader in the field of automobile and motorcycle repair manuals. In a unique style of actually performing all repair work as the writing is done, Haynes insures maximum accuracy and readability. It's no wonder that once a customer uses a Haynes manual, there is no other way.



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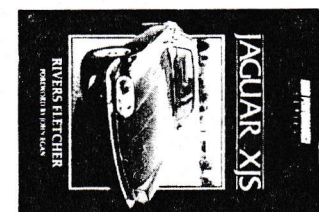


Jaguar Sports Cars

Paul Skilleter

The definitive history of all those classic sports cars bearing the SS Jaguar motif. From SS100 to XJS — it's all here. A high-quality artpaper production with 400 pages and more than 200 illustrations.

Cloth hardback, 360 pp.; 9 x 9 1/2; illustrated throughout; \$39.95
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Jaguar XJS

Rivers Fletcher

Foreword by John Egan

Jaguar XJS is a remarkable story of a classic car's development, production and racing progress and with more than a hundred photographs, shows just how the XJS is made.

Hardback; 144 pp.; 7 x 10; over 100 photos; \$14.95
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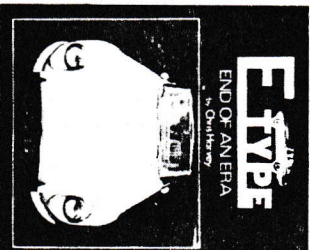


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Andrew Whyte

The first, highly acclaimed volume of the author's work covering the exciting era between the SS cars and the never-to-be-forgotten Jaguar C-type. A high-quality book with more than 450 illustrations.

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E-TYPE

by Chris Harvey

E-Type: End of an Era (2nd Edition)
Chris Harvey
Book No. P116
This is the second edition of Chris Harvey's very popular book about Jaguar E-Types. There are an additional 8 pages of color and 50 new black and white photographs, together with an extra chapter of information. This will bring the total number of *Classic Car* titles available up to ten.

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Super Profiles

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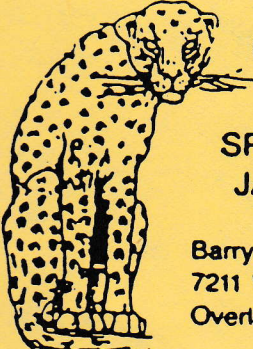
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