THE CAT'S MEOW

Newsletter of the South Florida Jaguar Club
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XJS Issue
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The Cat's Meow, July—August 2005
President’s Message

Our June meeting at the Olive Garden had 21 members. We covered a lot of issues and talked about some great future events. The club decided to take the summer off so the next meeting will be the first Tuesday in September. Hope to see even more of you then.

We have some challenges facing the club. We need your help to ensure that the club continues to grow and provide the enjoyment that we have all come to appreciate. If you would like to help coordinate and plan events, driving or otherwise, please contact our events coordinator Brad Cline. Our Newsletter editor, Andre Haluska, is always looking for articles to publish. Please contact him if you have any content or interesting tidbits. And finally, we will be electing a new slate of officers at the end of the year. Please contact me if you would like to be considered for any of the positions.

This Fall will be a busy time for the club. The JCNA Challenge Championship in September promises to be a spectacular event. Expect to see over three hundred Jaguars in and around Braselton, Georgia to compete in the disciplines of Slalom, Rally, and Concours d’Elegance. See the JCNA web site for more details. In October, the club is planning a drive to Vizcaya in Miami. We will be sending out details as the date approaches. In November, our annual JCNA sanctioned Concours will be held in downtown Delray Beach and planning for a special Holiday Party in December is underway. Come join in all the fun . . . . . . . .Hope to see you all at the next meeting.

Bob Scibelli
September Dinner Meeting
Summer Vacation is here. Join us for our next dinner meeting on the first Tuesday of September (9/6/05) at 7:30 PM. This meeting will be held in a central Broward county location at the Olive Garden restaurant, 5550 North Federal Hwy, Ft Lauderdale.

Directions:
Exit the Turnpike or I 95 at Commercial Blvd, go East on Commercial and make a left, North, on US 1 / North Federal Hwy. Olive Garden will be on the right.

Locations of Future Meetings
The club is open to suggestions for future dinner meetings. You may email the editor or email Co president, Roger Seitz, with suggestions. The location must accommodate approximately 20 to 25 people. Be creative!

October Dinner Meeting
The SFJC October meeting will be held at The Field Irish Pub and Eatery. The address is 3281 Griffin Road, Dania Beach. Dining room is in the rear and there is lots of easy parking. Cold beer and good food.

Directions:
Exit I 95 at Griffin Road, go West approximately 1.5 to 2 miles. The Field is on the North side of the road. Watch for the large sign.

2005 Challenge Championship
Sept 21 - 26 at the Chateau Elan in Georgia. See the SFJC web site for more details and information.

Blast from the Past at City-Place
in West Palm Beach. SFJC day happens on October 23, 2005. Downtown off Okeechobee Blvd exit of Route 95 - see below.

Calendar of JCNA and Local Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept 6, 2005</td>
<td>Dinner meeting at Olive Garden in Ft. Lauderdale</td>
<td>See Club Events above.</td>
</tr>
<tr>
<td>Sept 10, 2005</td>
<td>Jaguar Club of Florida Annual Concours Hotel Royal Plaza Walt Disney World, Orlando FL</td>
<td>James W. Kuhlmann (407) 330-9945</td>
</tr>
<tr>
<td>Sept 18, 2005</td>
<td>Suncoast Jaguar Club Dan Ligas Memorial Jag-Fest Downtown St. Petersburg</td>
<td>Jo Ligas for information and reservation. <a href="mailto:jaguar957@aol.com">jaguar957@aol.com</a> or (727) 539-0218</td>
</tr>
<tr>
<td>Oct. 15, 2005</td>
<td>Jaguar Club of Florida 4th Annual Winter Park Concours d'Ele Winter Park FL</td>
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</tr>
<tr>
<td>Oct. 23, 2005</td>
<td><strong>Blast from the Past at City Place West Palm Beach - A car show of mixed marques</strong> - South FL Jaguar Club.</td>
<td>Brad Cline (561) 433—2050 Kendall R. Rumsey (561) 835—1408 <a href="mailto:krumsey@related.com">krumsey@related.com</a></td>
</tr>
<tr>
<td>Nov. 5, 2005</td>
<td>South FL Jaguar Club Annual Concours at Old School Square Delray Beach FL</td>
<td>Robert Scibelli (561) 865-8415 for information.</td>
</tr>
<tr>
<td>December 2005</td>
<td>Holiday event to be announced.....</td>
<td></td>
</tr>
</tbody>
</table>

See the web site for more details and updates : www.southfloridajaguarclub.org
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Sir William Lyons would like you to help fill this space with a paying ad. Do you know anyone who needs membership business? Call the Editor.
This is the wettest late spring/early summer that I can remember. The word is that with a wet May, the likely hood of a summer and fall full of hurricanes is decreased. I know we are all for that. But with the arrival of Cindy, Dennis (who already upset some of my personal plans) and Emily (just named at the time of this writing) I think most of the club’s Jaguars will not be coming out to play much this summer.

Key West has the annual Ernest Hemingway lookalike contest every year. But the SFJC will out do that at this year’s spectacular Concours in Delray Beach. Watch and dress for the Sir William Lyons unlookalike contest at the Friday night dinner. The unprizes will be announced in the next newsletter. I have my bowler brushed and my tutu ruffled. Whooooooso!!

Some Selected Factoids for you—Did you know that 100 years ago only 8% of the homes in America had telephones (think about that the next time you reach for the cell phone in your car). Did you know that 100 years ago the maximum speed limit in most cities was 10 mph. (It still is in my development. Ha! That has proven to be wishful thinking on behalf of the Home Owners Association.) Did you know that 100 years ago there were only 8,000 cars in the US, and only 144 miles of paved roads (Do you think they all went out during that Thanksgiving weekend and started the first traffic snarl?) Want one more? Did you know that 100 years ago only 14% of the homes in the US had a bathtub and that the average life expectancy in the US was only 47 years. (I think life is pretty sweet smelling right now)

I guess you all have no interest in an overnight trip to the Keys. To date there has been no response to last issue’s query. Is there an epidemic of fuddy-duddy growing in the club? Check out the Lime Tree Bay Resort (Long Key) web site on the internet ……. or not.

XJS owners, please be aware that this is your marquees’ 30th anniversary. It is being celebrated in this issue and at the JCNA Challenge Championship in Braselton, Georgia from September 21-25. It is too close to us to miss it if your car is roadworthy. Especially if you drive an XJS. I hear there will be lots of food and drink (I know that is near and dear to all of us) in addition to slaloms, a rally, and concours. My car and I expect to make the JCNA Challenge Championship in 2009. That is when it will come back somewhere East of the Mississippi again.

Speaking of the XJS model, a special thanks to Pascal for the article on the following pages and to Martin Harris for sharing his 1992 XJS with the newsletter in this issue’s SPOTLIGHT. I raise my cup to you both…….. and pull a cork for Robert Critchell who is in the Sept/Oct SPOTLIGHT with his handsome 2005 X-Type 3.0 Sportwagon.

Generations of “Car Guys” By Russell Glace

The Pittsburgh Vintage Grand Prix (PVGP) is just around the corner. As always, I plan to attend. The schedule consists of rallies, autocross, vintage racing, and car shows. The marquis of the year is the Mustang, so my son, Matthew, will be entering his 1965 Mustang 2+2 “Restorod” in many of the events.

Every year, my family takes advantage of this occasion to make it a “car guy event”. From 81 years young to four years old, the Glace boys eagerly await this enjoyable week. I had planned to debut my 1956 Thunderbird, since Ford was being featured; however since the Mustang was the car within the Ford group, and my son demonstrated some interest in attending, his car was selected.

We will start our journey early enough to attend the Friday Kick-off Rally. This is an evening “Monte Carlo” type rally with a surprise route that ends at a local pub. Saturday and Sunday are the Historic Races at Beaver Run Race Park. The S.C.C.A Solo II autocross and go-cart racing are also scheduled for that same weekend. I really enjoy getting into those shifter carts and racing my family members. I guess sibling rivalry never really ends. Saturday evening is the formal gala, “Black Tie and Tailpipes”, held at a wonderful Fox Chapel Golf Club. If my son will put on a tux (something he has only done once, for his sister’s wedding) we will attend. The next three days are local car shows in trendy areas of town. One evening that week, we plan to go to Keystone Drag Strip. Other evenings are reserved for visiting old neighbors and friends.

Saturday is “Car Show Heaven” with about 1800 cars of all types having club events as well as VSCCA practice all day. Sunday will be the marquis of the year, the Patron Parade, and all day racing followed by a family barbecue hosted by my brother Scott and his wife Carolyn.

Three generations of Glace males (eight of us), friends and family enjoy a week of bonding while taking in our fill of cars during this yearly event. My friend Ralf (my navigator/driver in rallies) plans to join us again this year. Our own SFJC’s Rick Hartwell attended in past years. I encourage all “car guys” (male or female) to attend this event, you will not be disappointed. (Look for a follow up in the next issue, Ed.)
With so many pristine late model XJS still seen on the road every day, it’s hard to believe that Jaguar longest running model is just about to turn thirty. In North America, the XJS largest market, this milestone which will be celebrated at the 2005 JCNA Challenge Championship, in Braselton, Georgia between September 21st and 25th.

Flashback to 1974: sales of the once popular E-type are declining rapidly despite the introduction of the all new V12 engine three years earlier and as the last E rolls off the line in Coventry, Jaguar engineers are hard at work working on a replacement. Finally, in September 1975, the new jaguar sports car is presented to the world at the Frankfurt auto show and… surprise! Even though its mechanical roots can be found in the series 3 E-type with the silky smooth V12 and Jaguar’s superior rear independent suspension, everything else has more or less been thrown out of the window.

Even the name signals a break from Jaguar’s sports car past; the new two door isn’t called the F-type as expected but instead carries an XJ badge, just like the saloon. Good-bye sports car, hello grand tourer. And adding insult to injury, the XJS is only available as a Coupe, no more convertible: after 40 years of producing the world’s best looking open cars, Jaguar succumbed to safety regulations and would no longer offer a ragtop until the mid 80s. Original reception by the press and car enthusiasts was barely lukewarm, something very unusual for the Coventry marque whose designs over the preceding 40 years were usually met with jaw dropping looks of admiration.

The XJS is really the last Jaguar of the Lyons era as Jaguar’s founder was still at the helm in Coventry when work started on the E-type replacement. It’s also the last Jaguar influenced by legendary aerodynamicist Malcolm Sayer, whose mathematical formulas helped shape the D-type, E-type and XJ13 prototype; sadly, he died in 1970 before work was completed. The rear end of the car, with its rear window, buttresses, large tail lights and thick dark bumpers, was like nothing ever seen on a Jaguar.

As Jaguar buyers demanded more features and luxury, especially in the US, the XJS was equipped with power windows, power locks, climate control, improved noise and heat insulation and full instrumentation. It also had to deal with increased safety regulations, once again from across the pond, with 5mph bumpers, thicker doors, relocated fuel tank, fuel pump inertial cut out switch and more. Despite the added luxury, the XJS sported a wood less, dark interior trim in stark contrast with the hot selling XJ saloon’s luxurious cabin. The instrument panel was very 1970ish with space age inspired drum gauges for the engine vital sighs flanked by a pair of primary instruments (tach and speed). Not what Jaguar drivers were used to...

Mechanically, the heart of the XJS was the V12 engine. Although not new after four years in the E-type and three in the XJ12 saloon, its turbine like smoothness and seemingly endless torque quickly became the XJS selling point. The 5.3 litre, 60 degree angle, 9:1 compression ratio V12 developped 285hp at 5500rpm and over 300 lb./ft of torque at 3500rpm. In contrast to the simple carburetors used on the E-type, this V12 was fed with electronic injection from Bosch/Lucas giving it its smooth running characteristics. Nothing new in the transmission department where European drivers had a choice of a four speed manual or the Borg Warner three speed automatic. No such luck for US drivers who could only get the slush box... In either case, final gearing was a low 3.07.

Suspension was conventional for a Jaguar with the now proven independent rear suspension in its subframe assembly with inboard brakes (2 piston calipers and solid rotors). Up front, the geometry was similar to the E-type’s (except for springs replacing torsion bars) with anti dive geometry, an uprated roll bar. Front brakes used 4 piston calipers with vented rotors and new Kent alloy wheels with specifically designed Dunlops rounded up the package offering handling and ride qualities typical of a Jaguar: firm enough for some serious driving but comfortable.

Direct competition for the XJS were the Mercedes 450SLC, Maserati Indy, Lamborghini Espada, Ferrari 365GTB or Aston DB6, ranging respectively from 20% to 90% more expensive... Despite all its mechanical qualities and competitive price, soaring gas prices following the seventies fuel shortages and volatile economic conditions took their toll on the XJS; its first years were the most difficult for Jaguar, with sales not reaching the levels expected or even needed to keep it in production. From a high of 4000 in 1977, sales slumped to just over 1000 in 1980. Little was changed over these first five years except for the introduction in 1977 of an improved transmission, the GM 400, replacing both the venerable Borg Warner and the four speed manual. In 1980, a new Bosch/Lucas digital electronic injection system brought in a little more power but caused fuel economy to dip into single digits under spirited driving conditions. Despite being the only V12 engined car available on the US market, lack of demand brought the XJS to the verge of extinction. Success on American...
race tracks didn’t help boosting sales either despite Bob Tullius’ Group 44 team winning both driver and constructor Trans Am championship in 1978.

HE to the rescue

1980 saw the arrival of John Egan at the helm of Jaguar facing a critical situation after years of slumping sales and declining quality during the dark British Leyland years. Egan saw the XJS potential and commissioned work by an independent Swiss engineer, Michael May, who designed a new revolutionary head for the thirsty V12. Despite using a high compression ratio (12.5 : 1), his “fireball” combustion chamber design prevented detonation even with leaner mixtures; the result is not only more power and torque but reduced fuel usage by as much as 20%.

Launched in 1981, the XJS HE (for High Efficiency) literally gave the XJS a new lease on life. In addition to the improved engine, the interior was redesigned with a new veneered dash (burr elm) and simplified instrumentation. Outside, new five spoke Starfish alloy wheels, twin coachlines, revised bumpers and mirrors gave the XJS a new updated look. In addition to these changes, Jaguar’s new boss committed to improving quality with a new slogan: The Legend Grows. 1982 saw a sharp increase in sales with some 3000 XJS delivered.

While the V12 engine was a symbol of power and smoothness, the venerable inline six XK engine was the work horse powering the majority of XJ saloons. With its roots dating back to the 1940s, it was time for Jaguar engineers to come up with a replacement: the AJ6. In typical Jaguar tradition, the new engine would first be used in a sports car and in 1983 Jaguar launched the AJ6 powered 3.6-liter XJS offering prospective buyers a more economical alternative to the high end V12 XJS although it would not be available in the US. With dual overhead cams and four valves per cylinder, the 3.6 Litre engine delivered 221 hp and offered good performance helping boost sales by as much as 20%.

Topless is back!

Also in 1983, and after a nine year absence, open top motoring was available only with the AJ6 engine, the XJS Cabriolet was a compromise to bring back a topless car to the market without a complete redesign. Starting with a standard bodyshell, the roof was removed and cant rails added along with a tubular steel reinforced Targa centerbar. Fixed quarter windows remained while the transmission tunnel was stiffened and a ladder frame bracing added under the rear suspension. The result was a body shell actually stiffer than the later full convertible. A pair of fiberglass Targa panel closed the space of the driver and passenger while a manually folded half top enclosed the space behind the front seats, which included a carpet luggage area with lockable boxes. As XJS sales rebounded, the Cabriolet became available with the V12 HE and quickly outsold the 3.6 liter variant. Altogether, 5000 cabriolet (a majority of them V12 with 3800) would be built until replaced by a full convertible in 1988.

Between 1983 and 1988, the XJS remained for the most part unchanged until an updated 3 speed automatic appeared in the 12 cylinder model along with a new engine management system. Antilock brakes appeared both in the six and twelve cylinder versions along with an optional sports suspension package and interior upgrades including power seats.

By 1986, US customer demands for a true convertible prompted Jaguar to commission Ohio coachbuilder Hess & Eisenhardt to build convertibles based on coupes. Over the next 20 months, some 2100 cars would be shipped to Cincinnati where the roof would be removed, formed steel members added to the bodyshell and an electric convertible top fitted. The top was not padded, allowing it to fold deeper in the body than the top would on the cabriolet or upcoming Jaguar build convertible. In March 1988 at the Geneva Auto Show, Jaguar presented its first true convertible since the end of the E-type in 1974 with production beginning in September as an 89 model and available in all market. The new convertible featured a padded top with headliner yielding a taller profile when folded. Other modifications for 1989 included a new steering wheel, multiphase alloy wheels, redesigned seats and new burl walnut trim.

During the 1980s, Jaguar worked closely with Tom Walkinshaw Racing to develop the XJS into a winning race car in the FIA World Sports Car Championship. Increased power for the V12, weight reduction, larger AP brakes were part of the recipe to take the fight to BMW along with meticulous preparation. It didn’t take long for Tom Walkinshaw to get results with wins in 1982 at Brno, Austria, Nurburgring, Zolder, and most importantly on Jaguar home soil at Silverstone.

To celebrate the 1987 Championship and the 1988 Le Mans victory of a V12 power XJR race car, Jaguar introduced a limited edition XJR-S V12 coupe in 1989. Only 100 of the European market only cars were built, all Tungsten colored, featuring TWR ground effect package, special wheels and special interior. North American customers would have to wait until 1993 for their own XJR-S with either Signal Red or Jet Black paint and available in Convertible or Coupe. Again only 100 would be built, with special body kit, wheels and interior. This would be the first appearance of a 6 litre V12, developing 318hp thanks to a new Zytec engine management, mated to a GM 400 Turbo automatic transmission and limited slip differential. Note that this 6 litre engine was a stroked version of the 5.3, unlike the standard model 6 litre soon to appear in the XJS and XJ12.

Final facelift

1991 would see the final major cosmetic update to the XJS with what is known as the facelift model launched as a 1992 model. Little is
changed mechanically but the big news in the US is the availability of the AJ6 engine although now enlarged to 4 litre and mated to a four speed automatic. Outside, the slightly softer lines were only the tip of the iceberg as the bodysHELL was now build from far fewer panels than the earlier version with additional rust proofing treatment. While the front end was for the most part unchanged, it is the rear which underwent the most changes with revised quarter windows, a new rear window and all new tail lights. Inside, the instrument panel was all new, loosing the drum styled engine gauges replaced by conventional dials flanking the two primary instruments, identical to the XJ40 panel. Extra veneer in the instrument cluster added a touch of luxury along with a new steering wheel and center console. V12 car received the same power bulge on the bonnet as the AJ6 models and US market XJS were now equipped with one piece Euro style Carello headlights. In Europe, the original one piece Cibie were also replaced with a Carello, although different from the US spec’d version.

In 1994, a 6 litre version of the V12, different from the 6 litre used a few month earlier in the limited edition XJR-S, replaced the 5.3 litre unit, along with a new four speed GM400. New body colored bumper replaced the smaller chrome and rubber version and the V12 model gained a boot lid spoiler. Inside, dual airbags were added and the convertible received back seats making it a 2+2.

1995 would mark the last major engine upgrade in the XJS line with the arrival of the 237hp AJ16 engine although not available with a 5 speed manual as a new electronically controlled ZF 4 speed automatic became the only transmission available. Modified engine management netted the V12 another 23 hp to 301. This would be the last year for the coupe, at least in the US, and XJS production came to an end in 1996.

Ironically for a car which received a less than warm welcome when introduced, it would become Jaguar longest running model remaining in production for 20 years and 7 months during which over 115 000 units were built.

Buying an XJS

Without a doubt, the XJS is one of the most popular Jaguar ever made and while it may not have the appeal of the legendary E-type it is an excellent choice for someone who wants to enjoy Jaguar ownership at a reasonable cost; and who wouldn’t!

Needless to say, with such a long run and model variations, XJS can be found from very cheap, as in needing plenty of work, to excellent condition. As with any “special” car (it’s still a little early to call the XJS a classic - no hate mail please...) buying the best you can afford instead of the cheapest possible pays off. Maintenance history is important to make sure an XJS has received the care it needed, especially for the V12.

As a hobby or week end car, there is really no reason to stay away from an early coupe especially if the price is right and if you don’t mind a trip to the woodless plastic age of the 70s. The V12 is without a doubt one of the very best engine ever build by Jaguar or by any builder for that matter. It is a rugged and reliable engine capable of high mileage with very little problems. However, it doesn’t like to be overheated so keeping the cooling system in top shape is important. Any evidence that a prospective V12 XJS maybe running hot is cause for concern and engine condition should be checked thoroughly by doing a compression check. Even if the engine appears to be running well, rebuilding a V12 is an expensive job ($8000 to $10 000); a compression test prior to purchase is cheap insurance...

At the other end of the spectrum, the later XJS can make a very good daily driver with decent fuel economy in the case of the AJ6 / AJ16 powered versions. Needless to say, the V12 is anything but economical although when driven sensibly it won’t be worse than most of the SUVs seen on the road today. While the AJ6 and AJ16 engines may not have won Le Mans, they are just as reliable as the V12 and easier to work on. Maintenance on the V12 is more costly than on a 6 cylinder car, not only because there are twice as many plugs, wires, injectors, etc... but because with such a big engine access is limited; this is the price to pay for the glamorous V12 badge.

Like any Jaguar, condition of the body is extremely important when buying an XJS. Rust is a problem and can be very costly to fix; beware of recently painted cars as that shiny new paint can hide poor repairs. Facelift models (92-96) were built from fewer body panels and received improved rustproofing.

If you are looking for an open car, it maybe a little hard to decide between the Cabriolet, the H&E convertible or the later convertibles. Despite its Targa bar and fixed rear windows, the Cabriolet certainly has its charms starting the various configurations one can choose: fully open, rear convertible open or close, each Targa panel on or off. US buyers face an other decision when it comes to the “true” convertible between the H&E with its unpadded top but lower profile when open or the Jaguar built version with the more luxurious padded top but sticking out when folded down.

Driving an XJS

Torque is really the key word when driving a V12, this is no 7000rpm buzz machine, and 80% of peak torque is available from as low as 2000rpm. On the road, downshifts are only needed in tight passing situations. The 3 speed automatic used until 1994 is adequate but for pure driving enjoyment a manual gear box is best. Unfortunately, manual XJS were never exported to the US.

Handling and ride qualities have always been a key part of the Jaguar driving experience with just the right balance of comfort and handling. The XJS is no exception although models with sports suspensions, wider wheels and lower profile tires will have a stiffer ride. Brakes are adequate for normal use but the XJS is a heavy car and long downhill drives may require special care.

Over the years, the interior of the XJS was constantly improved and refined. Even the early XJS’ are far more “civilized” than the E-type it replaced with far better sound and heat insulation, improved climate control, etc...
Maintaining an XJS

The XJS, whether V12 or AJ6/AJ16 powered, is not the main-tenance nightmare some claim it is. It is a complex luxury car with an exotic V12 engine which will require a little more attention than a basic Chevy. Speaking of which, sadly a number of XJS have been "lumped" with a V8 over the years as ignorant mechanics convinced owners that the original V12 was the source of their problems. Needless to say, these cars aren’t worth much.

The Jaguar V12 is a reliable engine capable of producing far more power than the 300hp or so it delivers in the XJS, however, there are a few issues related mostly to cooling and ignition. The cooling system is adequate, but needs to be maintained; any overheating can result in severe damage like dropped valve seats, blown head gaskets, etc... Many owners have chosen to upgrade the radiator to single pass alloy unit.

Servicing the rear brakes on earlier XJS is harder because of the inboard brake design until 1993. Rear brakes were mounted near the differential to reduce unsprung weight and improve handling but are harder to service, requiring dropping the rear suspension to change rotors and calipers. Routine service like bleeding or pad changes is no problem though. The AJ6 and AJ16 engines are easier to maintain, having more space around in the engine bay, and are equally well designed as the V12. One potential problem lies with the head gaskets which can fail sometimes under 100k miles. Repairs are easy and even well within the capabilities of a DIYer.

Parts availability is still excellent with a number of specialists carrying virtually any part needed. In some case, good used parts can also be found resulting in substantial savings. Choosing the right shop for service is absolutely critical and official Jaguar dealerships are no longer the best choice to service or repair an XJS; now almost 10 years out of production, training for dealers technician focus on the new generation of V6 and V8 engines and fewer of them are familiar with the V12. Finding an independent specialist with Jaguar experience is key to enjoying an XJS; someone who knows the car and its engine inside out. Local clubs can also be a good source of support or reference, visit www.jcna.com/clubs for club directory in the US.

XJS Timeline

Sept. 10, 1975 : XJS is launched
1977 : GM400 replaces Borg Warner 12 transmission
1980 : new Lucas/Bosh digital EFI
1981 : introduction of the HE V12 with revised cylinder heads, Jetronics fuel injection, higher rear ratio, revised interior with Burl elm veneer on dash, door trim, new switch gears and steering wheel (from XJ6).
1983 : 3.6L AJ16 engine introduced (except in the US), Cabriolet model
1986 : Hess & Eisenhardt XJS Convertible (US only)
1987 : powerseats
1988 : introduction of the XJS convertible antilock brakes, revised interior, optional sports suspension.
1989 : Le Mans XJR-S model (Europe only). New Marelli ignition system (except XJR-S)
1990 : XJS Rouge Coupe (US only)
1991 : Classic Collection XJS
May 1991 : introduction of facelift model with revised body, tail lights and rear windows, XJ40 based instrument pack, single piece Euro style headlights on US model
May 1993 : new larger plastic bumpers, V12 enlarged to 6 litres, 4th gear overdrive equipped GM400 transmission, outboard rear brakes. New limited edition XJR-S available in the US
1994 : revised AJ16 engine with sequential fuel injection, new seats
1995 : Celebration model
1996 : XJS replaced by XK8, end of the line as well for Jaguar’s legendary V12 replaced by the new AJ-V8

The end of the XJS line is celebrated by the workforce at the Browns Lane plant in Coventry. The last 6.0 litre XJS is now in the hands of the Jaguar Daimler Heritage Trust.
In keeping with the spirit of this issue, Martin Harris and his lovely wife, Jill, consented to spotlight their beautiful blue V12 XJS coupe for us.

Martin has had the car for 5 years and is the third owner.

Purchased locally in the Fort Lauderdale area, the car shows extremely well.

It has an automatic transmission tied to the V12 and it’s not too babied with 10,000 miles put on since their ownership.
What a great driving machine.

Martin has had the car for 5 years and is the third owner.

The engine runs nicely with only an occasional bit of overheating.

The car shows extremely well, but Jill has that new leather upholstery gleam in her eye.
Is that a bird I see? Traditionally Jaguars don’t play well with others, especially birds, but in this case my cats love their new playmate. As with all of my eccentricities, this new family member is named Barbie. I acquired her in a two-car deal, a 1986 DeLorean, named Ken and his girlfriend Barbie, a 1956 Thunderbird.

The whole transaction occurred quite unexpectedly. One day at lunch, a friend asked if I could assist her friend by providing a rough appraisal of her collection. The charming lady had recently lost her husband and wanted to liquidate her possessions before moving back to Ohio. The collection consisted of an early MGA, MGB, DeLorean, and a Thunderbird. I agreed to visit her and help put a monetary value on each of the cars.

When I arrived at the Acreage area of West Palm Beach, I was greeted by the couple’s dream garage. The structure was a four-bay, double deep garage with huge playroom/guest accommodations above. The garage portion was an obvious legacy of love. Each of the cars was in a different stage of restoration. The T-bird was the only vehicle completed. The upstairs was like stepping into a wonderful time warp. The room was a recreation of a 1950’s diner, complete with soda fountain.

After reviewing all of the documentation for the vehicles, I was ready to offer my opinion on value. I suddenly felt quite uncomfortable. It was difficult to tell this lovely lady the realistic monetary value. Owners naturally bring emotion into the equation and can be hurt by the reality of the situation. Trying not to offend her, I tactfully offered my assessment and said my goodbyes.

About two weeks later, she called my office and asked if I knew of any wholesalers to liquidate the DeLorean and T-bird. She could not part with the MGs for sentimental reasons. I provided what information I could. A couple of weeks later the wonderful lady called me again. She asked if I might have any personal interest in the two vehicles.

The offer stirred my imagination. The Thunderbird had been professionally restored and was in wonderful condition. The couple had traded a ‘57 Chevy and a ‘57 T-bird for this vehicle. The question was, could I imagine myself owning and driving a Thunderbird again (I had owned and wrecked one in my late teens). OF COURSE I COULD! The only fly in the ointment was that it was a two-car deal; I would have to buy the DeLorian too. At the risk of being divorced or shot in my sleep, I decided to go ahead with the purchase. I hooked up my trailer and prepared to bring Barbie and Ken to their new home.

Several months later, a friend from Tampa traded me a 1965 MKII Jag for the DeLorean. Ken and Barbie broke up. Just as Barbie and Mark got to know each other, one of the S.F.J.C. members indicated he would like to purchase the MKII as a gift for his wife. Mark is gone and Barbie is now single. Hopefully she will have a new boyfriend soon.
Membership Application

The South Florida Jaguar Club is the local chapter of Jaguar Club of North America. We are a group of British car enthusiasts interested in increasing our pleasure of Jaguar Ownership in the Tri-county area. SFJC sponsors various activities including: technical sessions, the annual Concours, tours, rallies, cultural events and other social activities. Our monthly dinner meeting is held on the first Tuesday of the month (see page 4).

Membership includes the local club monthly newsletter, *The Cat's Meow*, the *Jaguar Journal*, a bi monthly national magazine and discounts on parts / supplies through various dealers and vendors. Membership dues are $60.00, check payable to South Florida Jaguar Club. To join, please fill in this form, and send it with your check to the same address as the merchandise address at the bottom of this page.

Name _________________________________ Spouse _________________________________
Address _________________________________ _________________________________
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Phone (H) ______________________ (O) ________________________ Email ____________________________

Jaguars / British cars owned
Renewal membership
(make - model - year - color ) __________________________________________________________

Send registration and merchandise checks to:
South Florida Jaguar Club
c/o Robert Scibelli
13467 Barcelona Lake Circle
Delray Beach FL 33446

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Merchandise Order Form

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| Windshield Decals |    | $3.00 first decal  
                    | $2.00 each additional | |
| Polo, 100% cotton, Pine Green, white embroidered SFJC logo | | $30.00 
| Men Sizes : M   L   XL  
| Ladies Sizes : M   L | |
| Denim Shirt, long sleeves, blue green embroidered SFJC logo | | $40.00  
| Men Sizes : M   L   XL 
| Ladies Sizes : M   L | |

Sub total $5.00

Annual Membership dues $60.00

Total enclosed $65.00

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The Cat’s Meow Advertising rates

Make advertising checks payable to:
South Florida Jaguar Club
7511 Live Oak Drive, Coral Springs FL 33065

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