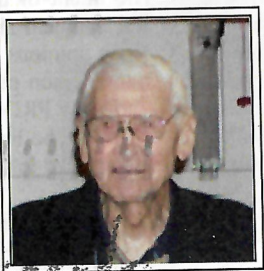


JAGUAR CLUB OF AUSTIN

September 2007

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Tom Powell
1908-2007

Jaguar Web Sites
www.jcna.com/clubs/austin
www.jcna.com
www.jag-lovers.org
www.motorcarsltd.com

Newsletter

JAGUAR CLUB OF AUSTIN

2007 OFFICERS

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Business card size: \$5.00 per issue

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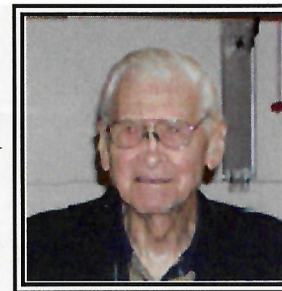
The PAW PRINT is published by the Jaguar Club of Austin (JCOA). The intent of the publication is to provide a source for and distribution of information, both technical and general for all Jaguar enthusiasts. All technical articles and tips published are the opinions of the authors. Because author's opinions often vary from factory procedures, the person performing said procedure must accept the consequences. Use tips published in the PAW PRINT at your own risk. The officers of the JCOA or the editors of the newsletter cannot be held responsible for errors in judgment or skills of those performing any procedure outlined in the newsletter.

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The JCOA appreciates the support our advertisers give to the club and we encourage our members to use their services. The JCOA however, cannot be held responsible for any difficulties that may be encountered when using said services.

Thomas Owen Powell

October 19, 1908 - August 23, 2007



Tom Powell, one of the original members and founders of the Jaguar Club of Austin, died Thursday August 23, 2007. Tom would have celebrated his 99th birthday in October.

Tom is survived by his wife of 72 years, Cleta, two children and four grandchildren.

Our club exists today because of the enthusiasm and dedication of Tom and those early members. Tom has not been able to be very active in the club in the last few years but he maintained his enthusiasm and interest in our activities. Our Jaguar family thanks you Tom.

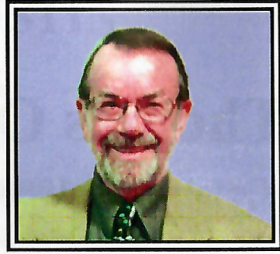
The club offers our deepest sympathy to Cleta and the family.



Tom and "Old Blue" take first place at the JCOA Concours in 1991

Kitty Litter

by
Tom Thornton



Some Good Advice... pass it on

A young female driver had an accident several weeks ago and totaled her car. She was driving when it was raining, though not excessively, when her car suddenly began to hydro-plane and literally flew through the air. She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the highway patrolman what had happened he told her something that every driver should know - NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ENGAGED.. She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain.

But the highway patrolman told her that if the cruise control is on when your car begins to hydro-plane and your tires lose contact with the pavement, your car will accelerate to a higher rate of speed making you take off like an airplane. She told the patrolman that was exactly what had occurred.

The patrolman said this warning should be listed, on the driver's seat sun-visor - NEVER ENGAGE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY, along with the airbag warning. We tell our teenagers to set the cruise control and drive a safe speed - but we don't tell them to use the cruise control only when the pavement is dry.

The only person the accident victim found, who knew this (besides the patrolman), was a man who had had a similar accident, totaled his car and sustained severe injuries.

If you tell this to 15 people and only one of them doesn't know about this, then it was all worth it. You might have saved a life.

NOTE: Some vehicles (like the Toyota Sienna Limited XLE) will not allow you to set the cruise control when the windshield wipers are on.

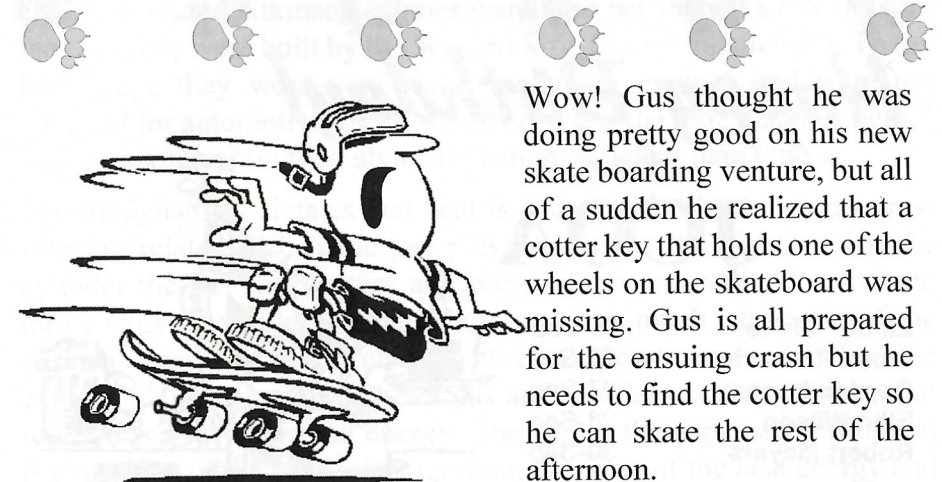


Let's hope this isn't the start of a paint job trend.

Thots for the day.

Success in life comes not from holding a good hand, but from playing a poor hand well.

We often wish we knew as much today as we thought we knew when we were 17.



Wow! Gus thought he was doing pretty good on his new skate boarding venture, but all of a sudden he realized that a cotter key that holds one of the wheels on the skateboard was missing. Gus is all prepared for the ensuing crash but he needs to find the cotter key so he can skate the rest of the afternoon.

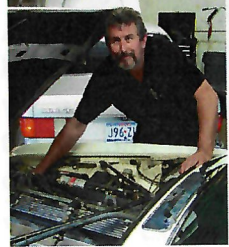
The cotter key is hidden somewhere in the pages of this newsletter. Help Gus find the missing cotter key.

FOUND IT? —————

Call Tom Thornton at 989-2408 or e-mail tthornton@suddenlink.net after 10:00 am Thursday August 2nd. You may win a prize.



Dan Mize - Owner



Joe Foster



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Happy Birthday!
from
JCOA

Elliott Zirkle	15-Sep
Steve Richards	23-Sep
Gordon Logan	27-Sep
Ellin Wilson	28-Sep
Robert Meyers	30-Sep



Name that car answer. (from page 15)
Anyone who calls themselves an automobile connoisseur should certainly know this one. It's a 1941 Lincoln Continental Cabriolet convertible coupe.

The Toolbox

by

Merl Reed



THE ATKINSON ENGINE & CYCLE

Every one is familiar with the famous "Otto Cycle" engine introduced in 1874 and still used in the modern internal combustion engine. With the Otto cycle two revolutions of the crankshaft are required to achieve the four strokes of the piston to complete the cycle. The four strokes are intake, compression, power and exhaust. In the early days the Otto cycle was patented and the patent was enforced causing manufactures to pay to use it. Various engines were designed to circumvent the Otto patents. This is when Atkinson in 1886 invented his incredible engine. His engine performs all four piston strokes in ONE, yes I said one, revolution of the crankshaft and has other interesting properties. He was able to avoid infringing on the Otto patent. Although not a qualified success as was the Otto cycle it is a fascinating engine.

Over a thousand Atkinson engines were built between 1887 to 1893. In the U.S. they were built by the Warden Mfg. Co. in Philadelphia. To my knowledge they were very heavy stationary engines and were not intended for automotive use. It was observed at the time that the engines were economical on fuel, about 10% more efficient than Otto's.

Thermodynamics dictates that heat is energy. Also heat and gas pressure are related. When the gas pressure pushes the piston down the cylinder the gas temperature and pressure are reduced and converted into energy. It would be desirable to cause as much expansion of the gases as possible before releasing them to the atmosphere. When the exhaust valve opens and all that gas and heat leaves the cylinder, that represents a lot of wasted energy. The higher the expansion ratio, that is expansion of the gases after ignition, the more of the heat energy and pressure is used to push the piston down and turn the crankshaft. When the exhaust valve opens and all the gas and heat is exhausted from the cylinder, that energy is wasted. The higher the expansion ratio, the more of the heat energy and pressure can be used to turn the crankshaft.

(continued on next page)

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In the Otto cycle the length of intake, compression, expansion and exhaust strokes are equal and fixed. The expansion ratio is only increased by increasing the compression ratio. Unfortunately there is an upper limit to the compression ratio because of "knocking" which can damage the engine.

With the Atkinson engine the ingenious linkage connecting the piston to the crankshaft makes it is possible for the expansion ratio (or power stroke) to exceed the compression ratio. By design of the linkages the length of piston travel and its positions in the cylinder can be controlled. Thus it is possible to maximize the compression ratio and increase the expansion ratio thereby getting more work from the heat and gas before exhausting it.

What this all means is that with the Atkinson cycle the efficiency of the gasoline engine can be improved somewhat resulting in better gasoline mileage, if it could be used in an automobile. The engine is beautiful but crude, big and heavy. Not acceptable for automotive use as it was developed for a stationary power source.

Guess what, the engine in the Toyota Prius uses the Atkinson cycle! It is achieved, not with heavy linkages as in the original designs but by programming the opening and closing of the intake and exhaust valves causing the compression ratio to be less than expansion ratio. You will probably be seeing more of this in the future.

Now for the fun part, right now, don't wait! Go to your computer and go to www.keveney.com/Atkinson.html you will see for yourself the amazing ingenious original concept of the Atkinson engine in operation and how to get four strokes with one crankshaft rotation. Can you see how the linkages can be manipulated to attain changes in compression and expansion ratios? There are more web sites too if you search around.

References;

Skinned Knuckles, March 2004

The Internal Combustion Engine, Graham Davies



The Art of Performance



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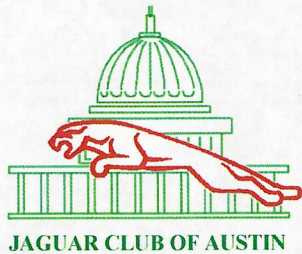
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For Sale

1985 Jaguar XJS V-12 Coupe by original owner. Beige exterior and Maroon leather interior. Everything operates with the exception of the cruise control. 26,000 original miles. The car has some new hoses and new tires. Must see to appreciate. Asking \$12,000.

Call Tom Burns at 512-499-8464



JCOA 2007 Calendar of Events

- September 6, Officer's meeting and social at Marie Callender's in Gateway Shopping Center
- September 14,15 Concours, **Dallas**
- September 28,29 San Antonio Jaguar Club
15th Annual Alamo City Concours d'Elegance
Dominion Country Club , San Antonio
- September 29,30 Texas All British Car Days, **Round Rock**
- October 4, Officer's meeting and social (TBA)
- October 12,13 Concours, **Austin**
- October 27 **Train Ride from Cedar Park to Burnet 10:00A.M-4:00P.M. Layover in Burnet for shopping spree.**
- November 8, Officer's meeting and social (TBA)
- November?? Commemorative Air Force Tour and Dinner Dance
- December 15, Annual Meeting and Christmas Party

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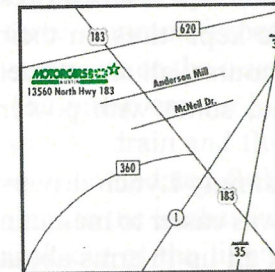


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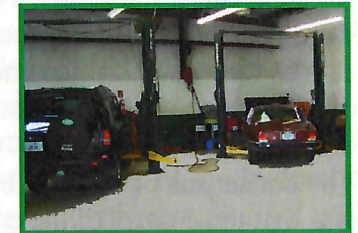
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And the answer is

I read an article, many many years ago in Popular Mechanics Magazine, an in-depth study about where the best tires should be kept on an automobile, front or rear. The study went into great detail purposely blowing out tires under various driving conditions such as speed, right and left curves, wet roads, dry roads, braking, accelerating etc. etc

The cars were driven by professional stunt drivers from the Jimmy Lynch "Death Dodgers" acrobatic driving team.. All tire mishaps (blowouts) were orchestrated without the drivers knowledge of when or where it would occur, and records were kept on how the drivers handled the situation and the seriousness of the outcome. All situations were duplicated with front tires and rear tires both on the right and left side of the car.

Keep in mind that this was years ago before the radial tire and the exotic compounds and tread patterns of today's tires. I can't remember for sure, but it may have even been near the end of WWII when tires were rationed or simply not available and people kept tires on their cars as long as possible. The cars tested were, of course, all rear wheel drive, some with power steering , some without, some with power brakes, some without.

The consensus of opinion by the majority of the Jimmy Lynch drivers was that the control of the car, in most situations, was easier to maintain when a front tire was blown. Now before you get all up in arms about their answer, you have to realize that these drivers were professionals and driving with both hands on the steering wheel and driving at reasonable speeds. They contend that if a front tire blows, you have some control of the car through the steering wheel. When a rear tire fails, you are at the mercy of forces that you have little control over.

Do you have an opinion?

I think it would be interesting to hear from drivers of today's cars with the high tech tires that are available to the average driver and the family sedan. E-mail this editor with your opinion and I will publish your evaluation in the Paw Print. No names will be used unless you approve.

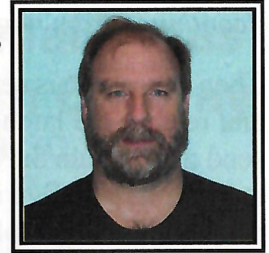
I have asked this question in other groups before but never in a group of real car buffs. Of course this doesn't apply to race cars, now, but some years ago it could also include race cars.

E-mail me your opinion at tthornton@suddenlink.net.

Top Dead Center

by

Mike Schafer



mjsjagman@earthlink.net

XK8 Hydraulic operated convertible top 1998-2006

What a cool car, you push a button the rear quarter windows roll down, the top lifts off the windshield header as the hydraulic latches release, and the top continues to fall back and down into the rear stowage area. As the top stops the latches pull back down into the header. All of this is done with electricity and hydraulic pressure, carefully synchronized for seamless operation. That is until some thing goes wrong; there are three common issues that can cause top operation to cease. The first occurs when the original fluid loses its solvent and thickens like a gel. The pump can no longer move the extra-viscous fluid. The repair is simple: drain and flush all of the fluid from the system and then refill with an updated fluid. The second issue is a rupture of the hydraulic lines to the latches in the header. When this occurs hydraulic fluid will leak out of the light in the overhead console and down the A pillars, and does it make a mess. (Leave it to Jaguar to have a light that leaks oil into the interior of the car.) The repair is to replace the lines all of the way to the hydraulic pump in the right side of the boot (trunk). Jaguar has a repair kit available to replace just the section through the A pillar to the latches, which could save a substantial amount of labor. The third issue is an electrical failure. Due to the complex nature of the electrical system I won't try to explain every scenario, but I will give a brief overview of the electrical operation as well as an emergency close procedure.

When the top down button is pushed a series of computer communications occur between the power train modules and the body modules in computer lingo. Once all modules are satisfied it is okay for the top to lower, a command is sent to the window modules to lower the rear quarter glass.

(continued on page 12)

(continued from page 11)

Then a message is sent to the security module to run the hydraulic pump and release the latches, as the top moves switches in the hydraulic ram send the module the corresponding signal as to top position. As the top stops in its stowage area the module lowers the latches and signals the driver with an audible ding to let them know the process is complete.

Should you get caught with your top down and the system does not respond to repeated button presses, there is a method that can be employed to raise the top manually. First, you must open a hydraulic valve located in the boot on the passenger's side. Simply pull back the trim panel, reach in and turn the valve counter-clockwise. This will allow the hydraulic fluid to flow through the system as you move the top. While you're at this point, find the little Allen wrench that is attached to the pump and remove it. Next, you must remove the little round plastic plug located on the header rail. Insert the Allen wrench removed in the first step and rotate it until the top latch is fully open. Now you are ready to manually lift the top from its fully open position to the closed position by gently lifting directly on the front and center portion of the top. Once the top is at its resting point on the header rail, it is time to latch the top in place using the handy Allen wrench once again. To raise the rear quarter windows, simply hold the top switch in the close position (key on of course) until the windows are fully raised. There will be a substantial delay in the operation of the windows, so be patient. It is also possible that the windows may not work at all depending on what is causing the top malfunction to begin with.

WELCOME



MEMBERS

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512-989-3958

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12109 Tweed Court
Austin, TX 78727
512-250-8820
gnelson4@austin.rr.com
1970 E-Type Rdstr

Steve Dawson
211 Copperleaf Road
Lakeway, TX 78734
512-261-1776
txmnymngr@sbcglobal.net
2005 S-Type Radiance



17th Annual Texas All British Car Day Sept. 29-30, 2007 Round Rock, TX

Mark your calendar and plan on joining your fellow British Car enthusiasts for the **Texas All British Car Day**.

All proceeds will be donated to:

The Linus Connection

providing security through blankets

It begins Saturday afternoon with a Rallye, followed by a dinner with your British car friends, and culminates with an outstanding all Marques British Car Show Sunday on the green at Old Settlers Park.

Judging is participant's choice, in which one person for each registered car votes for their choice in 26 classes. 1st, 2nd, and 3rd place awards will be

presented for each class as well as additional awards for Best of Show, Diamond in the Rough, Daily Driver, The Long and Winding Road (longest drive to the show), Rallye, and the Best Club Display.

Additional hotels near the host hotel are listed (with links) on the website.

As always event **T-shirts** will be available on the grounds.

The \$20.00 entry fee includes Saturday Hospitality, Rallye, and Sunday show.

Host Hotel:

Springhill Suites
2960 Hoppe Trail
Round Rock, TX
512-733-6700

Springhill Suites offers a Texas All British Car Day rate from **\$72-\$75**.

Reserve hotel by **Wednesday, Sept. 5th** for TXABCD rate.

Ask for Group Code: **TABS**. Must be made by telephone only.

Saturday — Sept. 29, 2007:

11 a.m. - 3 p.m. ...Registration at host hotel.

3 p.m. ...Rallye

5:30 p.m. ...Dinner

Sunday — Sept. 30, 2007:

8 a.m. ...Field opens. Registration.

10 a.m. - 1 p.m. ...Judging/Balloting.

2 p.m. ...Door prizes, Awards, and Raffle.

For more information and a registration form,
visit our website at: www.txabcd.org

Or contact our chair, Phillip Reese, at:
AusPWR@aol.com, or call 512/657-8048



JAGUAR



BENTLEY

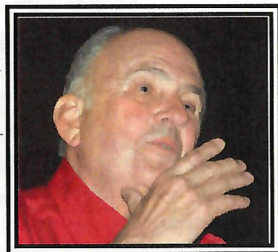
Jaguar, Triumph, MG, Austin-Healey, Bentley,
Rolls-Royce, Morgan,
Land Rover, Lotus, Sunbeam
and other
British Classic Cars.



Web Talk

by

Mark Atkinson



Getting to know you...

More than just a song, other club members would like to know who and what you are. Pres.: Tony Temple, Tech Director: Mike Shafer, and Webmaster: Mark Atkinson are the only ones who have given us a hint into their lives. To make it easier, please fill out this questionnaire and e-mail or mail it to Tom Thornton at tthornton@suddenlink.net or Mark Atkinson at gr8jaguars@yahoo.com.

Feel free to elaborate on any of the questions, as a matter of fact, I urge you to do so, it's hard to get a lifetime of experiences in one or two words.

JCOA Profile Questionnaire

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Spouse: _____ Kids: _____

Place of Birth: _____

Occupation: _____

First Interest in cars: _____

First Car: _____

Cars Owned: _____

Jaguar Fan since? _____

Best Jaguar Experience? _____

Worst Jaguar Experience? _____



This wide, long, curvaceous beauty really fills up the driveway. This car's maker was bought by an automobile-industry icon in 1922 and run by his son. The son introduced this model from the original custom automobile he had built for himself. The car drew such attention wherever he drove it that it seemed viable as a production car.

Carefully Crafted Clues

Changes for this car's model year included interior and exterior push-button door handles.

The power for the car was a long-stroke V-12 engine.

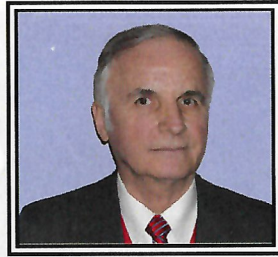
This car was one of the first to be recognized as a work of art by New York City's Museum of Modern Art, among other organizations and reviewers. *(answer on page 4)*

Now we know!

Thanks to **Jay Weber** we found out that the mystery tool is a water meter key/wrench combo. The key end is used to unlock and lift the iron "manhole cover" and the wrench end is used to turn the water valve off and on. Thanks Jay for clearing up the mystery.



*From the
Driver's Seat
by
Tony Temple*



Greetings:

This is a sad way to start off my column for September. One of our life members, Tom Powell, has passed on. He was one of the JCOA founding members and lived a full life of 98 years. His smiling face will be missed but his memory will always be with us. Flowers were sent on behalf of JCOA. We extend our sympathy to his wife, Cleta and his family.

Please remember the following event dates for the near future:

September 15 Make-A-Wish Foundation Show at Rudy's

September 21 & 22 Dallas Jaguar Club Concours

September 28 & 29 San Antonio Jaguar Club Concours

September 29 & 30 All British Car Day in Round Rock

October 12 & 13 JCOA Concours and Follies

October 27 Houston Jaguar Club Concours

I would like to see many JCOA members and their cars turn out for these events. I realize the out of town events are difficult to attend, but the local events are a snap. We could easily win the Club Participation Trophy at the Make-A-Wish Show and All British Car Day. Also, scheduled for October 27 is the train ride from Cedar Park to Burnet. More details next month.

See you September 6th at Marie Callender's, Loop 360 and Highway 183 in the Gateway Shopping Center, for our monthly meeting. Officers meeting will be at 6:30 pm, social at 7:00 pm. All are welcome to attend the officers meeting. Plenty of parking!

Welcome to Summer--- guess we don't need the Ark after all.

Keep the rubber side down!

Tony

16

JAGUAR CLUB OF AUSTIN

The Jaguar Club of Austin was established in 1974 for the purpose of preserving the future and enthusiasm of the Jaguar marque. Being a Jaguar owner is encouraged, but not a prerequisite for membership in JCOA. All we ask is that you share our love for the Jaguar Motor Car. The JCOA sponsors monthly meetings, social gatherings, rallies, road trips, technical sessions, and an annual Concours d'Elegance, rated as one of the best in Texas. Our members own, or have expertise in Jaguars, ranging from the most rare to the latest models and are always eager to offer help, advice, and share experiences.

The Jaguar Club of Austin is an official chapter of the Jaguar Clubs of North America, incorporated in 1954. JCNA has become the hub of Jaguar enthusiasts from around the world. As a member of our local organization, you are automatically enrolled as a member of the national organization.

The Jaguar Club of Austin is incorporated as a non-profit organization. Any proceeds of our club, other than needed for the expansion and normal operating expenses are donated to local area charities. Both JCNA and our local club strive to provide members with a wide range of services and activities. The entire family participates in many events because activities span a large cross section of interests and are not limited to competitions and shows.

As a member of the local Jaguar Club of Austin and the Jaguar Clubs of North America, you haven't just joined a group of car people, you have initiated a friendship with thousands of Jaguar owners all across the United States and indeed the world.



www.jcna.com/clubs/austin

See what you've been missing

The objective of the Jaguar Club of Austin is to promote and encourage individual and group interest in Jaguar Motor Cars and to provide a social environment for Jaguar enthusiasts to share and exchange information and experiences. The club hosts rallies, technical sessions, and social gatherings. We strive to bring our members at least one event each month. Our annual Concours d'Elegance is held each Fall and attracts Jaguar enthusiasts and their Jaguars from the entire state of Texas.

If you would like more information about the Jaguar Club of Austin, please contact our Membership Chairman Tom Thornton at 512-989-2408 or e-mail at tthornton@suddenlink.net If you wish, you may fill out the form below and send it to: Tom Thornton, JCOA Membership, 18601 Wm. Anderson Dr., Pflugerville, TX 78660 and you will be contacted.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Jaguar(s) you own: _____

Phone(day): _____ Phone(evening): _____

E-mail address: _____

JAGUAR CLUB OF AUSTIN