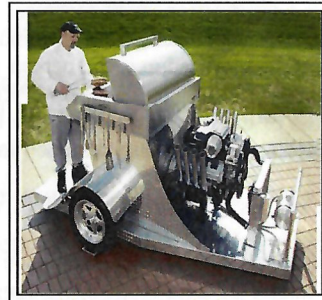


JAGUAR CLUB OF AUSTIN

April 2008



Drive something different!

**BBQ Designed by
A man.**

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Newsletter

JAGUAR CLUB OF AUSTIN

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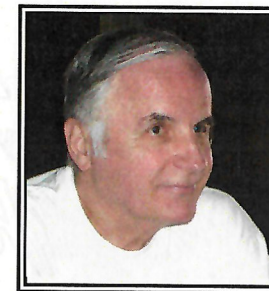


The PAW PRINT is published by the Jaguar Club of Austin (JCOA). The intent of the publication is to provide a source for and distribution of information, both technical and general for all Jaguar enthusiasts. All technical articles and tips published are the opinions of the authors. Because author's 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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From the Driver's Seat by Tony Temple



Greetings:

I trust all of you had a very happy Easter.

Our thanks to our Technical Director, Mike Schafer, for presenting a very interesting and informative technical session which answered many questions on the maintenance of our Jaguar cars. Also we give a big "thank you" to Kent Edwards for hosting the event at Motorcars. Ltd.

Our Events Chairman, Roy Cannon, has again scheduled great events for our club. Remember the luncheon and winery tour at Fall Creek Vineyard on Saturday, April 5. Two different starting points—one North and one South—are scheduled. See further information in this issue or on the website.

Again a reminder of the Four Club Meet (Spring Fling) hosted by the Houston Club April 18-20 in Round Top. See more information in this issue or on the website. Be there or you will miss out on a really fun time!

Rumor has it that Rufus Coburn has his long awaited (years) SS90 completed restoration on board a ship heading for Houston. Hopefully Rufus will have the car ready for Wheels and Keels May 3 in Seabrook.

The JCNA Western States gathering in Grand Junction, Colorado is July 28 through August 2. This is to celebrate the 50th Anniversary of JCNA. JCNA and Rocky Mountain Jaguar Clubs each have a concours scheduled plus a host of other events. For hotel and other information visit www.westernstates2008.com.

Our next regular meeting will be April 3 at Marie Callendar's, Research Blvd. and Hwy 360. Officers meeting will begin at 6:30pm and social at 7:00pm. Everyone is welcome to attend the officers meeting.

See you at Fall Creek Vineyard tour.

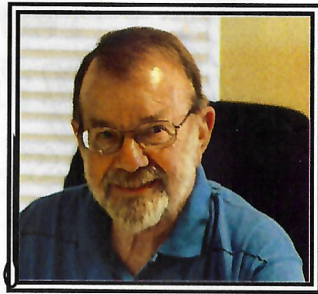
Keep the rubber side down!

Tony

Kitty Litter

by

Tom Thornton



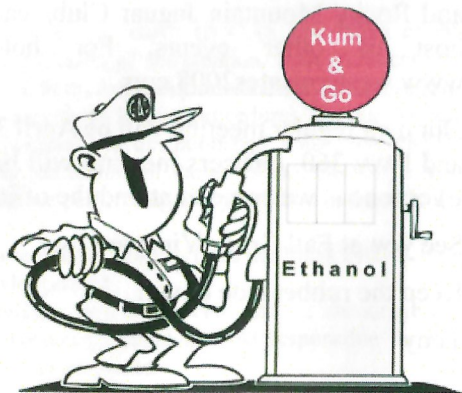
“Kum & Go” Retail Stations in Iowa Installing 19 E85 Ethanol Fueling Pumps.

General Motors, Iowa Governor Chet Culver and Kum & Go L.C. recently celebrated plans for the addition of 19 E85 ethanol fueling locations to be opened in Iowa by the end of 2008. The new fueling locations will be promoted by GM as part of a broader, ongoing national GM campaign to boost the use and awareness of ethanol-based E85 fuel in the United States.

As part of the collaboration, GM is promoting the availability of the fuel with consumer and dealer outreach. Local GM dealers will help promote these new refueling stations whenever customers buy flex-fuel vehicles.

GM wants to be a part of the solution to reduce this nation’s dependence on petroleum, and GM has expressed their appreciation of the Iowa Governor and Kum & Go for their support. GM has expressed the belief that bio-fuels like E85 give us the greatest near-term potential to actually reduce gasoline consumption and emissions. That’s why GM is committed to building vehicles that can run on E85 ethanol. With over two million flex-fuel vehicles on the road today, GM has plans to expand production going forward.

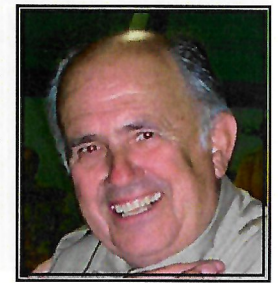
The department of Energy is supporting this effort by providing the largest funding awarded to any state last year. The funding will support Kum & Go’s plans to complete the 19 new E85 ethanol fueling sites at existing retail stations in Iowa and an additional five new fueling sites at retail stations in South Dakota and Minnesota.



Web Talk

by

Mark Atkinson



March 15, 2008

JCOA Technical Director, Mike Schafer led a spirited group of Jaguar Owners in a fascinating discussion and question and answer period on The subject of Jaguar engines, new and old, and the modern chemicals Used to keep them tuned like a pussy cat. Tune-up in a can, brake job In a can, transmission job in a can, exhaust and carbon cleaner in a can.

“It’s not all that easy,” Mike pointed out, “But the solutions have come A long way in just the past few years.” He pointed out why engines, Brakes and other wear points get the way they do. He emphasized the Importance of clean and well lubricated parts. He used several exam- Ples of products that work well in various circumstances and products That he has had experience with.



Gus is helping out in his cousin’s deli during the “Spring Break”, but things have gone bad. The cotter key that holds the blade on the meat cutter is missing. Gus needs to find the cotter key fast, he has been slicing all the meat by hand and he can’t keep up with the demand. Help poor Gus find that elusive cotter key.

FOUND IT?

The cotter key is hidden somewhere in the pages of this newsletter.

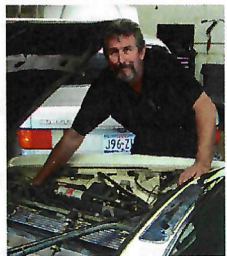
Call Tom Thornton at 989-2408 or e-mail tthornton@suddenlink.net after 10:00 am Tuesday April 8, You may win a prize.

Remember the cotter key is always the size shown, but it may change color and orientation.

Last month the cotter key was on page 14 in Mark’s web.



Dan Mize - Owner



Joe Foster



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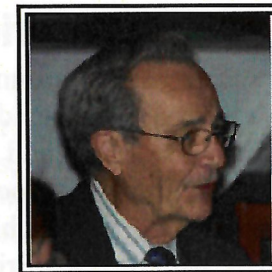
from
JCOA

Gary Nelson	1-Apr
Clark Wilson	6-Apr
Howard Hodgson	14-Apr
Roy Cannon	19-Apr
Joe Foster	26-Apr

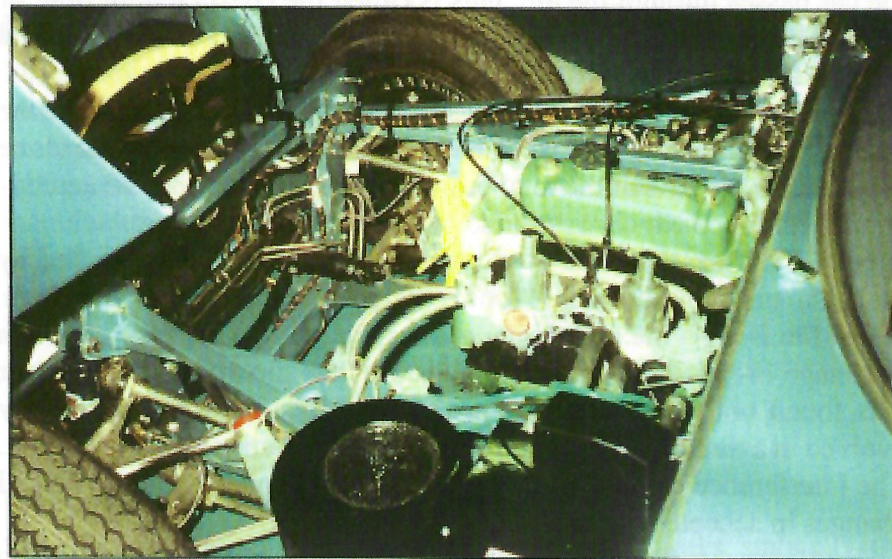


The Toolbox

by
Merl Reed



From an article in "Jaguar Driver" by Pat O'Brien



MINOR PROBLEMS OVERCOME IN PAT O'BRIEN'S SERIES 3.

V-8 engines in Jaguar XJ-6's and XJS's, how passe. Pat O'Brien thought he would try something a little different. After re-building a 1971 Series 3 E-Type FHC with some minor and major parts missing he decided to try some various enhancements. The most radical being the replacement of the XK engine with, *drum roll please*, a 1275 MG Midget engine, and he says the results have been most promising. The main advantage is that although the car looks identical to the standard E-Type, it gives the return of some 32 mpg. He fully accepts the fact that the performance is nowhere near that of an E-type but it will happily cruise at 55 mph, and is only showing signs of strain at speeds in excess of around 68 mph.

The gear box adapter is constructed of marine plywood ala early Marcos cars. The power steering pump is driven by an electric motor and with other innovations has saved as much as 20 hp.

Does this qualify as a "LUMP"?

Finding the right shape for the car body

Rummaging around through some of my old automobile books lately, trying to decide how to store them, I ran into an interesting article about drag and aerodynamics as they pertain to the automobile. The article is much too long and complicated to print in its entirety, but there were a few highlights that I found enlightening and I wanted to share with the Paw Print readers.

The big thing in the aerodynamic design is the reduction of drag as the car passes through the air. This is called the coefficient of drag or "Cd". The early search for a reduction of resistance to motion seemed simple. It was known that a car's engine, in its effort to propel the vehicle had to overcome resistances of various kinds. In addition to the resistance of the tires and of the mechanical components, which alone absorbed about 10% of the total power available, there was the aerodynamic resistance which was found to be of three kinds:

1. **Skin Friction**-- dependent of the area texture of the body licked by the airstream and responsible for about 15% of aerodynamic drag.
2. **Profile Drag**-- the main component governed by the way in which the shape or profile of the vehicle disturbs the airstream. Its behavior was found not to be in accord with established aerodynamic theory evolved in aviation, for the car had to maintain contact with the ground. The interference created by this ground effect demanded some radical changes in accepted aviation design.
3. **Radiator or Cooling Drag**-- resistance to airflow through the interior of the vehicle, notably of air taken in through the frontal apertures, passed through the radiator or heat exchanger, and then usually left to go buffeting around in the engine compartment before finding its own way out.

It was possible to quantify air resistance and so express the relative efficiency of different shapes. An ideally streamlined body in free air was found to have a Cd of about 0.04; and for comparison a flat plate presented squarely to the air flow has a Cd of 1.25.

Even as early as the 1930's it was becoming apparent, to automobile engineers, that low-drag car bodies might be responsible for bad handling qualities and poor directional stability, especially in side winds. Daimler-Benz in 1940, Bristol and Jaguar in the 1950's, and others later found that tail fins could be used to increase high-speed stability, but at the time only the engineers at Bristol were astute enough to argue that since the cause of the problem lay in aerodynamics, so might the cure. *(continued on page 14)*

The En-Tire Truth

How much do you really know about your wheels? Your tires? Even if you think you know all the answers, read on. The following is a compilation of the facts for those commonly asked questions (and frequently held misconceptions) to help you keep the shiny side up.

Do aluminum wheels have special needs?

You bet! In fact, most aluminum-wheel manufacturers provide specific instructions for their products, and it's vital that you follow them. For example, once you've installed aluminum wheels, you'll need to re-tighten the lug nuts after driving 25 to 100 miles (depending on the manufacturer's specifications). In addition, you should use only lug nuts that are specifically made for aluminum wheels--- never mix and match! And exercise care when working with aluminum wheels, as they are easily scratched or dented. A small amount of anti-seize compound on the studs and on the hub where the wheel meets is always a good idea also.

What is wheel balancing?

Tire and wheel assemblies can be balanced in two ways, statically and dynamically. In static (up and down) balancing, the assembly is mounted on a free moving spindle. If one point consistently pulls to the bottom after rotation, the assembly reveals a heavy spot, and weights are placed opposite that spot to counterbalance it. In contrast, dynamic (two plane) balancing reveals whether a tire is not only unbalanced up and down but whether one side of the assembly is heavier than the other. All this is accomplished by a computer controlled machine taking all human error and guess work out of the procedure.

Tires and wheels should be balanced when new tires are mounted for the first time, when a tire and wheel are put in another position on the car or any time a tire and wheel are disassembled. In addition, you need to check tire balance at the first sign of vibration or unusual tire wear. Though these problems may be caused by misalignment or other mechanical issues, a professional diagnosis will reveal the true cause. *(continued on page 8)*

Is an impact wrench safe for lug nuts?

You can use an impact wrench to loosen lug nuts, but never use one to reinstall them (unless you're using a torque-limiting wrench or sockets) because you'll risk over-tightening, which can lead to broken studs, warped drums or rotors and even cracked wheels. Instead, use a torque wrench and evenly tighten the nuts in a cross pattern to the values specified by the vehicle's or wheel's manufacturer. Most all tire shops today use an impact wrench to snug the lug nuts, then finish the tightening to specification using a hand operated torque-limiting wrench. Watch and make sure they do.



What do the numbers on tires' sidewalls mean?

The first number is the width in millimeters from sidewall to sidewall. The number after the slash is the aspect ratio of the tire height compared with the width: In the case above, the height is about 65 percent of the width. The next letter, either will be an 'R' or 'B', indicates the tire construction: 'R' means radial ply construction, 'B' means bias ply construction. The next two numbers indicate the wheel diameter the tire is designed for- in this case 16 inches.

Following a space will be two or three digits that describe load index.
(continued on page 10)

Houston is sponsor of 2008

“4-Club Meet”

Hello again fellow Texas Jaguar club members. The Jaguar Club of Houston is the sponsor this year for the annual Spring Fling, and I'm pleased to announce that we are going back to Round Top on April 18-20. When we last held the event in Round Top five years ago, it was a great weekend filled with activities, sunshine and wildflowers. We had over 20 cars take part in the wildflower drive on the famous Texas Independence Trail that ran from Independence, past Old Baylor College and down to Burton.

Sammie and I are working with Dave Belanger, our rally master, who once again is putting together an exciting JCNA sanctioned rally in the countryside. If you were there five years ago you remember what a hoot it was.

There are many new shops in Round Top so you will need to come early on Friday for shopping. If we can get enough folks to come in early on Friday, we are planning on taking a tour of the world famous Blue Bell Creamery in Brenham.

There will be more information forthcoming as to all of the events, but what's important now is for you to make your reservations NOW at the various B&B's and motels. Please post this on your websites and in your newsletters asap. Also you might want to send out a general club wide e-mail so everyone can quickly access the Round Top Chamber of Commerce website attached below. [On the website click on "lodging" for a complete list of B&B's and motels.](#)

The "home base" for the weekend will be at Briarfield B&B located in Warrenton a couple of miles south of Round Top on FM 954. [All the rooms at Briarfield are already booked.](#)

There will be a schedule of events coming out in the weeks to come. Thanks

Mike & Sammie Cook

www.roundtop.org

(continued from pager 8)

The load index is a range that indicates how much weight the tire is certified to carry at a maximum inflation pressure.. In the example above '98' indicates a maximum load of 1,695 pounds. The next letter (H or Q through Z) represents the speed rating. In this example the 'T' means the tire is rated for speeds up to 118 mph. Speed-rating and load-rating charts are available on most tire Manufacturers web sites). Finally, some tire codes may include one extra designation: 'M+S' meaning the tire is rated for mud and snow.



How can I tell how old my tires are?

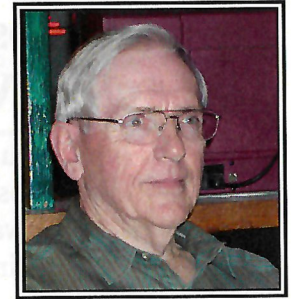
Every tire has a Department of Transportation (DOT) number imprinted on its sidewall that begins with the letters 'DOT' and may contain 12 additional letters and numbers. Before the year 2000, the last three digits of a DOT number represented the week (2 digits) and the year (1 digit) of production. So if the last three digits are 279, the tire was produced in the 27th week of 1999. Tires produced after January 1, 2000, have a four digit-digit date code at the end of the DOT number. The first two digits represent the the week of production and the last two digits represent the year of production. So 1806 would indicate that the tire was produced 18th week of the year 2006.

Where can I find the proper inflation values for my tires?

Besides being listed in your vehicle's owner's manual, tire pressures are printed on a decal found on the driver's doorpost, the lid of the glove compartment, (why is it called that?) or on the inside of the trunk lid (boot).



Road Trip by Roy Cannon



**Jaguar Club of Austin
2008 Proposed Events**

DATE/TIME TO BE DETERMINED:

- Identify new location for monthly meetings (Chinese @360/2222??)
- Fun Rally to Mark Moore's Bird Raising Ranch
 - Co-chair with Ron Butler
 - Dinner at restaurant near Mark's
- Hill Country Train Ride – Await assembly of Steam Engine (Chuck)
- Rally to Italian Restaurant near Salt Lick in Driftwood
- Tech Sessions with Mike Schafer
- Scholz Beer Garden - Summer
- Copeland's Dance Hall – Copeland, TX
- All British Car Day - Tom
- Casino Night - Tom
- Dancing - Broken Spoke – Pam
- Town Lake Dinner/bat cruise

There are so many wondrous and exciting things to do and see in the Austin area and surrounding Hill Country, much more than one person Can possibly imagine. There are gardens to visit, baseball games to cheer, antique shops and museums to roam and miles of countryside to drive and admire the beauty. So don't rely on just one person to Even try to think of events or trips to satisfy all members. If you have A favorite place, trip, event or experience you would like to share, let Me know and we can maybe make some arrangements for us all to Enjoy something a little bit different. Send me your ideas.

Roy Cannon retired (again)
rcannon5@austin.rr.com

The 100 Most Beautiful Cars in the World!!

This is a web-site you need to check out. It lists and has some spectacular photos of the most beautiful cars in the world as people responded to a survey. I don't want to give anything away, but Jaguar had 7 cars in the top 100 including the E-Type as "The Most Beautiful".

I didn't agree with a lot of the choices or their positions on the list, but you have to account for some peoples taste. We can't all be connoisseurs of the fine art of automobile design. I especially didn't agree with #2. I won't tell you what it is, I want you to look it up and get your reaction. I really agree with #17, although I would put it in at least #3.

Check it out. Lots of great photos. Type it in and navigate to the lower right where you will see the 100 most beautiful cars listing.
<http://www.telegraph.co.uk/motoring/main-jhtml>



A peek at the future of Jaguar and Land Rover

Ford sells Jaguar and Land Rover for \$2.3 billion: Ford will supply power-trains, technology, dealer financing during transition. The sale is expected to close by the end of June.

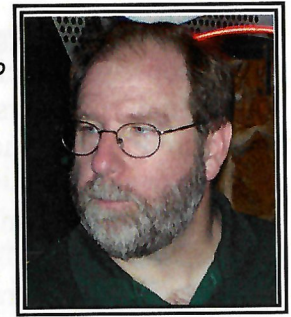
Tata Motors, the new owner of Jaguar and Land Rover, has guaranteed at least the next five years of existing product plans. That's a practical decision, if nothing else, because to cancel programs now would bring Instant cost penalties.



**WELCOME
NEW!
MEMBERS**

Billie Bailey
Vern & Kathie Bauch
Howard Gentry
And a Special Welcome Back To:
Peter & Debbie Lloyd

Top Dead Center by Mike Schafer



mjsjagman@earthlink.net



See that odd-shaped do-hickey right there. I think that's the fuel filter.



I don't like to argue, but did that look like a fuel filter to you?

All kidding aside, it was a great Tech Session. As always, Mike Schafer was able to pass on a wealth of information to fellow JCOA members. We all look forward to more of Mike's sessions.

Our thanks to Motor Cars Ltd. For allowing us to use their facilities for this and future tech sessions.

MOTORCARS

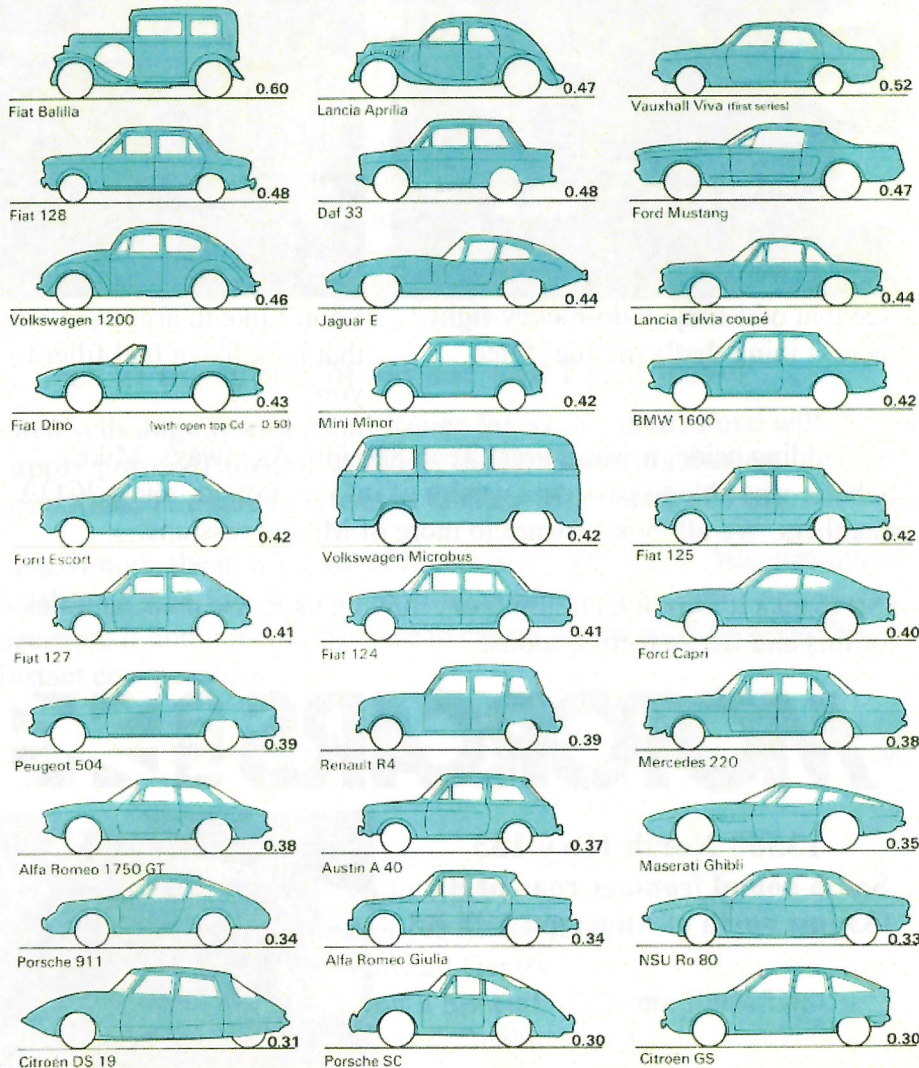
13560 North Hwy 183
South bound frontage road of Hwy 183 just north of Anderson Mill Rd.



(continued from page 6)

Used properly, the science provides a means of combining dynamic or chassis-induced oversteer at low speeds (for good steering response) with aerodynamic understeer at high speeds (for adequate directional stability).

If you have managed to read this far, you are probably asking yourself "Who cares"?, or "What's the punch line"? What this has all led up to is the illustration below showing the Cd of some of the most well known cars. I thought it was significant where our streamlined, sleek **E-Type Jaguar** lies in the great Cd scheme. Surprised? I was. Remember, the higher the number the higher the drag.



What is "Understeer--- Oversteer?"

In a very small and oversimplified nutshell....

Understeer is when more and more steering input is required to hold a corner. In the extreme, understeer is "plowing"---- you've got the front wheels turned but the car is traveling straight ahead. Understeer is when you can see what you are about to crash into.

Oversteer is when less steering input, or even opposite steering input, is required. In the extreme oversteer is when the rear of the car breaks away and the car starts to slide sideways, sometimes all the way around if you really get wild. Oversteer is when you don't see what you are about to crash into.

Understeer is the safe option for "Mr. Average", and is therefore the type of behavior engineered into most cars by the Auto makers.

It is also the standard behavior of a front wheel drive car - the more power you apply in a turn, the more it understeers (plows straight on). What was dangerous with FWD cars was the snap oversteer you could get if lifting off the throttle in a turn - but that was the early days, and modern FWD's have this engineered out to a large extent.

Oversteer, or more correctly power induced oversteer, is something you get with a rear wheel drive car, especially if it is "over-powered". The rear wheels progressively lose traction the more power is applied giving a power slide.

Now a word of warning. Understeer is safe behavior, and easy to correct by the driver. Oversteer is much more difficult. If you, like many, have grown up with only front wheel drive cars, your brain will not be programmed to instinctively catch and correct oversteer. Likewise, those of us who have grown up with rear wheel drive cars, had trouble adapting to the idiosyncrasies of front wheel drive. Some of us probably never will. Much like never really giving in to the automatic transmission.



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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 Lisa Schafer at 512-989-2408 or e-mail at lmvschafer@yahoo.com. If you wish, you may fill out the form below and send it to: Lisa Schafer, JCOA Membership, 1015 Lone Buck Pass, Cedar Park, TX 78613 and you will be contacted.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Jaguar(s) you own: _____

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

E-mail address: _____

